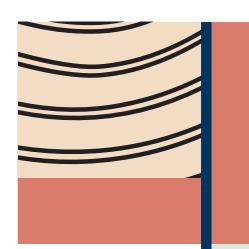


## CARSON MARKETPLACE







# VOLUME II TECHNICAL APPENDICES A – E

# DRAFT ENVIRONMENTAL IMPACT REPORT

### CARSON MARKETPLACE

LEAD AGENCY

CARSON REDEVELOPMENT AGENCY
ONE CIVIC PLAZA DRIVE, #200
CARSON, CALIFORNIA 90745

PREPARED BY

PCR Services Corporation
233 Wilshire Boulevard, Suite 130
Santa Monica, California 90401

Tel: 310.451.4488 Fax: 310.451.5279

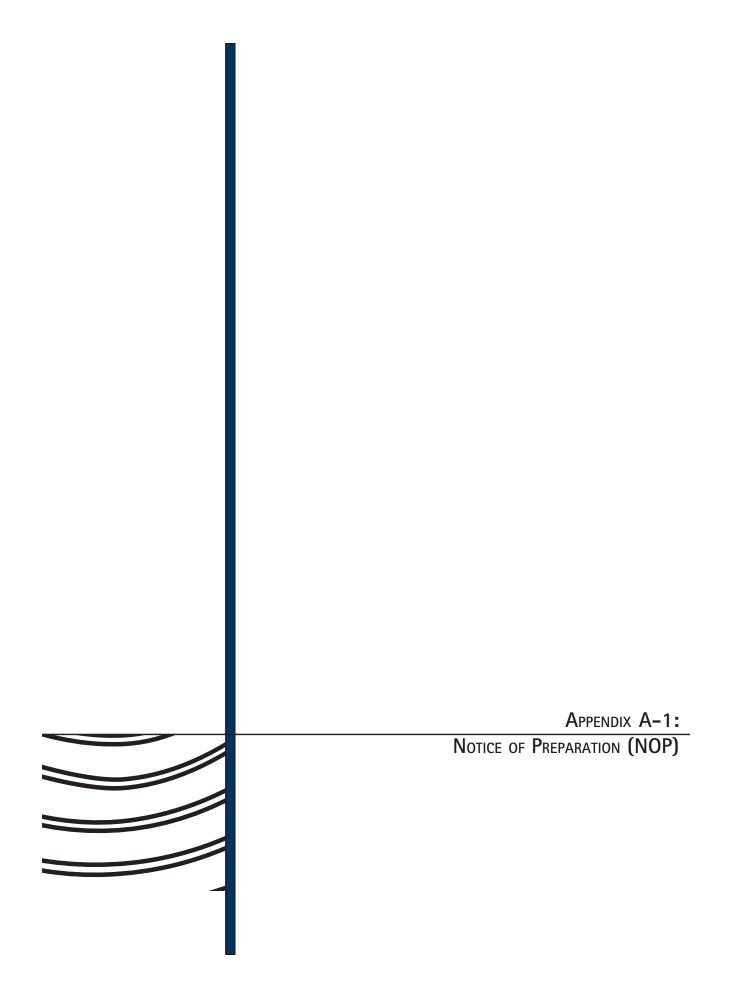
SCH No. 2005051059



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# APPENDIX A: Notice of Preparation (NOP), INITIAL STUDY, AND NOP LETTERS





### **CITY OF CARSON**

May 12, 2005

# NOTICE OF PREPARATION AND PUBLIC SCOPING MEETING ENVIRONMENTAL IMPACT REPORT

**PROJECT NAME:** Carson Marketplace

**PROJECT LOCATION/ADDRESS:** In the City of Carson, the area bounded by the I-405 Freeway to the east, Main Street to the west, the Torrance Lateral Drainage Canal to the west and south, and a utility open space corridor to the north. The site is currently accessed from Main Street at Del Amo Boulevard and Leonardo Drive.

**REDEVELOPMENT AREA:** Redevelopment Area 1

**DUE DATE FOR PUBLIC COMMENTS:** June 13, 2005

PROJECT DESCRIPTION: Carson Marketplace, LLC (the "Applicant") is proposing the Carson Marketplace, a 168-acre development located west of the San Diego Freeway (I-405), at and north of the Avalon Boulevard interchange, in the City of Carson. The proposed development would include some or all of the following uses: commercial (retail and entertainment), hotel, residential, and a National Football League (NFL) football stadium. The Applicant is proposing a wide range of land uses in order to create a diversity of on-site activity that responds to the future needs and demands of the southern California economy. The Project Site has been identified as one of the possible sites that may be selected as the home for the next NFL team in the greater Los Angeles area. As this is but one of the sites under consideration by the NFL, the Applicant has proposed a series of development programs, some of which include the NFL stadium, while others do not.

Specifically, the Applicant's proposal consists of a Proposed Project and three Development Options, each of which has its own combination of proposed uses. The Proposed Project would include a total of 1,550 residential units (1,150 for-sale units and 400 rental units), a 300-room hotel, and 1,995,125 square feet (sq.ft.) of commercial floor area.<sup>1</sup> The three Development Options are described as follows: (1) Development Option 1—1,550 residential units (1,150 for-sale units and 400 rental units), a 75,000-seat NFL stadium, 30,000 sq.ft. of NFL-related retail uses, a 300-room hotel, and 923,000 sq.ft. of commercial floor area; (2) Development Option 2—250 residential units (all for-sale), a 75,000-seat NFL stadium, 30,000 sq.ft. of NFL-related retail uses, a 300-room hotel, and 1,243,000 sq.ft. of commercial floor area; and (3) Development Option 3—250 for-sale residential units, a 300-room hotel, and 2,351,125 sq.ft. of commercial floor area. If an NFL stadium is built under Option 1 or Option 2, provision would be made for 8,000 off-site parking paces in the vicinity of the Project Site. Eight potential sites for such parking have been identified. The Proposed Development

<sup>&</sup>lt;sup>1</sup> The total amount of commercial floor area includes 200,000 sq. ft. for the development of a 300-room hotel.



would also include an Equivalency Program that would allow the composition of on-site development to be modified so as to be able to respond to the future needs and demands of the southern California economy and changes in Project requirements.

**ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:** Aesthetics, Air Quality, Geology/Soils, Hazards/Hazardous Materials, Hydrology/Water Quality, Land Use/Planning, Noise, Public Services, Recreation, Transportation/Traffic, Utilities/Service Systems, and Mandatory Findings of Significance.

<u>PUBLIC SCOPING MEETING LOCATION, DATE, TIME:</u> A public scoping meeting will be held to provide information regarding the Proposed Project and Development Options and allow the public to identify those environmental issues they believe need to be addressed in the Environmental Impact Report (EIR). The City of Carson Redevelopment Agency encourages all interested individuals and organizations to attend this meeting.

Date: June 1, 2005
Time: 6:30 P.M.
Location: Room A

**Carson Community Center** 

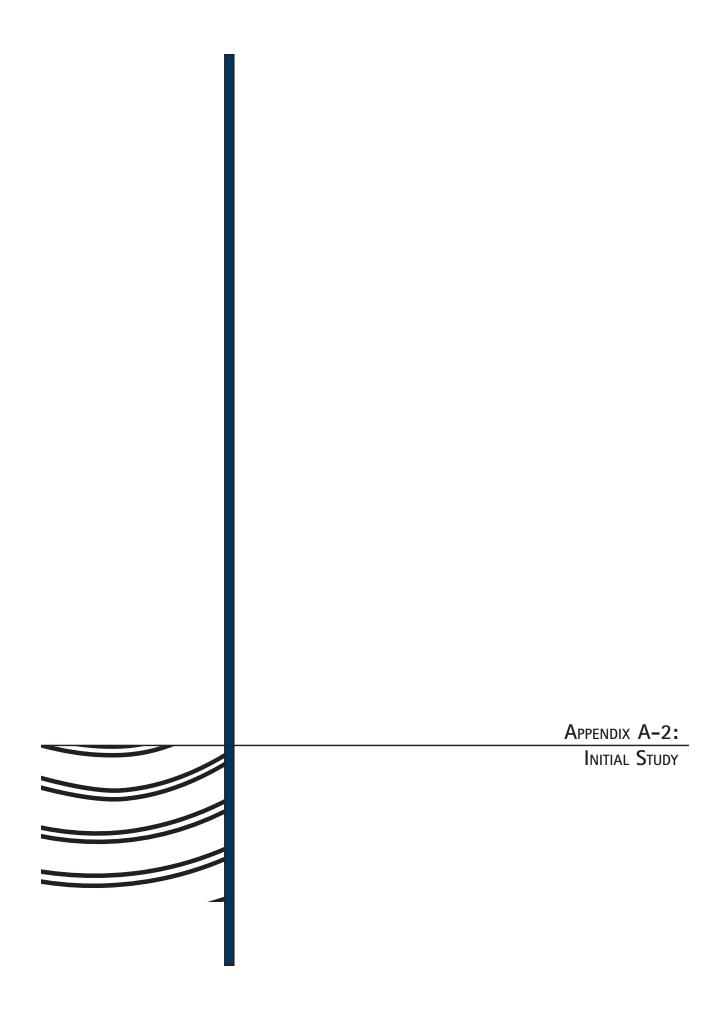
801 E. Carson Street Carson, CA 90745

The enclosed graphic illustrations reflect the location of the Project Site including the potential off-site parking areas, and a site plan for the Proposed Project and the three Development Options. An Initial Study for this Project which provides a discussion of potential project impacts for all environmental topics identified in the State of California CEQA Guidelines is on file with the City Clerk, located at the City Hall, 701 E. Carson Street, Carson, CA 90745. Copies are also available for review at the Carson Redevelopment Agency, located at One Civic Plaza Drive, Suite 200, Carson, CA 90745 and the City of Carson Department of Planning and Environmental Services at 701 E. Carson Street, Carson, CA 90745. The Initial Study is also available on the City of Carson website at: ci.carson.ca.us/.

The Carson Redevelopment Agency welcomes all comments regarding the potential environmental impacts of the Proposed Project and its three Development Options. All comments will be considered in the preparation of the EIR. <u>Written comments</u> must be submitted by June 13, 2005

Please direct your comments to:

Ronald E. Winkler Carson Redevelopment Agency Economic Development General Manager 1 Civic Plaza Drive, # 200 Carson, California 90745



# Initial Study

Carson Marketplace



# Initial Study

### CARSON MARKETPLACE

PREPARED FOR

CARSON REDEVELOPMENT AGENCY
1 CIVIC PLAZA DRIVE, SUITE 200
CARSON, CALIFORNIA 90745

PREPARED BY

PCR Services Corporation
233 Wilshire Boulevard, Suite 130
Santa Monica, California 90401

Tel: 310.451.4488 Fax: 310.451.5279



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### **ENVIRONMENTAL CHECKLIST FORM**

1. Project Title Carson Marketplace

**2. Lead agency name and address:** Carson Redevelopment Agency

701 East Carson Street Carson, CA 90749

3. Contact person and phone number: Ronald E. Winkler

Economic Development General Manager

One Civic Plaza Drive, #200

Carson, CA 90745 (310) 233-4800

**4. Project location:** The area bounded by the I-405 Freeway to the east, a utility corridor

north of Del Amo Boulevard to the north, Main Street and the

Torrance Lateral Drainage Channel to the west, the Torrance Lateral Channel to the south. The site is currently accessed via Stamps Drive

at Del Amo Boulevard and Leonardo Drive at Main Street.

5. Project sponsor's name and address: Carson Marketplace, LLC

c/o Hopkins Real Estate Group

17461 Derian Avenue

Suite 106

Irvine, CA 92614

**6. General plan designation:** Previous: Light Industrial & Regional

Commercial

Current: Mixed Use Business Park

7. **Zoning:** The Project consists of two areas separated by Del Amo Boulevard. The

157-acre parcel that is located south of Del Amo Boulevard is zoned Regional Commercial; Light Manufacturing; with an Organic Landfill Overlay and Design Review Overlay. The 11-acre parcel located north of Del Amo Boulevard is zoned Regional Commercial with a Design Review Overlay.

**8. Description of project:** (Describe the whole action involved, including but not limited to later phases of the project, and any secondary, support, or off-site features necessary for its implementation. Attach additional sheets if necessary.)

See Attachment A—Project Description.

9. Surrounding land uses and setting: Briefly describe the project's surroundings:

See Attachment A—Project Description.

**10.** Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement.)

City of Carson

State of California:

- Environmental Protection Agency/Department of Toxic Substance Control
- Regional Water Quality Control Board
- Department of Transportation

South Coast Air Quality Management District

### ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

⊠ Aesthetics	☐ Agriculture Resources	☑ Air Quality
☐ Biological Resources	Cultural Resources	⊠ Geology/Soils
☐ Hazards/Hazardous Materials	☐ Hydrology/Water Quality	☐ Land Use/Planning
☐ Mineral Resources	⊠Noise	☐ Population/Housing
⊠ Public Services	Recreation	☐ Transportation/Traffic
☐ Utilities/Service Systems		e
<b>DETERMINATION:</b> ( <b>To be c</b> On the basis of this initial evalua	ompleted by the Lead Agency) tion:	
☐ I find that the proposed proj a NEGATIVE DECLARATION	ect COULD NOT have a significant of will be prepared.	effect on the environment, and
there will not be a significant eff	oposed project could have a significated in this case because revisions in toponent. A MITIGATED NEGATI	the project have been made by
☐ I find that the proposed prediction I I I I I I I I I I I I I I I I I I I	roject MAY have a significant effec REPORT is required.	t on the environment, and an
significant unless mitigated" ir adequately analyzed in an earlie addressed by mitigation measure	ect MAY have a "potentially signifundated on the environment, but at a redocument pursuant to applicable less based on the earlier analysis as des REPORT is required, but it must	least one effect 1) has been gal standards, and 2) has been scribed on attached sheets. An
	oposed project could have a significant effects (a) have been analyzed ac	

NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Sonalof E. Winkle	May 12, 2005 Date	
Ronald E. Winkler	City of Carson Redevelopment Agency	
Printed Name	For	_

### **EVALUATION OF ENVIRONMENTAL IMPACTS:**

- 1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis). Such an explanation is provided below as Attachment B—Explanation of Checklist Determination. Attachment B has been developed per the following requirements.
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
- 4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section XVII, "Earlier Analyses," may be cross-referenced).

- 5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
  - a) Earlier Analysis Used. Identify and state where they are available for review.
  - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
  - c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
- 7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
- 9) The explanation of each issue identify:
  - a) the significance criteria or threshold, if any, used to evaluate each question; and
  - b) the mitigation measure identified, if any, to reduce the impact to less than significance.

Issues:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
I. AESTHETICS—Would the project:			-	
a) Have a substantial adverse effect on a scenic vista?				
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				
c) Substantially degrade the existing visual character or quality of the site and its surroundings?				
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?				
II. AGRICULTURE RESOURCES—In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?				
<u>III. AIR QUALITY</u> —Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?				
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?				

		Less Than Significant		
Issues:	Potentially Significant Impact	With	Less Than Significant Impact	No Impact
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?				
d) Expose sensitive receptors to substantial pollutant concentrations?				
e) Create objectionable odors affecting a substantial number o people?	f 🗌			
IV. BIOLOGICAL RESOURCES—Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?				
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native nursery sites?				
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				

Issues:	Potentially Significant Impact		Less Than Significant Impact	No Impact
V. CULTURAL RESOURCES—Would the project:		•	•	•
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?				
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?				
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				
d) Disturb any human remains, including those interred outside of formal cemeteries?	· 🗆			
VI. GEOLOGY AND SOILS—Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.				
ii) Strong seismic ground shaking?	$\boxtimes$			
iii) Seismic-related ground failure, including liquefaction?	$\boxtimes$			
iv) Landslides?	$\boxtimes$			
b) Result in substantial soil erosion or the loss of topsoil?			$\boxtimes$	
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?				
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?				
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				

Issues:	Potentially Significant Impact	Less Than Significant Impact	No Impact
<u>VII. HAZARDS AND HAZARDOUS MATERIALS</u> —Would the project:		 •	
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	_		
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?			
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	g		
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?			
<u>VIII. HYDROLOGY AND WATER QUALITY</u> —Would the project:			
a) Violate any water quality standards or waste discharge requirements?		$\boxtimes$	
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?			

Issues:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?				
d) Substantially alter the existing drainage pattern of the site or area, including through the alternation of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?				
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?				
f) Otherwise substantially degrade water quality?			$\boxtimes$	
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				$\boxtimes$
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?				$\boxtimes$
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?				
j) Inundation by seiche, tsunami, or mudflow?				
IX. LAND USE AND PLANNING—Would the project:				
a) Physically divide an established community?	$\boxtimes$			
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?				
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?				
X. MINERAL RESOURCES—Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	e 🗌			

Issues:	Potentially	Less Than Significant With	Less Than	
	Significant Impact	Mitigation Incorporation	Significant Impact	No Impact
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				
XI. NOISE—Would the project result in:				
a) Exposure of persons to or generation of noise level in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	s 🛚			
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	$\boxtimes$			
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	$\boxtimes$			
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?				
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				
XII. POPULATION AND HOUSING—Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	r			
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				

Issues:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
XIII. PUBLIC SERVICES		-		
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the need for new or physically altered governmental facilities, construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire protection? Police protection? Schools? Parks? Other public facilities?				
XIV. RECREATION				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?				
XV. TRANSPORTATION/TRAFFIC—Would the project:				
a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?				
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?				
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?				
e) Result in inadequate emergency access?			$\boxtimes$	

		Less Than Significant		
Issues:	Potentially	With	Less Than	
	Significant Impact	Mitigation Incorporation	Significant Impact	No Impact
f) Result in inadequate parking capacity?	$\boxtimes$			
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?				
XVI. UTILITIES AND SERVICE SYSTEMS—Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?				
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?				
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?				
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?				
g) Comply with federal, state, and local statutes and regulation related to solid waste?	s 🗌			$\boxtimes$
XVII. MANDATORY FINDINGS OF SIGNIFICANCE				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	$\boxtimes$			

		Less Than Significant		
Issues:	Potentially Significant Impact		Less Than Significant Impact	No Impact
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?				
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?				

# ATTACHMENT A PROJECT DESCRIPTION

### A. INTRODUCTION

Carson Marketplace, LLC (the "Applicant") is proposing the Carson Marketplace, a 168-acre development located west of the I-405 Freeway, at and north of the Avalon Boulevard interchange, in the City of Carson. The proposed development would include some or all of the following uses: commercial (retail and entertainment), hotel, residential, and a National Football League (NFL) football stadium. The Applicant is proposing a wide range of land uses in order to create a diversity of on-site activity that responds to the future needs and demands of the southern California economy. The Project Site has been identified as one of the possible sites that may be selected as the home for the next NFL team in the greater Los Angeles area. As this is but one of the sites under consideration by the NFL, the Applicant has proposed a series of development programs, some of which include the NFL stadium, while others do not.

### **B.** PROJECT LOCATION

The Project Site is located in the City of Carson in the South Bay area of Los Angeles County and is currently undeveloped. It is located approximately 17 miles south of downtown Los Angeles and approximately 6.5 miles east of the Pacific Ocean. The Project Site is comprised of approximately 168 acres located southwest of the San Diego Freeway (I-405), at and north of the Avalon Boulevard interchange. The Project Site consists of two components. The majority of the Project Site, consisting of 157 acres, is located south of Del Amo Boulevard, while the remaining 11 acres are located north of Del Amo Boulevard. Figure A-1 on page A-2 places the Project Site in a regional and local context, whereas an aerial photograph of the Project Site and adjacent areas which shows the land uses around the Project Site is presented in Figure A-2 on page A-3. Access to the Project Site is available via Main Street (a north-south thoroughfare on the western side of the Project Site), Avalon Boulevard (an exit from the I-405 Freeway and a major north-south arterial), and Del Amo Boulevard (an east-west arterial which bisects the northern portion of the Project Site).

The Project Site is bounded by a nursery and the Dominguez Golf Course to the north, the Torrance Lateral Flood Control Channel and residential uses to the south and west, industrial uses to the west and the I-405 Freeway to the east. In a larger context, the Project Site is surrounded by various uses. East of the I-405 Freeway, land uses include neighborhood and regional retail shopping, most notably the South Bay Pavilion. To the north and east of the Project Site and the I-405 Freeway is the Victoria golf course, with single-family residential uses

### Figure A-1 Regional and Project Vicinity Map

### Figure A-2 Aerial Photograph

located to the east. To the west of the Project Site extending away from the site on Torrance and Del Amo Boulevards are commercial and light industrial uses. Further north on Main Street are several light industrial uses.

### C. PROJECT CHARACTERISTICS

The Applicant's proposal, as shown in Figure A-3 on page A-5, consists of a Proposed Project and three Development Options, each of which has its own combination of proposed uses. The Proposed Project would include a total of 1,150 for-sale residential units, 400 rental residential units, a 300-room hotel, and 1,995,125 square feet (sq.ft.) of commercial floor area. The three Development Options are described as follows: (1) Development Option 1—1,150 for-sale residential units, 400 rental units, a 75,000-seat NFL stadium, 30,000 sq.ft. of NFL-related retail uses, a 300-room hotel, and 923,000 sq.ft. of commercial floor area; (2) Development Option 2—250 for-sale residential units, a 75,000-seat NFL stadium, 30,000 sq.ft. of NFL-related retail uses, a 300-room hotel, and 1,243,000 sq.ft. of commercial floor area; and (3) Development Option 3—250 for-sale residential units, a 300-room hotel, and 2,351,125 sq.ft. of commercial floor area. The Proposed Project and its three Development Options are collectively referred to as the Proposed Development and the location for the Proposed Development is referred to as the Project Site. The development that would occur under the Proposed Project and the Development Options is summarized in Table A-1 on page A-6.

The proposed development programs would be allocated to five Development Districts that would control the location of development within the Project Site. These Development Districts are the same for the Proposed Project and the three Development Options and have been defined to organize the proposed land uses and to create an identity for the areas within which the proposed land uses would occur. Table A-2 on page A-7 provides a summary of the development program for the Proposed Project and its three Development Options that summarizes the total development and distribution of development within the Development Districts. Conceptual plans that illustrate the potential development within each of the five Development Districts are presented in Figure A-3. While the conceptual plans provide a reasonably probable illustration of how the proposed set of land uses may be developed on the Project Site, location and orientation of actual buildings have not yet been determined.

The Proposed Project and its three Development Options would each include parking facilities to meet the parking demands generated by the proposed development. Parking for all non-stadium uses would be provided through a combination of at-grade, surface parking lots, and parking structures that would be a maximum of 45 feet in height. All of the parking for the non-stadium uses would be provided on site. If a stadium is built under Option 1 or Option 2, an on-site parking structure with a maximum height of 90 feet, and off-site parking facilities would

<sup>&</sup>lt;sup>1</sup> The total amount of commercial floor area includes 200,000 sq. ft. for the development of a 300-room hotel.

### Figure A-3 Proposed Conceptual Plans

Table A-1

PROPOSED PROJECT AND DEVELOPMENT OPTION LAND USE COMPARISON

Land Uses	Proposed Project	Development Option 1	Development Option 1 Development Option 2 Development Option 3	Development Option 3
Residential				
For Sale	1,150 units	1,150 units	250 units	250 units
Rental	400 units	400 units	0	0
Neighborhood Commercial	130,000 sq.ft.	140,000 sq.ft.	90,000 sq.ft.	90,000 sq.ft.
Restaurant	141,125 sq.ft.	133,000 sq.ft.	133,000 sq.ft.	164,125 sq.ft.
Hotel (300 rooms)	200,000 sq.ft.	200,000 sq.ft.	200,000 sq.ft.	200,000 sq.ft.
Commercial Recreation/Entertainment	374,000 sq.ft.	290,000 sq.ft.	290,000 sq.ft.	290,000 sq.ft.
Regional Commercial	1,150,000 sq.ft.	160,000 sq.ft.	530,000 sq.ft.	1,607,000 sq.ft.
NFL Stadium (75,000 seats)	N/A	1,089,000 sq.ft.	1,089,000 sq.ft.	N/A
NFL-Related Retail Uses	N/A	30,000 sq.ft.	30,000 sq.ft.	N/A
Total Residential Total General Commercial <sup>a</sup>	1,550 units 1,995,125 sq.ft.	1,550 units 2,042,000 sq.ft.	250 units 2,362,000 sq.ft.	250 units 2,351,125 sq.ft.

N/A = Not Applicable

Source: PCR Services Corporation.

Carson Marketplace May 12, 2005

<sup>&</sup>lt;sup>a</sup> Includes NFL Stadium, NFL Stadium retail-related uses, and hotel sq.ft.

Table A-2

# DEVELOPMENT SUMMARY BY DEVELOPMENT DISTRICT

			Residential Units	ial Units		Co	Commercial Square Footage	uare Foota	ge		Hotel Rooms	Rooms	
			Deve	Development Option	ption		Devel	Development Option	tion		Deve	Development Option	tion
		Proposed				Proposed				Proposed			
Development District	Acres	Project	Option 1	Option 2	Option 3	Project	Option 1	Option 2	Option 3	Project	Option 1	Option 2	Option 3
Development District 1	31	1,300	1,300	I	1	150,000	132,000	402,000	402,000	I		I	
Development District 2	29					740,000	440,000	480,000	755,000	300	300	300	300
Development District 3	29					180,000	301,000	311,000	162,000				
Development District 4	89					875,125	1,119,000	1,119,000	982,125				
Subtotal Districts 1-4	157	I,300	1,300	0	0	1,945,125	1,992,000	2,312,000	2,301,125	300	300	300	300
Development District 5	Ξ	250	250	250	250	50,000	50,000	50,000	50,000	Ц	Ц	Ц	
Total	168	1,550	1,550	250	250	1,995,125	2,042,000	2,362,000	2,351,125	300	300	300	300
			Stadium Seats	Soats			Maximum Height	, Height			Plan FAR	2 4	
			Deve	Development Option	ption		Devel	Development Option	tion		Deve	Development Option	tion
		Proposed				Proposed				Proposed			
Development District	Acres	Project	Option 1	Option 2	Option 3	Project	Option 1	Option 2	Option 3	Project	Option 1	Option 2	Option 3
Development District 1	31	I				75	75	40	40	2.86	2.85	0.30	0.30
Development District 2	29		*	*		75	75	75	75	0.59	0.35	0.38	09.0
Development District 3	29	I	*	*		40	40	40	40	0.14	0.24	0.25	0.13
Development District 4	89		75,000	75,000		40	200	200	40	0.30	0.38	0.38	0.33
Subtotal Districts 1-4	157	0	75,000	75,000	0								
Development District 5	11					09	09	09	09	0.94	0.94	0.94	0.94
Total	168	0	75,000	75,000	0	40–75	40-200	40-200	40–75	0.27	0.28	0.32	0.32

Stadium seats may also occur in Development Districts 2 and 3.

Source: The Planning Center, February 2005.

be developed. Eight potential sites for off-site parking have been identified. These potential sites are shown in Figure A-1 on page A-2. Parking at all of the off-site locations would occur via surface parking lots.

The Proposed Project and its three Development Options are defined by a series of development standards that would regulate the amount and types of development, the size and arrangement of buildings, on-site circulation and open space, as well as the general appearance of the development occurring on the Project Site. These standards would be implemented through the Carson Marketplace Specific Plan upon adoption by the City Council.

Implementation of the Proposed Development would also include an Equivalency Program that would allow the composition of on-site development to respond to the future needs and demands of the southern California economy and changes in Project requirements. The Equivalency Program would provide flexibility for modifications to land uses and square footages within the Project Site. This is achieved via a framework within which permitted land uses can be exchanged for certain other permitted land uses, so long as the limitations of the Equivalency Program are satisfied and no additional environmental impacts occur. As such, increases in permitted land uses can be exchanged for corresponding decreases of other permitted land uses under the proposed Equivalency Program. The Equivalency Program would be implemented pursuant to the procedures set forth within the Carson Marketplace Specific Plan.

The Proposed Development, in addition to that described above, includes the remediation of the former landfill on the 157-acre portion of the Project Site that is located south of Del Amo Boulevard in compliance with Remedial Action Order No. HSA87/88-040, which was issued by DTSC in 1988. As set forth in the Remedial Action Plan (RAP) adopted in 1995, the recommended remedial action includes: (1) containment of the impacted soil and buried waste through the use of a clay cap; (2) extraction and treatment of the groundwater; (3) collection and treatment of landfill gas extraction; and (4) long-term monitoring of the groundwater and landfill The Applicant is proposing to implement the RAP, with design changes based on improvements in science and engineering since 1995, but with the same performance goals of controlling exposure pathways and migration. More specifically, the Applicant proposes to use a synthetic membrane cap rather than a clay cap for the waste prism. In addition, alternative designs may be used to enhance gas control and groundwater treatment. The Applicant may also propose a modification to the groundwater remedy approved in the RAP. The modification, if proposed, would use in-situ bioremediation. If the studies indicate in-situ bioremediation is likely to be effective, the Applicant would seek DTSC approval of the modification, as required under applicable regulations. Changes in the design of the remediation would only be allowed if DTSC determines that the proposed design accomplishes the same performance objectives as the previously approved design and is protective of human health and the environment. Specific details on the remedial activities that would be implemented on the landfill site would be

provided in the Remedial Design (RD). The RD would be prepared and submitted to DTSC prior to initiating any remedial actions. In addition, DTSC would be required to approve any change in RAP requirements, pursuant to applicable regulations.

### D. PROJECT CONSTRUCTION AND SCHEDULE

Construction of the Proposed Development is anticipated to be completed by the end of 2010. The principal phases of Proposed Development construction include site preparation, implementation of the RAP, and site construction. While three construction phases are identified, it is anticipated that there would be some overlapping of activities as the current design is for the piles that support the buildings to be integrated with the remediation cap. This construction schedule is what is anticipated to occur at this time, but it is important to note that the schedule is subject to many factors, and as a result, could be revised.

### E. DISCRETIONARY ACTIONS

Implementation of the Proposed Development would require, but would not necessarily be limited to, the permits and approvals listed below. Other actions of local, regional and/or federal agencies may be required.

### **Carson Redevelopment Agency**

- Owner Participation Agreement;
- Improvement or other bonds; and
- Revenue bonds.

### City of Carson

- Adoption of the Carson Marketplace Specific Plan;
- General Plan Amendment;
- Zone Change;
- Implementation of an Overlay Zone for Development District 5;
- Development Agreement;
- Building-related permits such as general building, foundation, plumbing, sewer, HVAC, electrical, landscaping, fencing, paving, etc.;

- Construction-related encroachment permits;
- Subdivision and/or Tract Approvals;
- Vacations of existing on-site roadways;
- On-site public improvements; and
- Street improvements as required.

#### State of California

### **Environmental Protection Agency (Cal-EPA), Department of Toxic Substances Control**

 Approval of changes to the existing Remedial Action Plan (RAP) in conjunction with Project.

#### **Regional Water Quality Control Board**

• Issuance of a Waste Discharge Permit.

#### California Department of Transportation (Caltrans)

- Improvements to the Avalon Boulevard interchange to the I-405 Freeway; and
- Any required Caltrans approval related to signage.

#### **Additional Discretionary Actions**

 Any other discretionary actions or approvals that may be required to implement the Proposed Development.

### ATTACHMENT B EXPLANATION OF CHECKLIST DETERMINATION

#### **I. AESTHETICS.** *Would the project:*

#### a) Have a substantial adverse effect on a scenic vista?

**Potentially Significant Impact.** The Project Site is located within an urbanized setting and is comprised of a currently undeveloped 157-acre former landfill and an 11-acre vacant lot. The Project Site is relatively flat and the 157-acre portion of the Project Site is slightly elevated above the San Diego Freeway. The site, in addition to being visible from the San Diego Freeway, is also visible from the major thoroughfares that border the Project Site (i.e., Main Street and Del Amo Boulevard) as well as from the nearby residential and commercial uses located adjacent, to the west and south of the Project Site. Some long range views over the Project Site are available from off-site locations including the aforementioned roadways, the I-405 Freeway in particular, and some locations within private property. Development would substantially alter the visual appearance of the Project Site via the construction of buildings and parking structures that could also alter existing views over the Project Site. In addition, the proposed off-site parking locations lie within the same urbanized setting, with a variety of vacant conditions, underdeveloped uses, and in several cases existing surface parking facilities. The surface parking lots that could be developed at the proposed locations that are not already developed as surface parking lots, would not have an affect on views/scenic vista, as no above grade structures of a substantial mass would occur. Notwithstanding, the extent of the changes to the available views should be evaluated further to identify the quality of the view conditions in the Project area and the potential for the Proposed Development to alter existing viewing opportunities over and across the Project Site. As a potential for a significant impact exists, this issue requires further analysis in an Environmental Impact Report.

## b) Substantially damage scenic resources, including, but not limited to, trees, rock outcrops, and historic buildings within a state scenic highway?

**No Impact.** As stated above, the entire 168-acre Project Site is located within an urbanized setting and is currently vacant, undeveloped, and relatively flat. In addition, the proposed off-site parking locations lie within the same urbanized setting, with a variety of developed uses, vacant conditions, or golf course grasses. There are no trees, rock outcrops, designated historic buildings or a designated state scenic highway on or adjacent to the Project Site. While the Project Site lies adjacent to the San Diego Freeway (I-405), that portion of the

freeway is not designated as a state scenic highway. As no impact is anticipated, no further environmental analysis is required.

### c) Substantially degrade the existing visual character or quality of the site and its surroundings?

Potentially Significant Impact. As the Project Site is currently undeveloped and vacant, the Proposed Development would introduce a substantial amount of development with buildings covering large portions of the 168-acre Project Site. As a result, the Proposed Development would certainly change the visual character of the Project Site and its contribution to the aesthetic character of the community. Further, the Proposed Development would affect aesthetic and view conditions from the San Diego Freeway, other major public thoroughfares, and from the residential uses to the west and south of the Project Site. The surface parking lots that may be developed at off-site locations that are not already developed as surface parking lots, would not affect views, but could cause minor alterations of the aesthetic character of their respective locations. The extent of the changes to the Project Site as well as the three proposed off-site parking locations should be evaluated further to determine if Project Development would result in a significant impact to the aesthetic character of the sites and/or have a significant impact on the existing aesthetic character of the surrounding community. As a potential for a significant impact exists, this issue requires further analysis in an Environmental Impact Report.

# d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?

Potentially Significant Impact. The Project Site, as well as some of the off-site parking locations, are adjacent to residential neighborhoods as well as major public thoroughfares, including the I-405 freeway. The Proposed Development would introduce new sources of light in the form of streetlights, parking lot/structure lights, lighted signs, and stadium lighting if Options 1 or 2 are implemented. These light sources would be apparent from the surrounding roadways and could potentially introduce illumination into the existing residential neighborhoods to the west and south of the Project Site. Although all lighting, signage and design features for the Proposed Development, inclusive of the proposed off-site parking locations, would be regulated by the Carson Marketplace Specific Plan, this potential impact should be analyzed further to determine the extent of impacts that may occur as a result of the Proposed Development.

The potential impact of reflective glare should also be reviewed to ensure that the Proposed Development does not affect either the safety or traffic on the San Diego Freeway or the comfort of residents on the western and southern boundaries of the Project Site. The effect of shading from the Proposed Development on the residential development along the southern and

western boundaries of the Project Site should also be analyzed. As a potential for a significant impact exists, this issue requires further analysis in an Environmental Impact Report.

- II. AGRICULTURAL RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California agricultural land evaluation and site assessment model (1997) prepared by the California Dept. of Conservation as an optional model to use is assessing impacts on agriculture and farmland. Would the project:
  - a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown the maps prepared pursuant to the Farmland Mapping Monitoring Program of the California Resources Agency, to non-agricultural uses?

**No Impact.** The majority of the Project Site (157 acres) is a former landfill site. The remaining 11 acres of the site is a vacant urban lot, located adjacent to the I-405 Freeway and surrounded by urban uses. Further, the proposed off-site parking locations lie within the same urbanized setting, with a variety of vacant conditions, underdeveloped uses, and in several cases existing surface parking facilities. No agricultural uses or related operations are present on the Project Site, the proposed off-site parking locations, or within the surrounding area. In addition, the Project Site and the proposed off-site parking locations are not considered prime or unique farmland of statewide or local importance as identified by the State Department of Conservation and the City of Carson General Plan. Therefore, the Proposed Development, inclusive of the proposed off-site parking locations, would not result in the conversion of designated farmland, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural uses. As no impact is anticipated, no further environmental analysis is required.

#### b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

**No Impact.** Neither the Project Site nor the proposed off-site parking locations are zoned for agricultural uses, nor are they under a Williamson Act contract. Therefore, no conflict exists with agricultural zoning or Williamson Act contracts. As no impact is anticipated, no further environmental analysis is required.

c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?

**No Impact.** As there are no agricultural uses or related operations on or near the Project Site, the Proposed Development, inclusive of the proposed off-site parking locations, would not involve the conversion of farmland to non-agricultural uses. Therefore, no impacts to agricultural uses are anticipated, and no further environmental analysis is required.

- **III. AIR QUALITY.** Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:
  - a) Conflict with or obstruct implementation of the applicable air quality plan?
  - b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?
  - c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?

**Potentially Significant Impacts [a-c].** The state and federal governments have set health standards for air pollutants, specifying levels beyond which the air is deemed unhealthful. The Project Site is located in the South Coast Air Basin and is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The South Coast Air Basin is currently in non-attainment for ozone (O<sub>3</sub>), fine particulate matter (PM<sub>10</sub>), and carbon monoxide (CO) based on federal, and thus state, air quality standards, as the state standards are more stringent than the federal standards. Together with the Southern California Association of Governments (SCAG), the SCAQMD is responsible for formulating and implementing air pollution control strategies throughout the Basin. A comprehensive update to the Regional Air Quality Management Plan (AQMP) was adopted by the SCAQMD in 2003 to establish a comprehensive air pollution control program that would lead to the attainment of state and federal air quality standards. The Proposed Development, inclusive of the proposed off-site parking locations, could result in increases in air emissions during construction and operations of the Proposed Development, which could potentially conflict with or obstruct the implementation of the SCAQMD's AQMP or MTA's Congestion Management Plan; violate an air quality standard or contribute substantially to an existing or projected air quality violation; or result in a cumulatively considerable net increase of ozone, carbon monoxide, or PM<sub>10</sub>, for which the South Coast Air Basin, as described above, is currently in non-attainment. As a potential for a significant impact exists, potential air quality impacts resulting from the Proposed Development, inclusive of the proposed off-site parking locations, requires further analysis in an Environmental Impact Report. The EIR will also analyze potential construction air quality impacts associated with the implementation of the approved RAP as well as the Applicant's proposed changes to the RAP.

#### d) Expose sensitive receptors to substantial pollutant concentrations?

Potentially Significant Impact. Sensitive receptors in the immediate vicinity of the Project Site and the proposed off-site parking locations include residential uses and two child care facilities (i.e., to the south and west of the Project Site). Sensitive receptors also occur in the vicinity of the proposed off-site parking locations. These include residential uses, child care facilities, health care centers and schools. Construction activity attributable to the Proposed Development, inclusive of the proposed off-site parking locations, would result in increased air emissions, largely due to dust and heavy-duty equipment exhaust emissions. In addition, operation of the Proposed Development would result in an increase in mobile source emissions associated with an increase in vehicle trips. Furthermore, the Proposed Development could result in an increase in air emissions from stationary sources associated with the new buildings. Potential significant impacts due to the exposure of sensitive receptors to substantial pollutant concentrations from mobile and stationary air emission sources may occur and, thus, require further analysis in an Environmental Impact Report.

# e) Would the project create objectionable odors affecting a substantial number of people?

**Less Than Significant Impact.** No objectionable odors are anticipated during the construction of the Proposed Development and proposed off-site parking locations as the proposed buildings and structures would be constructed using conventional building materials which do not include odiferous materials that would impact off-site uses.

Odors are typically associated with industrial projects involving high volumes of chemicals, solvents, petroleum products, and other strong-smelling elements used in manufacturing processes. It is not anticipated that the Proposed Development, inclusive of the proposed off-site parking locations, would include these types of uses. Potential odors associated with the landfill site, including its remediation, have been appropriately and adequately addressed by the Department of Toxic Substances Control (DTSC) in the context of the approved Remedial Action Plan (RAP). While less than significant impacts are anticipated, the Redevelopment Agency concludes that the CEQA process would be best served by including

Sensitive Receptor Location Map, Carson General Plan EIR, GIS Data, City of Carson, October 22, 2002.

in the Environmental Impact Report a discussion of potential odors associated with the former landfill site.

#### IV. BIOLOGICAL RESOURCES. Would the project:

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

**No Impact.** The Project Site, inclusive of the proposed off-site parking locations, are located in an urbanized setting. Uses surrounding the Project Site include the I-405 Freeway, a golf facility, residential development, industrial landscaped light uses. vacant/underdeveloped lots. The Project Site consists of the 157-acre former landfill site which is devoid of biological features; and an 11-acre vacant lot, which includes weeds and grasses, gravel piles and barren areas. Neither of these sites include trees or landscaping as amenities and the vegetation that does exist is not classified as exhibiting any habitat value. As such, the Project Site does not contain any natural habitat for species identified as candidate, sensitive or of special status. Further, the proposed off-site parking locations lie within the same urbanized setting, with a variety of vacant conditions, underdeveloped uses, and in several cases existing surface parking facilities. The conclusion regarding the Project Site's lack of habitat value also applies to the proposed off-site parking locations. As no impact is anticipated, no further environmental analysis is required.

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

*No Impact.* The Project Site is in an urbanized location and includes a 157-acre former landfill and an 11-acre vacant lot. Further, the proposed off-site parking locations lie within the same urbanized setting, with a variety of vacant conditions, underdeveloped uses, and in several cases existing surface parking facilities. None of the sites proposed for development include riparian habitat or other sensitive natural communities as identified in City or regional plans, policies or regulations. Furthermore, none of the sites are in or adjacent to any riparian area and are not identified in the City of Carson General Plan as a natural, conservation or open space resource. Additionally, no other adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan applies to the Project Site or the proposed off-site parking locations. As no impact is anticipated, no further environmental analysis is required.

Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

**No Impact.** The Project Site is in an urbanized location and includes a 157-acre former landfill and an 11-acre vacant lot. Further, the proposed off-site parking locations lie within the same urbanized setting, with a variety of vacant conditions, underdeveloped uses, and in several cases existing surface parking facilities. None of the sites proposed for development contain natural hydrologic features or federally protected wetlands as defined by Section 404 of the Clean Water Act. Therefore, the Proposed Development, inclusive of the proposed off-site parking locations, would not result in an adverse effect on any federally protected wetlands or potentially federally protected wetlands. As no impact is anticipated, no further environmental analysis is required.

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native nursery sites?

**No Impact.** The Project Site is in an urbanized location and includes a 157-acre former landfill and 11-acre vacant lot. Further, the proposed off-site parking locations lie within the same urbanized setting, with a variety of vacant conditions, underdeveloped uses, and in several cases existing surface parking facilities. None of the sites proposed for development function as a wildlife corridor and no bodies or courses of water exist to provide habitat for fish. Therefore, the Proposed Development, inclusive of the proposed off-site parking locations, would not interfere with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, nor would it impede the use of native wildlife nursery sites. As no impact is anticipated, no further environmental analysis is required.

e) Conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance?

**No Impact.** The Project Site is in an urbanized location and includes a 157-acre former landfill and an 11-acre vacant lot. Further, the proposed off-site parking locations lie within the same urbanized setting, with a variety of vacant conditions, underdeveloped uses, and in several cases existing surface parking facilities. None of the sites proposed for development contain notable natural features or protected biological resources. Therefore, the Proposed Development, inclusive of the proposed off-site parking locations, would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. As no impact is anticipated, no further environmental analysis is required.

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

**No Impact.** As previously noted, the Project Site as well as the proposed off-site parking locations are located within an urbanized area and do not contain any notable natural features. Additionally, no adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan applies to these sites. As such, the Proposed Development, inclusive of the proposed off-site parking locations, would not have any impact as it would not conflict with any habitat conservation plan. As no impact is anticipated, no further environmental analysis is required.

#### V. CULTURAL RESOURCES. Would the project:

a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?

Less Than Significant Impact. Section 15064.5(a)(3) of the CEQA Guidelines generally defines historical resources as any object, building, structure, site, area, place, record, or manuscript determined to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California. Historical resources are further defined as being associated with significant events, important persons, or distinctive characteristics of a type, period or method of construction; representing the work of an important creative individual; or possessing high artistic values. Neither the Project Site nor the off-site parking locations contain any extant buildings, structures, objects, sites or districts with any historical associations or significance necessary for California Register eligibility. Therefore, neither the Project Site nor the off-site parking locations contain any historical resources as defined by the CEQA Guidelines.

As no adverse impacts to significant historical resources would occur, no further environmental analysis is required.

b) Cause a substantial adverse change in significance of an archaeological resource pursuant to §15064.5?

Less Than Significant Impact. The Project Site is located within an urbanized area and has been subject to disturbance due to grading and development activities in the past; thus, any surficial archaeological resources that may have existed on the Project Site, or the proposed offsite parking locations, at one time are likely to have been disturbed or removed previously. The

majority of the Project Site (157 acres) is a former landfill site that would not yield archaeological resources given its past use and the manner with which the Proposed Development would occur (i.e., construction of a cap to contain on-site contamination). Archaeologists performed a systematic pedestrian survey of the 11-acre portion of the Project Site north of Del Amo Boulevard.<sup>2</sup> The archaeologists carefully inspected patches of exposed ground surface, including small gullies and cutbanks. The archaeologists did not observe any cultural or paleontological materials within the 11-acre portion of the Project Site. Further, the proposed off-site parking locations lie within the same urbanized area with previously disturbed ground surfaces. Grading for the off-site surface parking lots would be surficial, and thus, would not disturb subsurface soils at any noteworthy depth relative to the disturbance of an archaeological resource.

A records search conducted by the South Central Coastal Information Center of the California Historical Resources Information System<sup>3</sup> reported no historic or prehistoric archaeological sites on the Project Site, the locations of the proposed off-site parking facilities, or immediately adjacent areas. Although four archaeological sites have been identified within the vicinity of the Project Site, there were no previously recorded sites within the Area of Potential Effect (APE).

Therefore, there is a low probability that additional archaeological resources would be encountered during construction of the Proposed Development or the proposed off-site parking locations. Thus, no further analysis or mitigation is required. Any discovery of archeological resources during construction of the Proposed Development or the proposed off-site parking locations would be treated in accordance with federal, state and local guidelines, as appropriate. As no known archeological resources are present and the historic use of the Project Site indicates that the likelihood of undisturbed archeological resources is low, less than significant impacts are anticipated. In addition, the potential development of an off-site parking lot under Options 1 and 2 would not involve excavation activities of a nature that are anticipated to impact any subsurface archaeological resources, should any exist. As such, the development of any of the proposed off-site parking locations would have a less than significant impact on archaeological resources. As less than significant impacts are anticipated, no further environmental analysis is required.

The site survey was performed by PCR Services Corporation on March 22, 2005. The site was walked in 15-meter transect intervals in a line-abreast formation.

<sup>&</sup>lt;sup>3</sup> Records search conducted by Catharine M. Wood, Associate Archaeologist, PCR Services Corporation, December 20, 2004.

### c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less Than Significant Impact. The Project Site is located within an urbanized area, the majority of which (157 acres) operated as a landfill and has been subject to disturbance in the past. No unique paleontological or unique geologic resources have been identified on the Project Site, the locations of the proposed off-site parking facilities, or in the surrounding area.<sup>4</sup> Further, the proposed off-site parking locations lie within the same urbanized area with previously disturbed ground surfaces. Grading for the off-site surface parking lots would be surficial, and thus, would not disturb subsurface soils at any noteworthy depth. However, site excavation could potentially uncover vertebrate fossil remains on the 11-acre portion of the Project Site north of Del Amo Boulevard. During a site survey, this portion of the Project Site was found to be heavily disturbed by human and geologic processes, without evidence of paleontological resources. If unique paleontological resources were uncovered during construction, these would be treated in accordance with federal, state, and local guidelines, as appropriate. In addition, the potential development of an off-site parking lot under Options 1 and 2 would not involve excavation activities of a nature that would be anticipated to impact any subsurface resources, should any exist. As less than significant impacts are anticipated, no further environmental analysis is required.

### d) Disturb any human remains, including those interred outside of formal cemeteries?

Less Than Significant Impact. The Project Site is located within an urbanized area, the majority of which (157 acres) operated as a landfill and has been subject to disturbance in the past. Further, the proposed off-site parking locations lie within the same urbanized area with previously disturbed ground surfaces. Grading for the off-site parking lots would be surficial, and thus, would not disturb subsurface soils at any noteworthy depth. In the event that excavation for the Proposed Development uncovers human remains, these resources would be treated in accordance with federal, state, and local guidelines, as appropriate. In addition, the potential development of an off-site parking lot under Options 1 and 2 would not involve excavation activities of a nature that are anticipated to impact any subsurface resources, should any exist. As less than significant impacts are anticipated, no further environmental analysis is required.

<sup>&</sup>lt;sup>4</sup> Correspondence from Samuel M. Mcleod, Ph.D., Paleontologist, Natural History Museum of Los Angeles County, to PCR Services Corporation, January 2, 2005.

#### VI. GEOLOGY AND SOILS. Would the project:

- a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:
  - i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.
  - ii) Strong seismic ground shaking?
  - iii) Seismic-related ground failure, including liquefaction?
  - iv) Landslides?

**Potentially Significant Impacts [i-iv].** The Project Site, as well as the proposed off-site parking locations, are located in a seismically active area, due primarily to the continued compression and motion between the Pacific and North American tectonic plates. The San Andreas Fault represents the boundary between these two major tectonic plates. Located approximately 60 miles inland from the City of Carson, the San Andreas Fault is associated with an entire system of northwest trending faults, such as the Newport-Inglewood Fault and the Palos Verdes Fault. As is the case throughout all of Southern California, the possibility of seismic activity represents a potential threat to human life and property. The Project Site and surrounding area, including the proposed off-site parking locations, however, lie outside of known fault zones and are not subject to other geologic hazards such as landsliding. The City of Carson General Plan EIR has identified the Project Site as being within an area that is subject to liquefaction. However, the 157-acre former landfill portion of the Project Site has undergone heavy alteration of site and soil conditions as a result of prior landfill operations. The 11-acre parcel is not anticipated to contain soil conditions that are unusual or varied from those of nearby sites on which development has been placed. All design and construction of the Proposed Development would be undertaken in accordance with all applicable Building Code requirements and standard engineering practices to avoid potential impacts. Notwithstanding, the potential for impacts with regard to these geologic features exist and require further analysis in an Environmental Impact Report.

#### b) Result in substantial soil erosion or the loss of topsoil?

Less Than Significant Impact. The Proposed Development would involve construction over a large land area, with various activities that could cause changes to the existing soil

conditions on the Project Site. However, development of the 157-acre former landfill site would be highly regulated via implementation of the site's RAP which would preclude potential impacts with regard to soil erosion or the loss of topsoil. Potential impacts with regard to the 11-acre site and the proposed off-site parking locations would only potentially occur during construction as these sites would be developed with primarily impervious surfaces that would be served by storm drain systems, thereby precluding the subsequent potential for soil erosion or the loss of topsoil. Potential impacts during construction at these locations would be precluded via compliance with existing regulations that address soil erosion, among other issues, throughout the construction period. As impacts would be reduced to less than significant levels via compliance with existing regulatory requirements, no further analysis of this issue is required.

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslides, lateral spreading, subsidence, liquefaction, or collapse?

Less Than Significant Impact. The DTSC approved RAP anticipated the development of the former landfill site with urban development. As such, the RAP takes into account the underlying geologic conditions on the former landfill site, that could potentially compromise the successful implementation of the RAP. As the potential for adverse effects due to underlying geologic conditions have already been accounted for in the RAP, development of the former landfill site would not be adversely affected by unstable geologic conditions.

The 11-acre parcel is not anticipated to have soil conditions different from typical sites in the area of the Project Site. Thus, compliance with the City's standard building requirements would preclude adverse effects due to unstable geologic conditions. The proposed off-site parking locations, if developed, would involve activities limited to the placement of pavement and limited above grade structures that would support the parking operations occurring on these sites (e.g., ticket booths). As is the case with the 11-acre site, compliance with the City's standard building requirements would preclude adverse effects due to unstable geologic conditions. As less than significant impacts are anticipated, further analysis of this issue is not required.

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?

Less Than Significant Impact. Neither the 157-acre parcel, the 11-acre parcel, nor the proposed off-site parking locations are known to contain expansive soils. Furthermore, Project Development on the 157-acre parcel would occur on piles that would extend to bearing soil below the waste prism. However, should such soils be encountered, compliance with standard City regulations and procedures would preclude any adverse effects from actually occurring. As less than significant impacts are anticipated, further analysis of this issue is not required.

e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

**No Impact.** The Project Site, as well as the proposed off-site parking locations, are located in an urbanized area that is currently served by existing sewer systems. Since the Proposed Development would not involve the use of septic tanks or alternative wastewater disposal systems, no impact would occur, and no further environmental analysis is required.

#### VII. HAZARDS AND HAZARDOUS MATERIALS. Would the project:

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Less Than Significant Impact. Construction of the Proposed Development would involve the use of potentially hazardous materials, including vehicle fuels, oils, and transmission fluids. However, all potentially hazardous materials would be contained, stored, and used in accordance with manufacturers' instructions and handled in compliance with applicable standards and regulations. Any associated risk would be adequately reduced to a less than significant level through compliance with these standards and regulations.

The 157-acre former landfill site has been designated as a hazardous substances site by the Department of Toxic Substances Control (DTSC). The development as proposed would remediate the site conditions. The proposed construction includes procedures for soils management so that potentially contaminated wastes would not be exposed nor require off-site management. A soils management plan would be implemented to analyze and characterize soil before and during relocation activities. Soil that is determined to be impacted and not suitable for placing near the surface would be segregated, stockpiled, and placed under the final remediation cap/liner. Therefore, future exposure to these potentially impacted soils would be eliminated. It is not anticipated that soil would be exported offsite for disposal, and import soil would be limited to construction materials. Should it be necessary to remove any materials, such removal would be limited and would occur pursuant to applicable regulations, which would preclude a significant impact to the public or the environment. As such, construction of the Proposed Development would not create a significant hazard to the public or the environment through the transport, use, or disposal of hazardous materials.

As a mixed-use development, the Proposed Development would not generate large amounts of hazardous materials that would require routine transport, use, or disposal. Operation of the Proposed Development would involve the limited use and storage of cleaning solvents and pesticides. The use and storage of such materials would occur in compliance with applicable standards and regulations, and would not pose significant hazards to the public or the environment through the transport, use, or disposal of hazardous materials.

While less than significant impacts are anticipated, the past use of the former landfill site is such that the Redevelopment Agency concludes that the CEQA process would be best served via a discussion of the RAP, and the procedures that would be followed during operations of the Proposed Development to avoid impacts. As such, applicable information as set forth in the RAP will be included in the Environmental Impact Report.

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Less Than Significant Impact. The 157-acre portion of the 168-acre Project Site south of Del Amo Boulevard was used as a Class II landfill from April 1959 to December 1964 with an approximate closing date of February 1965. During the life of the landfill, approximately six million cubic yards of solid municipal waste and 70 million gallons of industrial liquid waste were received at the landfill. Waste received included organic wastes, such as solvents, oils, and sludges, as well as heavy metals, paint sludges, and inorganic salts. As a result of the contamination on and adjacent to the landfill, the site is listed by the State of California DTSC as a hazardous substances site. On March 18, 1988, Remedial Action Order No. HSA87/88-040 was issued for the 157-acre landfill and DTSC approved two RAPs for this portion of the Project Site in 1995 and 2004. The RAP is designed to protect the public from exposure to contaminated materials during Project construction, and the release of contaminates or methane during Proposed Development operations. Thus, implementation of the approved RAP, based on the analysis upon which DTSC's approval is based, would result in a less than significant impact with regard to the release of hazardous materials into the environment via reasonably foreseeable upset and accident conditions.

While the Applicant is proposing to implement the RAP with changes in certain technologies based on improvements in science and engineering that have occurred since the approval of the RAP in 1995 (refer to Attachment A, Project Description for further details), the technical review of such changes is under the jurisdiction of the DTSC. Thus, the inclusion of such analysis in the Redevelopment Agency's EIR would be inappropriate and presumptive, as it is outside of the Redevelopment Agency's approval authority. As the timing for the completion of DTSC's review of the proposed changes is not known at this time, one of two outcomes would occur. If DTSC approves the Applicant's proposed changes during the Redevelopment Agency's EIR process, then such information will be incorporated into the EIR. In the event that DTSC's process extends beyond the time frame of the Redevelopment Agency's EIR process, then a mitigation measure will be incorporated into the EIR which requires the Applicant to

submit documentation to the Redevelopment Agency indicating that the Applicant's requested changes to the RAP have been approved by DTSC. Regardless of the timing of the DTSC process, it is the Redevelopment Agency's understanding that DTSC would only approve the requested changes if the performance goals of controlling exposure pathways and migration as set forth in the 1995 RAP are maintained. Thus, the DTSC process would assure that the risk of a release of hazardous materials into the environment, attributable to the implementation of the RAP, would not increase as a result of the Applicant's proposed changes to the RAP. Given the importance of this issue to those taking an interest in the Proposed Development, the EIR will include relevant information from the approved RAP as well as describing the Applicant's proposed changes to the RAP even though Project Development would result in a less than significant impact with regard to a release of hazardous materials into the environment. As such, the remediation program would protect the public from exposure to contaminated materials during Project construction, and the release of contaminates or methane during Proposed Development operations.

Hazardous materials are not known to exist on the 11-acre parcel, nor at the proposed off-site parking locations. As such, their development is not anticipated to create a significant hazard to the public or the environment via the release of hazardous materials into the environment. As a less than significant impact is anticipated, no further analysis of this issue relative to the 11-acre parcel or the proposed off-site parking locations is required.

# c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Less Than Significant Impact. Currently there are two existing child care facilities located within 0.25 mile of the Project Site.<sup>5</sup> The closest school, Carson Street Elementary School which is located at 161 Carson Street, is located approximately 0.51 mile from the Project Site.<sup>6</sup> Other childcare facilities and a school are located in proximity to the proposed offsite parking locations. The proposed construction includes procedures for soils management so that potentially contaminated wastes would not be exposed nor require off-site management. Future exposure to these potentially impacted soils would be eliminated. It is not anticipated that contaminated soil would be exported offsite for disposal. Should it be necessary to remove any contaminated materials from the Project Site, such removal would be limited, would occur pursuant to all applicable regulations and would be hauled over designated routes, (e.g. Main Street and Avalon Boulevard ramps to the I-405), so as to avoid routing within a quarter mile of an existing or proposed school. Operation of the Proposed Development, inclusive of the proposed off-site parking locations, would involve the limited use and storage of cleaning

<sup>&</sup>lt;sup>5</sup> Sensitive Receptor Location Map, Carson General Plan EIR, GIS Data, City of Carson, October 22, 2002.

<sup>&</sup>lt;sup>6</sup> Thomas Bros. Los Angeles County Map, 2004.

solvents and pesticides. The use and storage of such materials would occur in compliance with applicable standards and regulations, and would not pose significant hazards to the public or the environment through the transport, emissions, use, or disposal of hazardous materials. Given the presence of contamination on the former landfill site, and the resultant importance of this issue to those taking an interest in the Proposed Development, the EIR will include relevant information from the approved RAP as well as describing the Applicant's proposed changes to the RAP even though Project development would result in a less than significant impact with regard to a release of hazardous materials into the environment.

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment?

Less Than Significant Impact. The 157-acre portion of the Project Site is listed on the Hazardous Waste and Substances Sites (Cortese) List. Neither, the 11-acre portion of the Project Site, or the proposed off-site parking locations are so listed. As indicated above in Section VII.b., implementation of the DTSC-approved RAP would preclude any significant hazardous impacts to the public or the environment with regard to the former landfill site. Given the importance of this issue to those taking an interest in the Proposed Development, the EIR will include relevant information from the approved RAP as well as describing the Applicant's proposed changes to the RAP.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?

**No Impact.** The closest airport to the Project Site is the Compton Airport. This Airport is located approximately 3.25 miles north of the Project Site. The proposed off-site parking locations may occur within 1.5 to 2 miles of the Compton Airport. The potential surface parking, without any major structures, would also be well isolated from airport activities. Therefore, the Proposed Development, inclusive of the proposed off-site parking locations, is not anticipated to result in any impact, and no further environmental analysis of this issue is required.

f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for the people residing or working in the area?

**No Impact.** Private airstrip facilities located within the vicinity of the Project Site and the proposed off-site parking locations are limited to the Goodyear Tire Company's airstrip

operations facility located approximately 0.4 miles north of the Project Site east of the I-405 freeway. This facility is the home of the Goodyear Blimp. The existing facility provides mooring, take-off and landing for the blimp. As Project Development, inclusive of the off-site parking locations, would not interfere with blimp operations, the ongoing and continuing operations of this facility is not anticipated to result in a safety hazard for people residing or working around the Project Site. As no impact would occur, no further environmental analysis of this issue is required.

### g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Less Than Significant Impact. The City of Carson has prepared a Multi-Hazard Functional Plan (1996) for emergency response within the City. The Plan meets the Standardized Emergency Management System (SEMS) requirements of State law. The City also complies with the Los Angeles County Emergency Management Plan. These plans address all required issues pertaining to emergency response requirements; e.g. provision of shelter and meeting locations, communications operations, travel routing, etc. The Proposed Development would include internal circulation improvements to the surrounding road network, that would enhance access within and adjacent to the Project Site. Further, the Proposed Project would be subject to and implement all applicable provisions of the Multi-Hazard Functional Plan. In addition, specialized procedures would be implemented to address the NFL stadium if Options 1 or 2 are implemented. Therefore, as less than significant impacts are anticipated, no further environmental analysis is required.

h) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

**No Impact.** The Project Site and the proposed off-site parking locations are located in an urbanized area and are not adjacent to any wildland areas. Landscaping in and around the Project Site would be irrigated and would not be considered a fire hazard. The proposed off-site parking lots, if constructed, would be paved, while also including irrigated landscaped areas. Therefore, the Proposed Development, inclusive of the proposed off-site parking locations, would not expose people or structures to a significant risk of loss, injury or death involving wildland fires. As no impact is anticipated, further environmental analysis of this issue is not required.

#### VIII. HYDROLOGY AND WATER QUALITY. Would the project:

#### a) Violate any water quality standards or waste discharge requirements?

Less Than Significant Impact. Previous studies of the former landfill site, conducted as part of the development of the 1995 RAP, have documented the presence of volatile organic compounds (VOCs) and metals on this portion of the Project Site. The primary chemicals of concern (COCs) in the groundwater are dissolved chlorinated and aromatic VOCs, primarily trichlorethene (TCE), cis-1,2-dichloroethene (cis-1,2-DCE), 1,2-dichlorethane (1,2-DCA), vinyl chloride and benzene, toluene, ethylbenzene, and xylenes (BTEX). These VOCs were detected in localized areas within the Bellflower aquitard at concentrations above their respective drinking water MCLs. Implementation of the 1995 and 2004 RAPs would address all known groundwater contamination within the 157-acre former landfill site. While the Applicant is proposing to implement the RAP with changes in certain technologies based on improvements in science and engineering that have occurred since the approval of the RAP in 1995 (refer to Attachment A, Project Description for further details), the technical review of such changes is under the jurisdiction of the DTSC. Thus, the inclusion of such analysis in the Redevelopment Agency's EIR would be inappropriate and presumptive, as it is outside of the Redevelopment Agency's approval authority.

As the timing for the completion of DTSC's review of the proposed changes is not known at this time, one of two outcomes would occur. If DTSC approves the Applicant's proposed changes during the Redevelopment Agency's EIR process, then such information will be incorporated into the EIR. In the event that DTSC's process extends beyond the time frame of the Redevelopment Agency's EIR process, then a mitigation measure will be incorporated into the EIR which requires the Applicant to submit documentation to the Redevelopment Agency indicating that the Applicant's requested changes to the RAP have been approved by DTSC. Regardless of the timing of the DTSC process, it is the Redevelopment Agency's understanding that the DTSC would only approve the requested changes if the performance goals of controlling exposure pathways and migration as set forth in the 1995 RAP are maintained. Thus, the DTSC process would assure that existing contamination would be appropriately addressed and remediated should the Applicant's proposed changes to the RAP be implemented. Given the importance of this issue to those taking an interest in the Proposed Development, the EIR will include relevant information from the approved RAP as well as describing the Applicant's proposed changes to the RAP even though Project Development would result in a less than significant impact with regard to groundwater contamination.

In addition, the Proposed Development would be required to comply with state and local regulations governing water quality standards and waste discharge requirements associated with construction and operation of the facilities associated with the Proposed Development, including the proposed off-site parking locations. Regulatory and permitting processes have been

established to control the water quality of runoff from construction sites within urban environments, such as the Project Site and the proposed off-site parking locations. In 1987, the Federal Water Pollution Control Act, also referred to as the Clean Water Act (CWA), was amended to provide that the discharge of pollutants into waters of the United States from storm water is effectively prohibited, unless the discharge is in compliance with a National Pollutant Discharge Elimination System (NPDES) Permit. The 1987 amendments to the CWA added Section 402(p), which established a framework for regulating municipal, industrial and construction stormwater discharges under the NPDES program. In California, these permits are issued through the State Water Resources Control Board (SWRCB) and the nine Regional Water Quality Control Boards (RWQCBs). The Project Site is within the jurisdiction of the Los Angeles Regional Water Quality Control Board (LARWQCB). The SWRCB has adopted a statewide general construction permit that applies to most construction projects. This permit allows storm water discharge under certain conditions during the construction period but is intended to minimize the pollution of downstream receiving waters from construction activities. The Proposed Development, inclusive of the 157-acre parcel and the 11-acre parcel, as well as the proposed off-site parking locations, would be served by engineered drainage systems that would connect to the existing storm drain system and would be designed to meet all applicable National Pollution Discharge Elimination Systems (NPDES) permit requirements. As impacts would be reduced to less than significant levels via regulatory compliance, no further analysis of this environmental issue is required.

b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned land uses for which permits have been granted)?

Less Than Significant Impact. The Proposed Development would not require the use of groundwater. As 157 acres of the Project Site operated as a Class II landfill, no direct access to groundwater is available on that portion of the Project Site. Potable water for the Proposed Development would be supplied from sources that do not involve the portions of the acquifers underlying the Project Site or the proposed off-site parking locations. Therefore, the water needs of the Proposed Development, as well as the proposed off-site parking locations, would not substantially deplete groundwater supplies. Any increase of impervious area resulting from the Proposed Development, including the proposed off-site parking locations, could marginally reduce percolation, which could result in a reduction in groundwater recharge; however, the extent to which local groundwater supplies would be depleted would be limited. As such, groundwater impacts would be less than significant. As a less than significant impact is anticipated, no further environmental analysis is required.

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?

Less Than Significant Impact. It is anticipated that implementation of the Proposed Development, including the proposed off-site parking locations, would not alter existing drainage patterns, as they would utilize the City's storm drain system prior to discharging into flood control facilities maintained by the County. In the unanticipated event that development within the portion of the Project Site located north of Del Amo Boulevard or the proposed offsite parking locations would result in a change in existing patterns, such changes would have a less than significant impact on the local drainage system as improvements would be implemented so as to not cause an adverse impact by either connecting into the system that currently serves each of these sites, thereby resulting in a simple rerouting of flows, or via localized improvements that maintain the overall integrity of the system. Furthermore, the Project Site and the surrounding area, inclusive of the proposed off-site parking lot locations, do not feature any stream or river; therefore, no stream or river course would be altered with implementation of the Proposed Development, or the off-site parking locations, should they be developed. Therefore, any alterations to existing drainage patterns, should they occur, are not of a sufficient magnitude so as to result in substantial erosion or siltation on- or off-site. Therefore, impacts to water quality due to an alteration of the drainage pattern would be less than significant. As a less than significant impact is anticipated, no further environmental analysis is required.

d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

Less Than Significant Impact. As noted above, the Project Site, as well as the proposed off-site parking locations, is located within an urbanized area, which features designed drainage systems connected to the City's urban stormwater drainage infrastructure. The Proposed Development, as well as the proposed off-site parking locations, would utilize this existing system and as described above, the City's stormwater drainage infrastructure is anticipated to have adequate capacity to accommodate future runoff from the Project Site. Therefore, alterations to existing drainage patterns, should any occur, would not result in flooding on- or off-site. Furthermore, the Project Site and its surroundings, inclusive of the proposed off-site parking locations, do not feature any stream or river. Therefore, no stream or river course would be altered with implementation of the Proposed Development or the proposed off-site parking locations, should they be developed. As less than significant impacts are anticipated, no further environmental analysis is required.

# e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

Less Than Significant Impact. Runoff from the Project Site currently flows into the City's storm drain system. Under the Proposed Development, site-generated surface water runoff would continue to flow to the City's storm drain system. In addition, the Proposed Development is not anticipated to substantially change the amount of runoff from the Project Site. Likewise, the proposed off-site parking locations are located within the urban area with runoff flowing to the City's storm drain system. The RAP that would be implemented for the 157-acre former landfill site would improve, rather than degrade, water quality in the area. The Proposed Development, as well as minor excavation for the proposed off-site surface parking lots, should they be developed, would incorporate best management practices (BMPs) that would detain surface water runoff and treat these waters, either actively or passively, before discharging waters to the local storm drain system.

Furthermore, Project Development, including the off-site parking locations, would be served by engineered drainage systems that would connect to the existing storm drain system and would be designed to meet all applicable National Pollution Discharge Elimination Systems (NPDES) permit requirements. In addition, the City's Standard Urban Stormwater Management Plan (SUSMP) requirements would be implemented. Under the SUSMP requirements, the Project would be designed to ensure that post-development peak storm water runoff discharge rates would not exceed the estimated pre-development rates such that there would be an increased potential for downstream runoff. The SUSMP requirements also include, but are not limited to, the following: minimizing stormwater pollutants of concern; providing storm drain system stenciling and signage; containing properly designed outdoor material storage areas; containing properly designed trash storage areas; and providing proof of ongoing BMP The final design of these systems would be reviewed in accordance with applicable standards and the conditions of approval during the building permit process to ensure that no water quality standards or waste discharge requirements are violated. As such, the Project would result in less than significant impacts to water quality, and no further analysis of this issue is required. However, as noted in the discussion above, there are hazardous substances located on the 157-acre, former landfill portion of the Project Site. Given the importance of this issue to those taking an interest in the Proposed Development, the EIR will include relevant information from the approved RAP as well as describing how BMPs would be applied to the 11-acre parcel and the proposed off-site parking locations.

#### f) Otherwise substantially degrade water quality?

Less Than Significant Impact. As indicated in Section VIII.e, the Proposed Development is anticipated to improve the quality of the water discharged from the Project Site.

As a less than significant impact is anticipated, no additional analysis of this environmental issue is required. Notwithstanding and given the importance of this issue to those taking an interest in the Proposed Development, the EIR will include relevant information from the approved RAP as well as further describing how Project Development, inclusive of the proposed off-site parking locations, would not degrade water quality.

g) Place housing within a 100-year flood plain as mapped on federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

**No Impact.** As identified in the Safety Element of the City of Carson General Plan, no portion of the Project Site, or the proposed off-site parking locations, are designated as within a 100-year flood plain as mapped on federal Flood Hazard Boundary or Flood Insurance Rate Maps or any other flood hazard delineation map. Housing is included as a part of the Proposed Development, but no identified flood risks currently exist on or adjacent to the Project Site. As no impact is anticipated, no further environmental analysis is required.

h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?

**No Impact.** As stated above, no portion of the Project Site as well as the proposed off-site parking locations are within a designated 100-year flood hazard area. Therefore, no structures that are a part of the Proposed Development, including development of the proposed off-site parking locations, would impede or redirect flood flows. As no impact is anticipated, no further environmental analysis is required.

i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?

**No Impact.** Neither the Project Site, nor the proposed off-site parking locations, are in close proximity to a levee or dam. Furthermore, based on the topography of the Project Site vicinity, there is not a significant risk of flooding. Therefore, the Proposed Development, inclusive of the potential provision of off-site parking, would not result in the exposure of people to a significant risk of loss, injury, or death involving flooding, including flooding associated with the failure of a levee or dam. As no impact is anticipated, no further environmental analysis is required.

#### j) Inundation by seiche, tsunami, or mudflow?

**No Impact.** A seiche is an oscillation of a body of water in an enclosed or semi-enclosed basin, such as a reservoir, harbor, lake, or storage tank. A tsunami is a great sea wave, commonly referred to as a tidal wave, produced by a substantial undersea disturbance such as tectonic displacement of the sea floor associated with large, shallow earthquakes. Mudflows result from the downslope movement of soil and/or rock under the influence of gravity.

Neither the Project Site, nor the proposed off-site parking locations, are located within close proximity to the Pacific Ocean; nor are they located within a tsunami hazard area. These locations are situated approximately 6.5 miles east of the Pacific Ocean. In addition, these locations are not located within close proximity to an enclosed body of water. Therefore, the potential for exposure of people to a seiche or tsunami would be low. As these locations are in an urbanized area, which is relatively flat, the potential for a mudflow to occur is also low. Therefore, no impacts associated with the inundation of seiche, tsunami, or mudflows would occur as a result of implementation of the Proposed Development, including potential development of the proposed off-site parking locations. As no impact is anticipated, no further environmental analysis is required.

#### IX. LAND USE AND PLANNING. Would the project:

#### a) Physically divide an established community?

**Potentially Significant Impact.** The Project Site is located within a heavily urbanized area in the City of Carson. To the north and west of the Project Site there are light industrial and commercial uses in several developments west of Main Street and northwest of Del Amo Boulevard. Residential uses adjacent to the Project Site are located to the west and south and include three mobile home parks interspersed within single-family residential neighborhoods. The Torrance Lateral Drainage Channel physically separates these residential uses from the Project Site. To the north of the Project Site is the Dominguez Golf Course, and to the east is the I-405 Freeway.

The Proposed Development would substantially alter the Project Site with buildings and parking structures that would cover a substantial portion of the Project Site with new urban development. As the Proposed Development would be constructed on a currently vacant site amidst existing urban uses, the extent of the effects of development on the land uses in the area should be evaluated further to identify the potential for causing the physical division of an established community. The proposed off-site parking facilities would occur on areas with a variety of vacant conditions, underdeveloped uses, and, in several cases, existing surface parking

facilities, whose uses may also affect adjacent land uses. As a potential for a significant land use impact exists, this issue requires further analysis in an Environmental Impact Report.

b) Conflict with any applicable land use plan, policy or regulation of an agency with jurisdiction over the project (including but not limited to the general plan, specific plan, coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

Potentially Significant Impact. The Proposed Development would require several amendments and changes to existing City of Carson plans, policies, and regulations and would be implemented via the Carson Marketplace Specific Plan. The Proposed Development would require a General Plan Amendment, a zone change, and the implementation of an Overlay Zone for the 11-acre portion of the Project Site located north of Del Amo Boulevard. The Proposed Development would occur in compliance with the revised plans pursuant to the implementation requirements of the proposed Specific Plan and a Development Agreement between the Applicant and the City of Carson. Should the proposed off-site parking facilities be developed, their development would occur pursuant to the existing regulations set forth in the City's zoning ordinance.

While the Proposed Development would require amendments to establish development constraints and standards that are related to the specific proposal at hand, the Proposed Development has been designed to implement a number of key City policies. For example, the Proposed Development would achieve a productive reuse of a large brownfield site; provide a signature/gateway project for the City of Carson; provide a mixed use community with shopping, housing, and entertainment opportunities; and contribute to the economic base of the City. Notwithstanding, the Proposed Development is a large project that would implement its own development regulations. Therefore, there is a potential for a conflict with existing City plans and regulations. As a potential for a significant impact exists, this issue requires further analysis in an Environmental Impact Report.

# c) Conflict with any applicable habitat conservation plan or natural community conservation plan?

**No Impact.** Neither the Project Site nor the proposed off-site parking locations are subject to any habitat conservation plans or natural community conservation plans. Therefore, the Proposed Development, inclusive of the proposed off-site parking locations, would not conflict with any conservation plans. As no impact is anticipated, no further environmental analysis is required.

#### **X. MINERAL RESOURCES.** Would the project:

- a) Result in the loss or availability of a known mineral resource that would be of value to the region and the residents of the state?
- b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?

**No Impact.** The only major known mineral resource in the City of Carson is oil. Oil was first discovered in the Los Angeles Basin in 1889. The City of Carson is located within the expansive Dominguez and Wilmington Oil Fields, which extend through several cities in the South Bay region of the Los Angeles Basin. There is no drilling activity within the Project Site, or the immediate vicinity, including the proposed off-site parking locations. Proposed Development, including the off-site parking locations, should they be utilized, would not affect the resource, nor cause a loss of access to the resource, as future drilling activities can occur directly and/or diagonally at other locations. As no impact is anticipated, no further environmental analysis is required.

#### **XI. NOISE.** *Would the project result in:*

a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Potentially Significant Impact. The City of Carson's Noise Ordinance, Section 4101 of the Carson Municipal Code, controls disturbing, excessive or offensive noise which causes discomfort or annoyance. The Carson General Plan Noise Element also provides guidelines regarding acceptable noise levels. The City's General Plan and Noise Ordinance apply to a range of noise sources including noise from construction activities and Proposed Development operations. Construction of the Proposed Development, including the proposed off-site parking locations, would create noise on a short-term basis during construction from heavy equipment and related construction activities. Noise from operations would also occur. While impacts from stationary sources associated with the residential and commercial uses would be typical of such uses, noise from an NFL stadium, should one be constructed under Options 1 and 2, would be considerable. Further, the Proposed Development would generate a substantial amount of traffic that would likely increase noise levels along roadway corridors. As noise levels from these sources may exceed the City's General Plan and/or Noise Ordinance standards, a potentially significant impact could occur. As such, further analysis of this issue in an Environmental Impact Report is required.

### b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

Potentially Significant Impact. The Proposed Development would be constructed using a combination of typical construction techniques as well as deep dynamic compaction (DDC). DDC is a process which involves the dropping of heavy weights from the top of a crane, repeatedly, to compact soil, and in this case former landfill materials. Further, the Proposed Development would include standard activities associated with earth moving, and building construction. As such, the equipment to be used during construction may cause groundborne noise or vibration. Such noise and vibration would occur throughout the Project Site, which is bordered by residential development on the south and west. Therefore, construction of the Proposed Development could result in significant groundborne-related construction noise and vibration impacts.

Post-construction on-site activities would include residential, commercial, retail, and possible NFL stadium uses, as well as parking at the proposed off-site parking locations, should they be constructed. The operation of these uses are not anticipated to include the types of activities that would generate excessive groundborne noise or vibration. As such, the Proposed Development, as well as the proposed off-site parking facilities, would not expose people to groundborne vibration or noise during the Proposed Development's operational phase. As a potential for a significant impact exists, this issue requires further analysis in an Environmental Impact Report. The EIR will analyze potential groundborne noise and vibration impacts associated with the implementation of the approved RAP as well as the Applicant's proposed changes to the RAP.

### c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

Potentially Significant Impact. The Project Site and the proposed off-site parking locations are located in a developed area with numerous, nearby sensitive uses including residential development, child care facilities, health care centers and schools. The Proposed Development, as well as the proposed off-site parking locations, could potentially expose these sensitive receptors to increased noise levels. As the Proposed Development includes residential development, these units could be exposed to noise levels in excess of adopted standards. Further, Options 1 and 2 include the development of an NFL Stadium with 75,000 seats. Increased noise levels would certainly be generated from the use of the stadium as well as from the transport of visitors to stadium events. As a result, implementation of the Proposed Development, as well as the proposed off-site parking facilities, should they be developed, could permanently increase ambient noise levels in the area. Due to the amount of site activity and proximity of sensitive receptors, the level of such noise could exceed adopted standards, thereby

resulting in a significant impact. As the potential for a significant impact exists, further analysis of this issue in an Environmental Impact Report is required.

d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

Potentially Significant Impact. The Project Site and the proposed off-site parking locations are located in a developed area with numerous sensitive uses including residential development, child care facilities, health care centers and schools. The Proposed Development could potentially expose persons within these sites, particularly residential development located adjacent to the Project Site on the south and west to increased levels of noise. As described in Section XI.b, above, the Proposed Development would be constructed using typical construction techniques, as well as deep dynamic compaction. Noise attributable to these activities would occur throughout the Project Site, which is bordered by residential development on the south and west. As such, the equipment to be used during construction of the Proposed Development as well as the proposed off-site parking facilities may cause noise that would exceed adopted standards. Therefore, further analysis of this issue in an Environmental Impact Report is required. The EIR will analyze temporary increases in ambient noise levels associated with the implementation of the approved RAP as well as the Applicant's proposed changes in the RAP.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

**No Impact.** The closest airport to the Project Site is the Compton Airport. This Airport is located approximately 3.25 miles north of the Project Site. The proposed off-site parking locations may occur within 1.5 to 2 miles of the Compton Airport. The potential surface parking, without any major structures, would also be well isolated from airport activities. Thus the Proposed Development, inclusive of the off-site parking facilities, would not result in any impacts related to airports. As no impact is anticipated, no further environmental analysis is required.

f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

**No Impact.** Private airstrip facilities located within the vicinity of the Project Site and the proposed off-site parking locations are limited to the Goodyear Tire Company's airstrip operations facility located approximately 0.4 miles north of the Project Site east of the I-405 freeway. This facility is the home of the Goodyear Blimp. The existing facility provides

mooring, take-off and landing for the blimp. As the blimp does not generate loud airplane noise, the continuing operations of private airstrips are not anticipated to result in any noise impacts from private aircraft for people residing or working around the Project Site. As no impact is anticipated, no further environmental analysis is required.

#### XII. **POPULATION AND HOUSING.** *Would the project:*

a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

Less Than Significant Impact. The Proposed Development would include between 250 and 1,550 residential units depending on which development scenario is actually developed. As shown in Table B-1 on page B-29, the proposed levels of residential development would increase the City's residential population by 1,115 (Options 2 and 3) or 6,969 persons (Proposed Project and Option 1), depending on the development scenario that is ultimately developed. Based on data presented in the City's Housing Element, the City's population is forecasted to increase by 7,817 persons between 2005 and 2020. In addition, SCAG has forecasted that the population within the South Bay Cities Subregion, the SCAG subregion within which the Proposed Development is located, would increase by 53,400 persons between 2005 and 2020. As such, the population increase under either the Proposed Project or Option 1 would be roughly equivalent to the total population increase forecasted for the entire City over the next 15 years. Should either Option 2 or Option 3 be developed, on-site development would represent approximately 14 percent of the City's total population growth over the 2005 to 2020 time period. In relation to the growth forecasted within the South Bay Cities Subregion, the Proposed Development would constitute 2 or 13 percent of the forecasted subregional population growth between 2005 and 2020. As supporting housing growth is an important policy directive set forth in the City's General Plan and implements a number of SCAG growth management policies, the situation in which the Proposed Development would constitute nearly all of the City's forecasted housing growth over the 2005 to 2020 time period is a positive, rather than a negative outcome of the Proposed Development.

It is not anticipated that the Proposed Development would induce substantial population growth through the creation of new on-site employment opportunities, as the Proposed Development would draw its employees from the existing labor force which can absorb the growth in on-site employment without causing a redistribution of employee housing locations within the area of the Project Site. Furthermore, the infrastructure improvements that would support the Proposed Development would be for the most part sized to meet the needs of the Proposed Development and thus would not induce growth unto themselves. The improvements to the I-405 interchange at Avalon Boulevard that is anticipated to be implemented in

Table B-1

FORECAST OF THE PROPOSED DEVELOPMENT'S RESIDENT POPULATION

	Proposed Project and Development Option 1	Development Options 2 and 3
Number of Residential Units		
Owner Occupied	1,150	250
Renter Occupied	<u>400</u>	0
Total	1,550	250
Average Household Size (Forecasted)		
Owner Occupied	4.46	4.46
Renter Occupied	4.60	4.60
Forecasted Population		
Owner Occupied	5,129	1,115
Renter Occupied	<u>1,840</u>	0
Total	6,969	1,115

conjunction with the Proposed Development would facilitate traffic flows in and around the Project Site and as such is not the kind of freeway improvement that would induce population growth. As impacts are anticipated to be less than significant, no further analysis of this environmental issue is required.

- b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?
- c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

**No Impact [b-c].** The Project Site is currently undeveloped and does not include any structures. There are no existing residential uses on any portion of the Project Site. As a result, the Proposed Development would not cause any displacement or demolition of housing and no replacement housing would be necessary. As no impact is anticipated, no further environmental analysis is required.

#### XIII. PUBLIC SERVICES

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the need for new or physically altered governmental facilities, construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

#### i) Fire protection?

**Potentially Significant Impact.** The Los Angeles County Fire Department (LACFD) provides fire protection and emergency medical service to the Project Site, as well as the proposed off-site parking locations. The closest fire station to the Project Site is LACFD Fire Station 36. It is located at 127 West 223rd Street in the City of Carson, approximately 1.5 miles from the Project Site. While the area surrounding the Project Site is highly urbanized and currently developed, the Proposed Development would result in a substantial increase in the amount of development activity occurring within the Project Site and the proposed off-site parking locations, whenever they are used, in the form of retail, commercial, and residential uses in the area. Further, an NFL stadium, as proposed in Options 1 and 2, would expose a large population to a potential threat of fire on an intermittent basis. The nature of events occurring within this facility would require specialized fire services suited to the unique characteristics of this use. The impacts of the Proposed Development, including the proposed off-site parking locations, need to be evaluated further to determine if service at the Project Site would require the construction of new fire protection facilities to maintain acceptable service ratios and response times. As a potential for a significant impact exists, this issue needs further analysis in an Environmental Impact Report.

#### ii) Police protection?

**Potentially Significant Impact.** The City of Carson contracts with the Los Angeles County Sheriff's Department to provide police services throughout the City of Carson. The nearest Sheriff Station to the Project Site is located approximately 2.13 miles away at 21356 South Avalon Boulevard in the City of Carson. The geographic areas under the jurisdiction of this Sheriff Station include the City of Carson as well as the unincorporated County areas of West Compton, Gardena, Torrance, and Rancho Dominguez. The Sheriff Station's jurisdiction also includes California State University, Dominguez Hills and UCLA/Harbor General Hospital. While the area surrounding the Project Site is highly urbanized and currently developed, the

<sup>&</sup>lt;sup>7</sup> Los Angeles County Sheriff's Department, www.lasd.org, March 2005.

Proposed Development would result in a substantial increase in the amount of development activity occurring within the Project Site and the proposed off-site parking locations, whenever they are used, in the form of retail, commercial, and residential uses. Further, an NFL stadium, as proposed in Options 1 and 2, would bring a large population into the area on an intermittent basis. The nature of the events occurring within this facility would require additional Sheriff services as well as for traffic control. Additional analysis of the potential impacts of the Proposed Development, as well as the proposed off-site parking locations, on the delivery of Sheriff services is required to determine if development would require the construction of new and/or expanded facilities or the expansion of staffing to maintain acceptable service ratios and response times. As a potential for a significant impact exists, this issue needs further analysis in an Environmental Impact Report.

#### iii) Schools?

Less Than Significant Impact. The Los Angeles Unified School District (LAUSD) provides public education for grades K-12 in the area of the Project Site, which is within LAUSD District 8. The LAUSD estimates and plans for future student enrollments on the basis of both anticipated residential and employment populations. The Proposed Development would generate new students directly from the proposed on-site residential development, as well as indirectly, as a function of on-site employment. In order to determine whether there is sufficient capacity to accommodate the new students, the number of students that would be generated by the Proposed Development needs to be determined pursuant to LAUSD methodologies. Further, the existing and anticipated future school capacity at the schools that would serve the Project Site needs to be identified and compared to the Project's student generation to determine the sufficiency of existing and forecasted capacity to accommodate the additional students generated by the Proposed Development. Current State law requires developers to pay monetary fees for the purpose of augmenting school facilities. Pursuant to the provision of Government Code Section 65995, all school facility impacts attributable to the Proposed Development, as is the case with all development projects in California, are reduced to less than significant levels via the payment of these fees. Even though impacts would be reduced to a less than significant level per the provisions of Government Code 65995, the EIR will identify the impacts of the Proposed Development of facilities operated by the LAUSD.

#### iv) Parks?

**Potentially Significant Impact.** The City of Carson Parks and Recreation Department is responsible for the operation of public parks and recreational facilities within the City of Carson. Facilities within a 2-mile radius of the Project Site are considered to be within a reasonable walking or travel distance. Public neighborhood and community recreational facilities within a 2-mile radius of the Project Site include: (1) Dominguez Golf Course; (2) Victoria Golf Course;

(3) Del Amo Park; (4) Carson Pool; (5) Carson Park; (6) Calas Park; (7) Mills Park; (8) Veterans Park; and (9) Veterans Sports Complex. Public park needs are related to the size of the residential population, the geographic area served, and community characteristics. The Proposed Development would introduce new residents that would be anticipated to use the aforementioned facilities and contribute generally to the demand for park and recreation services in the City. The effects of this additional demand requires further analysis to determine the ability of the City's park and recreational facilities to accommodate the Project's new residents. As a potential for a significant impact exists, this issue requires further analysis in an Environmental Impact Report.

#### v) Other public facilities?

**Potentially Significant Impact.** As noted above, the Proposed Development would introduce a new residential population into the City. These new residents are anticipated to add to the demand for public libraries, as well as the other public services identified above. As existing and/or planned library capacity may not be sufficient to meet this demand, impacts on County-operated library facilities should also be evaluated. As a potential for a significant impact exists, potential impacts on libraries requires further analysis in an Environmental Impact Report.

#### XIV. RECREATION

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

Potentially Significant Impact. See Section XIII.4, above.

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?

Less Than Significant Impact. The Proposed Development is anticipated to include onsite active and passive recreational opportunities, including, recreational features associated with the residential development and landscaped open spaces. These amenities would be constructed as part of the implementation of the Proposed Development. As such, impacts associated with the construction of these recreational facilities would be addressed in each of the environmental sections of the EIR (e.g., aesthetics/visual resources, air quality, noise, land use/planning, hazards/hazardous materials, utilities/service systems, water, public services, transportation/ traffic, and geology/soils). As a less than significant impact is anticipated, no further analysis of this environmental issue is required.

#### XV. TRANSPORTATION AND CIRCULATION. Would the project:

a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?

Potentially Significant Impact. The Proposed Development would alter the Project Site and surrounding area by adding commercial, retail, and residential uses to a currently undeveloped 168-acre site. Further, an NFL stadium, if developed under Options 1 and 2, would generate large traffic volumes for intermittent events with parking on- and off-site. This development would result in an increase in the number of vehicle trips on the surrounding street network. Given the size of the development, increased traffic could be substantial in relation to the existing traffic load and capacity of the street system; i.e., result in a substantial increase in the number of vehicle trips, the volume-to-ratio capacity on roads, or congestion at intersections. These increases in traffic could potentially create significant congestion on an intermittent as well as on-going basis. In addition, the potential development of the proposed off-site parking locations, could cause increases in traffic that could have a significant impact on the capacity of the street section if and when these facilities are actually developed and used. As the potential for a significant impact exists, further analysis of this issue in an Environmental Impact Report is required.

b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?

Potentially Significant Impact. The Metropolitan Transportation Authority (MTA) administers the Congestion Management Plan (CMP), a state-mandated program designed to address the impact urban congestion has on local communities and the region as a whole. The CMP provides an analytical basis for the transportation decisions contained in the State Transportation Improvement Project (STIP). The CMP guidelines specify that all freeway segments where a project could add 150 or more trips in each direction during the peak hours be evaluated. The guidelines also require evaluation of all designated CMP roadway intersections where a project could add 50 or more trips during either peak hour. The change in land use and the substantial amount of development attributed to the Proposed Development on the Project Site as well as the potential development of the proposed off-site parking locations would result in an increase in the number of vehicle trips that could exceed the established CMP thresholds

for analysis. As the potential for a significant impact exists, further analysis of this issue in an Environmental Impact Report is required.

# c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

Less Than Significant Impact. The type of uses proposed, with the exception of the NFL stadium under Options 1 and 2, would primarily serve the local area with some anticipated draw from the regional market as well. In addition, the height of the proposed structures are not sufficiently tall so as to result in a change in air traffic patterns or create a safety risk. The operation of the NFL stadium, should it occur, would result in a limited increase in air travel on days around stadium events. In addition, stadium operation may also involve aerial media coverage (i.e., blimp). The extent of air travel demand associated with the NFL stadium is not of a sufficient magnitude to result in a change in air traffic patterns and any aerial media coverage, should it occur at all, would occur in accordance with all FAA regulations which would preclude the creation of a substantial safety risk. As a less than significant impact is anticipated, no further analysis of this environmental analysis is required.

# d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Less Than Significant Impact. There are no existing hazardous design features such as sharp curves or dangerous intersections on site or within the Project Site vicinity. The Proposed Development does not include the creation of any such design hazards nor include any uses that are incompatible with normal traffic operations. Further, the proposed off-site parking locations would occur within the urban grid system, and would not be subject to hazardous design features. Neither the Proposed Development nor the proposed off-site parking locations would substantially increase hazards. As a less than significant impact would result, no further analysis of this environmental issue is necessary.

#### e) Result in inadequate emergency access?

Less Than Significant Impact. As stated in Section VII g., less than significant impacts to the City's adopted emergency response plan/emergency evacuation plan are anticipated. Furthermore, specialized procedures would be implemented to address the NFL stadium if Options 1 or 2 are implemented. In addition, the Proposed Development would include roadways and access features designed to meet the requirements of the Los Angeles County Fire Department. Notwithstanding, as described in Section XIII.i, above, the EIR will address impacts on fire and police services and in so doing will address emergency access issues. As a

less than significant impact is anticipated, no further analysis beyond that identified above is required.

#### f) Result in inadequate parking capacity?

Potentially Significant Impact. Parking for the Proposed Development would be provided on site within a series of surface level parking lots, as well as enclosed and secured parking structures. In addition, should the NFL stadium be developed under Options 1 and 2, off-site parking location(s) would be utilized. The amount of parking provided would be pursuant to the requirements of the Carson Marketplace Specific Plan. The Specific Plan standards would be based on City requirements and expected demand, so as to accommodate the parking needs within the Project Site, and the proposed off-site parking locations, thus avoiding significant impacts on existing parking conditions in the surrounding community. However, the Proposed Development would generate a substantial demand for parking, which if not appropriately designed for, could result in a potentially significant impact. Therefore, the anticipated adequacy of on-site parking, relative to City of Carson requirements and the Proposed Development's parking demand should presented for public review. As a potential for a significant impact exists, this issue requires further analysis in an Environmental Impact Report.

### g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?

Less Than Significant Impact. The City of Carson General Plan, Transportation and Infrastructure Element, designates two nearby roadways for Class II Bicycle Lanes: Del Amo Boulevard between Figueroa Street and Santa Fe Avenue (transecting the entire City), and Avalon Boulevard, between Del Amo Boulevard and 169<sup>th</sup> Street to the north. There are no existing alternative transportation facilities within the Project Site, inclusive of the proposed offsite parking locations, nor adjacent areas that would be adversely affected by the Proposed Development. The Proposed Development includes the provision for a future planned Class II bicycle lane along Del Amo Boulevard as well as Class III bicycle routes within the Project Site. Further, pedestrian access would be provided throughout the Project Site to facilitate on-site pedestrian travel. As a result, Project Development would implement a planned bicycle link along Del Amo Boulevard, which would connect with existing/proposed bicycle lanes along Del Amo and Avalon Boulevards. Therefore, the Project would support existing policies, plans and programs for the provision of alternative transportation. As a less than significant impact would result, no further environmental analysis is required.

### XVI. UTILITIES AND SERVICE SYSTEMS. Would the Project:

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

Potentially Significant Impact. Local sewer lines in the City of Carson are maintained by the Los Angeles County Public Works Department (LACPWD) and the Los Angeles County Sanitation District is responsible for the maintenance of trunk sewer lines in the City. Wastewater treatment services for the Proposed Development would be provided at the Joint Water Pollution Control Plant (JWPCP), which is located approximately 3.54 miles from the Project Site at 24501 South Figueroa Street in the City of Carson. According to the City of Carson General Plan Transportation and Infrastructure Element, the JWPCP is part of the Joint Outfall System that provides sewage treatment and disposal for residential, commercial, and industrial users within the 17 sanitation districts in Los Angeles County that are participants in the Joint Outfall Agreement. The Proposed Development includes substantial amounts of new commercial, retail, and residential development, and under Options 1 and 2, an NFL stadium. Due to the magnitude of the Proposed Development, further analysis on impacts to wastewater treatment requirements should be performed to assess whether increases in wastewater flow attributable to the Proposed Development would exceed the wastewater treatment requirements. As a potential for a significant impact exists, this issue requires further analysis in an Environmental Impact Report.

b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Potentially Significant Impact. Currently there are two major providers of water service in the City of Carson. They are the California Water Service Company (formerly Dominguez Water Corporation) and the Southern California Water Company (SCWC). According to the City of Carson General Plan Transportation and Infrastructure Element, the total number of California Water customers is projected to grow approximately 6.2 percent from 1995 to 2015. As mentioned above, the JWPCP would provide wastewater treatment services to the Project Site. The Proposed Development includes substantial amounts of new commercial, retail, and residential development, and under Options 1 and 2 an NFL stadium. Construction of the Proposed Development would require the provision of necessary on- and off-site sewer and water pipe connections to adequately link the development to the exiting infrastructure. Due to the magnitude of the development, the ability of the local water and wastewater systems to accommodate the conveyance and treatment of water and wastewater attributable to the Proposed Development should be evaluated. As a potential for a significant impact exists, this issue requires further analysis in an Environmental Impact Report.

c) Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Less Than Significant Impact. The Project Site is currently undeveloped. The Proposed Development would result in an increase in impervious surfaces, thus increasing the amount of drainage flow to the existing drainage facilities in the Proposed Development area. Along the western and southern edge of the Project Site is the Torrance Lateral Drainage Channel that leads to the Dominguez Channel. If it is determined that the existing storm drain infrastructure cannot accommodate increases in flow volumes, then the Proposed Development would incorporate all necessary on and off-site stormwater improvements and connections to adequately link the Proposed Development to the existing City storm drain and flood control system. In addition, the Proposed Development would incorporate drainage features to appropriately accommodate, treat, and convey anticipated stormwater flows in accordance with Standard Urban Stormwater Management Plan (SUSMP) and Los Angeles Regional Water Quality Control Board (LARWQCB) requirements. As the compliance with these regulations would preclude a significant impact, further analysis of this environmental issue is not required.

d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

Potentially Significant Impact. The Proposed Development would include new uses and a resident population that would contribute to the regional demand for water resources. The California Water Service Company (California Water) which serves the Project Site uses two principle sources for its water supply: groundwater that is local and imported water that is purchased. Recent state legislation, Senate Bill (SB) 221 and SB 610, addressing water supply were signed into law on October 9, 2001, and became effective January 1, 2002. SB 221 (Kuehl), which relates land use development to water supplies, requires written verification from a water provider that sufficient water supply is available to serve a proposed residential subdivision or that the local agency make a specified finding that sufficient water supplies are or will be available prior to completion of a project. SB 610 (Costa), which also relates land use development to water supplies, requires that at the time a city determines that an EIR is required, a water supply assessment be prepared by the appropriate water agencies. Accordingly, the analysis of Proposed Development impacts must consider the adequacy of water supply described in the service agency's Urban Water Management Plan. As there is a potential for a significant impact, this issue requires further analysis in an Environmental Impact Report.

e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Potentially Significant Impact. See Item XVI.b.

f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

Less Than Significant Impact. The City of Carson contracts with a private company, Waste Management, for waste collection services within the City of Carson. According to the City of Carson General Plan Transportation and Infrastructure Element, Waste Management collects approximately 70,000 tons (of waste) from residential customers and 153,500 tons (of waste) from commercial and industrial customers per year. The solid waste collected by Waste Management is transported to the company's transfer station at 321 West Francisco Street in Carson, where it is sorted. The 10-acre facility has a permitted capacity of 5,300 tons per day. The remaining waste materials are loaded onto trailers and taken to the El Sobrante Landfill in Riverside County, a distance of 75 miles from Carson. The El Sobrante Landfill currently has a capacity of 7,500 tons per day, with a current life expectancy of 100 years. Waste Management also uses the Lancaster Landfill and the Simi Valley Landfill as alternatives.

Recycling is an integral part of Carson's approach to solid waste disposal. In response to the California Integrated Waste Management Act of 1989 (Assembly Bill (AB) 939), which called upon cities and counties to reduce waste disposal to landfills by 50% by the year 2000, the City of Carson prepared a Source Reduction and Recycling Element (SRRE), which was adopted in 1996. The waste disposal services provided by Waste Management for the City of Carson includes the pickup of sorted recyclable materials, which are taken directly to a company that separates and sells them.<sup>8</sup> In addition, solid waste collected by Waste Management is sorted at the aforementioned transfer station located in Carson. Once the materials are sorted, special wastes such as tires, green waste, steel, and wood are sent to special facilities for disposal and recycling.<sup>9</sup>

Since there is available landfill capacity and the City actively engages in recycling, pursuant to AB 939, impacts to landfill capacity and solid waste disposal demands due to the Proposed Development are less than significant. However, in order to integrate the design of the Proposed Development into the City of Carson's existing solid waste disposal and recycling

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<sup>&</sup>lt;sup>8</sup> City of Carson General Plan – Open Space and Conservation Element.

<sup>&</sup>lt;sup>9</sup> Ibid.

programs, with appropriate implementation for a NFL stadium, should one be provided under Option 1 or 2, the following three mitigation measures are recommended:

- All structures constructed or established within any part of the Project Site shall be
  designed to be permanently equipped with clearly marked, durable, source sorted
  recycling bins at all times to facilitate the separation and deposit of recyclable materials.
- Primary collection bins shall be designed to facilitate mechanized collection of such recyclable wastes for transport to off-site recycling facilities.
- The Applicant shall coordinate with the City of Carson to continuously maintain in good order for the convenience of concessionaires, patrons, residents and employees clearly marked, durable and separate bins on the same lot, or parcel to facilitate commingled recyclables and the deposit of recyclable or commingled waste metal, cardboard, paper, glass, and plastic therein; maintain accessibility to such bins at all times, for the collection of such wastes for transport to off-site recycling facilities; and require waste haulers to utilize local or regional material recovery facilities as feasible and appropriate.

As impacts are anticipated to be less than significant, no further environmental analysis is required.

# g) Comply with federal, state, and local statutes and regulations related to solid waste?

No Impact. Solid waste management is guided by the California Integrated Waste Management Act of 1989 that emphasizes resource conservation through reduction, recycling, and reuse of solid waste. The Act requires that localities conduct a Solid Waste Generation Study (SWGS) and develop a Source Reduction Recycling Element (SRRE). Furthermore, the California Solid Waste Reuse and Recycling Act of 1991 requires development projects to provide adequate storage areas for the collection and removal of recyclable materials. As described in Section XVI.f, above, in response to the California Integrated Waste Management Act of 1989 (Assembly Bill (AB) 939), which called upon cities and counties to reduce waste disposal to landfills by 50% by the year 2000, the City of Carson prepared a Source Reduction and Recycling Element (SRRE), which was adopted in 1996. Recycling collection facilities for the Proposed Development would be pursuant to the SRRE and would comply with federal, state, and local statutes and regulations related to solid waste. As no impact is anticipated, no further analysis of this issue is required.

#### XVII. MANDATORY FINDINGS OF SIGNIFICANCE

Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

**Potentially Significant Impact.** Based on the analysis contained in this Initial Study, aspects of the Proposed Development have the potential for significant impacts. An Environmental Impact Report will be prepared to analyze and document these potentially significant impacts. Though these impacts are not anticipated to reduce or eliminate any plant or animal species, or destroy prehistoric records of the past, they do have the potential to degrade the environment. Therefore, the extent to which the Proposed Development has the potential to degrade the quality of the environment will be addressed in the Environmental Impact Report.

b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects).

**Potentially Significant Impact.** The potential for cumulative impacts occurs when the independent impacts of the Proposed Development are combined with the impacts of related projects in proximity to the Project Site and the proposed off-site parking locations such that impacts occur that are greater than the impacts of the Proposed Development alone.

In evaluating the potential for cumulative impacts, environmental issues can be grouped together, to a certain extent, based on the nature of the potential impacts as analyzed in this Initial Study. Some aspects of the Proposed Development have been identified as having the potential for significant environmental impacts or will be discussed in the EIR for disclosure purposes only. Therefore, the potential for cumulative impacts related to Aesthetics/Visual Resources, Air Quality, Geology/Soils, Hazards and Hazardous Materials, Land Use and Planning, Noise, Public Services, Transportation/Traffic, Utilities and Service Systems, and Water Quality resulting from the Proposed Development in conjunction with related projects will also be discussed in the EIR.

The potential for significant cumulative impacts from the impacts of the other environmental issues that are not to be analyzed and documented in the EIR can be assessed. Cumulative impacts are concluded to be less than significant where it has been determined that

the Proposed Development would have no impact. In addition, the Proposed Development and the related projects are anticipated to comply with applicable federal, state and City regulations that would preclude significant cumulative impacts with regard to many aspects of geology and soils, hazards and hazardous materials, and hydrology and water quality. Any increase in area population resulting from the Proposed Development and related projects would further local and regional policies that support housing growth in an area that has a disproportionate level of employment. Therefore, less than significant cumulative impacts to population and housing are anticipated. Therefore, only those aspects of the Proposed Development to be analyzed and documented in the EIR are concluded to have the potential for significant cumulative impacts.

c) Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?

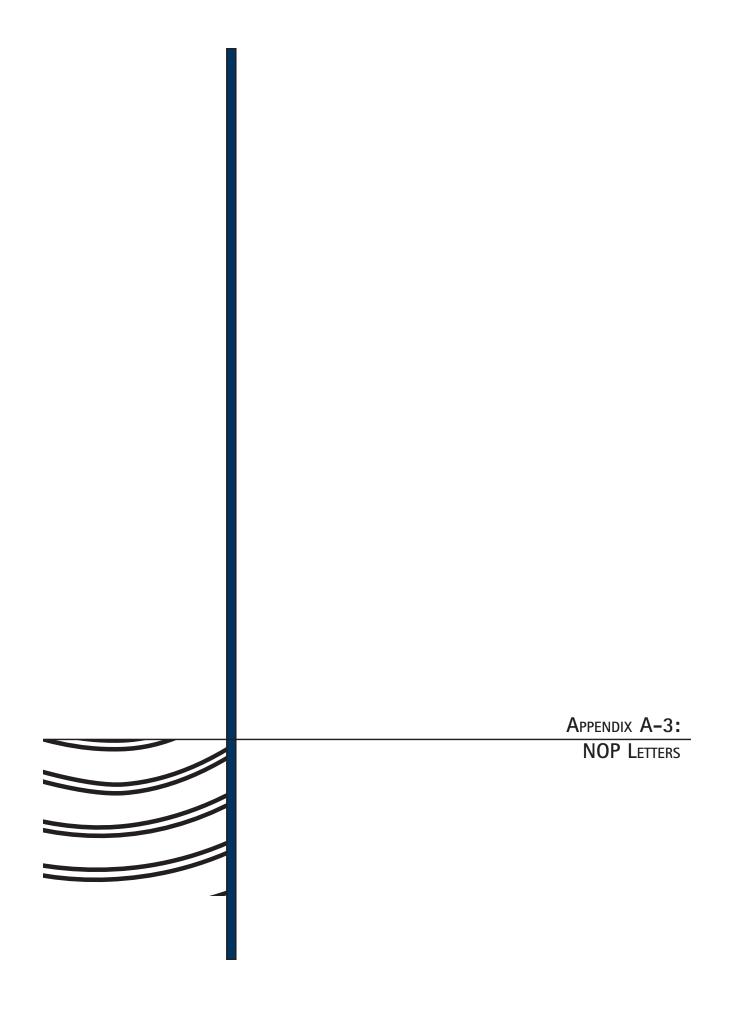
**Potentially Significant Impact.** Based on the analysis provided above, some aspects of the Proposed Development have the potential to have environmental effects that cause direct or indirect substantial adverse effects on human beings. These issues will be analyzed in an Environmental Impact Report.

### PCR SANTA MONICA

233 Wilshire Boulevard Suite 130 Santa Monica, CA 90401 TEL 310.451.4488 FAX 310.451.5279

### PCR IRVINE

One Venture Suite 150 Irvine, CA 92618 TEL 949.753.7001 FAX 949.753.7002





## CITY OF CARSON

P. O. BOX 6234 CARSON, CALIFORNIA 90749

### MEMORANDUM OF TRANSMITTAL

Date:

September 20, 2005

To:

Gary Schalman, PCR

Document:

Enclosed are copies of the letters the City received in response to the Notice of Preparation for the Carson Marketplace. If you have any questions, please call

Alicia at (310) 233-4803.

City of Carson

**bv** \_\_\_\_\_\_ Valerie M. Lua, Typist Clerk

1016 1176

### **Carson Marketplace Comment Letters**

	Commentor	Submitted Via
1	State California State Clearinghouse and Planning Unit	Letter
2	California Department of Transportation, District 7	Letter
3	California Department of Conservation, Division of Oil, Gas & Geotherman Resources	Letter
4	Department of California Highway Patrol	Letter
	Regional	
5	Southern California Association of Governments	Letter
6	Southern California Water Company	Fax
7	South Coast Air Quality Management District	Letter
	County	
8	County Sanitation Districts of Los Angeles County	Letter
9	County of Los Angeles, Department of Public Works	Letter
10	County of Los Angeles, Fire Department	Letter
11	County of Los Angeles, Sheriff Department Headquarters	Letter
	City of Carson	
12	City of Carson, Interoffice Memorandum from Richard Garland, Traffic Engineer to Sheri Repp, Planning Manager	Interoffice Memo
	City of Compton	
13	Compton Unified School District	Letter
	City of Los Angeles	
14	City of Los Angeles, Department of Water and Power	Letter
	Individuals	
15	Edward Persaud (Individual)	Comment Card
16	Rodney Warner (Individual)	Comment Card
17	Olivia Verrett (Individual)	Comment Card

### DEPARTMENT OF CALIFORNIA HIGHWAY PATROL

19700 Hamilton Avenue Torrance, CA 90502 (310) 516-3355 (800) 735-2929 (TT/TDD) (800) 735-2922 (Voice)

June 13, 2005

File No.: 530.11557.EIR

Mr. Ronald E. Winkler Carson Redevelopment Agency 1 Civic Plaza Drive, #200 Carson, CA 90745

Dear Mr. Winkler:

The South Los Angeles Area of the California Highway Patrol (CHP) received the Notice of Preparation (NOP) of the draft Environmental Impact Report (EIR) for the Carson Marketplace Development, SCH# 2005051059. After review, I have some concerns with this project.

My concerns relate to traffic safety issues that we have already experienced with a project similar to yours. In 2003, the Home Depot Center in Carson was completed. The CHP had been involved in the initial planning stages for this project with the Home Depot Center, Los Angeles County Sheriff's Department, Carson Station, and the City of Carson. There was a verbal agreement made that CHP would be utilized for large events on a reimbursable contract. Our role was to provide for proper mitigation of event related freeway congestion. In spite of this agreement, there have been several large scale events at the Home Depot Center for which we have not been contracted.

A large scale event at Home Depot Center causes heavy freeway congestion near the on and off-ramps utilized to access the event site. The off ramps, particularly, back up onto the freeway which has resulted in vehicles backed up the length of the ramp and stopped in the #4 lane. This is extremely dangerous and has resulted in an increase in traffic incidents on event dates.

The problem is that the Avalon Boulevard off ramp is already a major ramp utilized for events at the Home Depot Center. This would also be one of the main ramps utilized to get to the proposed Carson Marketplace. If you were to build an NFL stadium, an event at Home Depot Center in conjunction with an event at the stadium would cause major traffic congestion and traffic safety issues. Additionally, based on our experience with events at the Home Depot Center, a large scale event at your site alone could result in major traffic problems.

Based on this concern, we have the following recommendation that we feel should be addressed and finalized before further project development:

• Carson Marketplace developers should enter into a Reimbursable Services Agreement with the CHP for additional officers for traffic control at large scale events. The number of

Carson Redevelopment Agency June 13, 2005 Page 2

officers needed will be directly related to the number of attendees estimated for the event. (More details about such a contract can be furnished upon request.)

The role of these officers is to monitor pre-event off-ramp traffic and post-event on-ramp traffic and rapidly address congestion incidents. For example, the officers can ensure that the off-ramps don't back up onto the freeway with manual operation of off-ramp traffic control signals. Large scale events, at venues such as the one you are proposing, have a significant impact on California's commuters. The CHP does not have the resources to manage these types of events from our existing budget and/or staffing levels.

These issues are of immediate concern to us and should not be differed to a subsequent phase of development. We would be glad to provide you with information on how to formalize a Reimbursable Services Contract with our Department. If you have any questions regarding this letter and my comments, please contact Lieutenant Ed Gingras at (310) 516-3355.

S. SUTHERLAND, Captain

Commander

South Los Angeles Area

cc:

Southern Division

Special Projects Section

State Clearinghouse, Office of Planning and Research

1400 Tenth Street P.O. Box 3044 Sacramento, CA 95812-3044



DIVISION OF OIL, GAS, & GEOTHERMAL RESOURCES

5816 CORPORATE AVE.
SUITE 200
CYPRESS
CALIFORNIA
90630-4731

PHONE 714/816-6847

714/816-6853

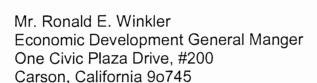
INTERNET consrv.ca.gov

A R N O L D S C H W A R Z E N E G G E R G O V E N O R

### DEPARTMENT OF CONSERVATION

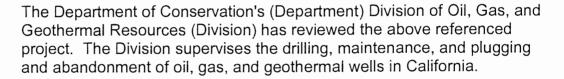
STATE OF CALIFORNIA

May 23, 2005



Subject: Initial Study for Carson Marketplace

Dear Mr. Winkler:



The proposed project is located beyond the administrative boundaries of any oil and gas field. However, there are two abandoned wells within the project boundaries. These wells are identified on Division map 126 and in records as Marcus-Goldberg "Marigold-Del Amo" 1 & Thomas Kelly & Sons, Inc. "Kelly-Del Amo" 1, Los Angeles County. The Division recommends that all wells within or in close proximity to project boundaries be accurately plotted on future project maps.

Building over or in the proximity of plugged and abandoned wells should be avoided if at all possible. If this is not possible, it may be necessary to plug or re-plug wells to current Division specifications. Also, the State Oil and Gas Supervisor is authorized to order the reabandonment of previously plugged and abandoned wells when construction over or in the proximity of wells could result in a hazard (Section 3208.1 of the Public Resources Code). If reabandonment is necessary, the cost of operations is the responsibility of the owner of the property upon which the structure will be located. Finally, if construction over an abandoned well is unavoidable an adequate gas venting system should be placed over the well.

Furthermore, if any plugged and abandoned or unrecorded wells are damaged or uncovered during excavation or grading, remedial plugging operations may be required. If such damage or discovery occurs, the Division's district office must be contacted to obtain information on the requirements for and approval to perform remedial operations.



ECONOMIC DEVELOPMENT SERVICES

### Mr. Ronald E. Winkler, Economic Development General Manager

May 23, 2005 Page 2

To ensure proper review of building projects, the Division has published an informational packet entitled, "Construction Project Site Review and Well Abandonment Procedure" that outlines the information a project developer must submit to the Division for review. Developers should contact the Division's Cypress district office for a copy of the site-review packet. The local planning department should verify that final building plans have undergone Division review prior to the start of construction.

Thank you for the opportunity to comment on the Initial Study for the Draft Environmental Impact Report. If you have questions on our comments, or require technical assistance or information, please call me at the Cypress district office: 5816 Corporate Avenue, Suite 200, Cypress, CA 90630-4731; phone (714) 816-6847.

Sincerely,

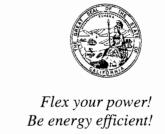
Paul Frost

Associate Oil & Gas Engineer

and Front

#### DEPARTMENT OF TRANSPORTATION

DISTRICT 7, REGIONAL PLANNING
IGR/CEQA BRANCH
100 SO. MAIN ST.
LOS ANGELES, CA 90012
PHONE (213) 897-6536
FAX (213) 897-1337
E-Mail:NersesYerjanian@dot.ca.gov



Mr. Ronald E. Winkler Economic Development General Manager Carson Redevelopment Agency 1 Civic Plaza Drive, #200 Carson, CA. 90745

> IGR/CEQA# 050545/NY NOP/Carson Marketplace LA/405/11.22

May 17, 2005

Dear Mr. Winkler:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Carson Marketplace Project (1,550 residential units, 300-room hotel and 1,995,125 SF commercial space).

Based on the information received, and to assist us in our efforts to completely evaluate and assess the impacts of this project on the State transportation system, a traffic study in advance of the DEIR should be prepared to analyze the following information:

Please reference the Department's **Traffic Impact Study Guideline** on the Internet at <a href="http://www.dot.ca.gov/hq/traffops/developserv/operationalsystems/reports/tisguide.pdf">http://www.dot.ca.gov/hq/traffops/developserv/operationalsystems/reports/tisguide.pdf</a>

- 1. Presentations of assumptions and methods used to develop trip generation, trip distribution, choice of travel mode, and assignments of trips to State Route 405.
- 2. Consistency of project travel modeling with other regional and local modeling forecasts and with travel data. The IGR/CEQA office may use indices to check results. Differences or inconsistencies must be thoroughly explained.
- 3. Analysis of ADT, AM, and PM peak-hour volumes for both existing and future conditions in the affected area. This should include freeways, interchanges, and intersections, and all HOV facilities. Interchange Level of Service should be

Mr. Winkler May 17, 2005

specified (HCM2000 method requested). Utilization of transit lines and vehicles, and of all facilities, should be realistically estimated. Future conditions would include build-out of all projects (see next item) and any plan-horizon years.

- 4. Inclusion of all appropriate traffic volumes. Analysis should include traffic from the project, cumulative traffic generated from all specific approved developments in the area, and traffic growth other than from the project and developments. That is, include: existing + project + other projects + other growth.
- 5. Discussion of mitigation measures appropriate to alleviate anticipated traffic impacts. These mitigation discussions should include, but not be limited to, the following:
- description of transportation infrastructure improvements
- inancial costs, funding sources and financing
- sequence and scheduling considerations
- implementation responsibilities, controls and monitoring
  Any mitigation involving transit, HOV, or TDM must be rigorously justified and its
  effects conservatively estimated. Improvements involving dedication of land or
  physical construction may be favorably considered.
- 6. Specification of developer's percent share of the cost, as well as a plan of realistic mitigation measures under the control of the developer. The following ratio should be estimated: Additional traffic volume due to project implementation is divided by the total increase in the traffic volume (see Appendix "B" of the Guidelines). That ratio would be the project equitable share responsibility.

We note for purposes of determining project share of costs, the number of trips from the project on each traveling segment or element is estimated in the context of forecasted traffic volumes which include build-out of all approved and not yet approved projects, and other sources of growth. Analytical methods such as select-zone travel forecast modeling might be used.

The Department as a commenting agency under CEQA has jurisdiction superceding that of MTA in identifying the freeway analysis needed for this project. Caltrans is responsible for obtaining measures that will off-set project vehicle trip generation that worsens Caltrans facilities and hence, it does not adhere to the CMP guide of 150 or more vehicle trips added before freeway analysis is needed. MTA's Congestion Management Program in acknowledging the Department's role, stipulates that Caltrans must be consulted to identify specific locations to be analyzed on the State Highway System. Therefore State Route(s) mentioned in item #1 and it's facilities must be analyzed per the Department's **Traffic Impact Study Guidelines.** 

Mr. Winkler May 17, 2005

We look forward to reviewing the DEIR. We expect to receive a copy from the State Clearinghouse. However, to expedite the review process, you may send two copies in advance to the undersigned at the following address:

Cheryl J. Powell
IGR/CEQA Branch Chief
Caltrans District 07
Regional Transportation Planning Office
100 S. Main St., Los Angeles, CA 90012

If you have any questions regarding this response, please call the Project Engineer/Coordinator Mr. Yerjanian at (213) 897-6536 and refer to IGR/CEQA # 050545NY.

Sincerely,

Cheryl J. Powell

IGR/CEQA Branch Chief

Regional Transportation Planning



### STATE OF CALIFORNIA

### Governor's Office of Planning and Research State Clearinghouse and Planning Unit



Sean Walsh Director

#### Arnold Schwarzenegger Governor

#### Notice of Preparation

May 13, 2005

To:

Reviewing Agencies

Re:

Carson Marketplace

SCH# 2005051059

Attached for your review and comment is the Notice of Preparation (NOP) for the Carson Marketplace draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

Ronald E. Winkler Carson Redevelopment Agency 1 Civic Plaza Drive, #200 Carson, CA 90745

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,

Scott Morgan

Project Analyst, State Clearinghouse

Attachments cc: Lead Agency

DEGETVED MAY 19 2005

> ECONOMIC DAVELOPMENT SERVICES

### Document Details Report State Clearinghouse Data Base

SCH# 2005051059

Project Title Carson Marketplace
Lead Agency Carson, City of

Type NOP Notice of Preparation

Description Proposal of Carson Marketplace, a 168-acre development that would include some or all of the

following uses: commercial (retail and entertainment), hotel, residential, and a National Football League (NFL) football stadium. The applicant is proposing a wide range of land uses in order to create a diversity of on-site activity that responds to the future needs and demands of the southern California economy. The project site has been identified as one of the possible sites that may be selected as the home for the next NFL team in the greater Los Angeles area. As this is but one of the sites under consideration by the NFL, the applicant has proposed a series of development programs, some of which include the NFL stadium, while others do not.

**Lead Agency Contact** 

Name Ronald E. Winkler

Agency Carson Redevelopment Agency

**Phone** (213) 830-7600 **Fax** 

email

Address 1 Civic Plaza Drive, #200

City Carson State CA Zip 90745

Project Location

County Los Angeles
City Carson

Region

Cross Streets Del Amo Blvd. / Main Street

Parcel No.

Township Range Section Base

Proximity to:

Highways 1-405, 1-110

Airports

Railways

Waterways Dominguez Channel

Schools

Agencies

Land Use GP: Mixed Use Business Park

Z: Regional Commercial, Light Manufacturing; with an Organic Landfill Overlay and Design Review

Overlay

Project Issues Aesthetic/Visual; Air Quality; Cumulative Effects; Drainage/Absorption; Geologic/Seismic; Landuse;

Noise; Recreation/Parks; Soil Erosion/Compaction/Grading; Toxic/Hazardous; Traffic/Circulation;

Water Quality; Water Supply; Wildlife

Reviewing Resources Agency; Regional Water Quality Control Board, Region 4; Department of Parks and

Recreation; Native American Heritage Commission; Department of Health Services; Integrated Waste

Management Board; Department of Fish and Game, Region 5; Department of Water Resources; Department of Conservation; California Highway Patrol; Caltrans, District 7; Department of Toxic

Substances Control

Date Received 05/13/2005 Start of Review 05/13/2005 End of Review 06/13/2005

Note: Blanks in data fields result from insufficient information provided by lead agency.

Banky Curtis



SOUTHERN CALIFORNIA



### ASSOCIATION of GOVERNMENTS

#### **Main Office**

818 West Seventh Street 12th Floor Los Angeles, California 90017-3435

> t (213) 236-1800 f (213) 236-1825

www.scag.ca.gov

Officers: President: Toni Young, Port Hueneme • First Vice President: Yvonne Burke, Los Angeles County • Second Vice President: Gary Ovitt, San Bernardino County • Immediate Past President: Ron Roberts, Temecula

Imperial County: Victor Carrillo, Imperial County

Los Angeles County: Yvonne Burke, Los Angeles County \* Zev Yarosbarky, Los Angeles County \* Zev Yarosbarky, Los Angeles County \* Jeim Aldinger, Manhartan Beach \* Harry Baldwin, San Gabriel \* Paul Bowlen, Cerritos \* Tony Cardenas, Los Angeles \* Stan Carroll, La Habra Heights \* Margaret Clark, Rosemead \* Gene Daniels, Paramount \* Mike Dispenza, Palmdale\* Judy Dunlag, Inglewood \* Rae Gabelich, Long Beach \* David Galin. Downey \* Eric Garcetti, Los Angeles \* Wendy Gruuel, Los Angeles \* Frank Gurulé, Cudaly \* James Hahn, Los Angeles \* Isadore Hall, Compton \* Keith W. Hanks, Azusa \* Iom LaBonge, Los Angeles \* Paula Lantz, Pomona \* Martin Ludlow, Los Angeles \* Cindy Misciklowski, Los Angeles \* Paul Nowatka, Torrance \* Pam O'Connor, Santa Monica \* Alex Padilla. Los Angeles \* Ed Reyes, Los Angeles \* Greig Smith, Los Angeles \* Los Angeles \* Greig Smith, Los Angeles \* Ed Reyes, Los Angeles \* Greig Smith, Los Angeles \* Uranga, Long Beach \* Antonio Villaraigosa, Los Angeles \* Dennis Washburn, Galabasas \* Jack Weiss, Los Angeles \* Bob Yousefian, Glendale \* Dennis Zine, Los Angeles

Orange County: Chris Norby, Drange County:
Christine Barnes, La Palma - John Beauman,
Brea - Lou Bone, Justin - Art Brown, Buena Park
- Richard Chavez, Anaheim - Debbur Cook,
Huntington Beach - Cathryn DeYoung, Lagura
Niguel - Richard Dixon, Lake Forest - Marilynn
Poe, Los Alamitos - Tod Ridgeway, Newport
Bearth

Riverside County: leff Stone, Riverside County • Thomas Buckley, Lake Elsinore • Bonnie Flickinger, Moreno Valley • Ron Loveridge, Riverside • Greg Pettis, Cathedral City • Ron Roberts, Temecula

San Bernardino County: Gary Ovitt, San Bernardino County - Lawrence Dale, Barstow -Paul Eaton, Montclair - Lee Ann Garcia, Grand Terrace - Tim Jasper, Town of Apple Valley - Larry McCallon, Highland - Deborah Robertson, Rialto - Alan Wapner, Ortario

Ventura County: Judy Mikels, Ventura County • Glen Becerra, Simil Valley • Carl Morehouse, San Buenaventura • Toni Young, Port Hueneme

Orange County Transportation Authority: Lou Correa, County of Orange

Riverside County Transportation Commission: Robin Lowe, Hemet

Ventura County Transportation Commission

8 June 2005

**REDEVELOPMENT AGENCY** 

Mr. Ronald E. Winkler
City of Carson
Economic Development General Manager
Carson Redevelopment Agency
1 Civic Center Drive, #200
Carson, CA 90745

RE: Comments on the Notice of Preparation for an Environmental Impact Report for the Carson Marketplace project SCAG No. !20050360

Dear Mr. Winkler:

Thank you for submitting the Notice of Preparation for an Environmental Impact Report (EIR) for the Carson Marketplace project to SCAG for review and comment. As areawide clearinghouse for regionally significant projects, SCAG reviews the consistency of local plans, projects, and programs with regional plans. This activity is based on SCAG's responsibilities as a regional planning organization pursuant to state and federal laws and regulations. Guidance provided by these reviews is intended to assist local agencies and project sponsors to take actions that contribute to the attainment of regional goals and policies.

We have reviewed the Notice of Preparation, and have determined that the proposed Project is regionally significant per California Environmental Quality Act (CEQA) Guidelines (Section 15206). The proposed Project considers the construction of more than 500 dwelling units and/or more than 500,000 sf of retail. CEQA requires that EIRs discuss any inconsistencies between the proposed project and the applicable general plans and regional plans (Section 15125 [d]). If there are inconsistencies, an explanation and rationalization for such inconsistencies should be provided.

Policies of SCAG's Regional Comprehensive Plan and Guide, Regional Transportation Plan, and Compass Growth Vision that may be applicable to your project are outlined in the attachment. We expect the EIR to specifically cite the appropriate SCAG policies and address the manner in which the Project is consistent with applicable core policies or supportive of applicable ancillary policies. Please use our policy numbers to refer to them, in your EIR. Also, we would encourage you to use a side-by-side comparison of SCAG policies with a discussion of the consistency or support of the policy with the Proposed Project.

SCAG's Compass Growth Vision, adopted in 2004, outlines a future for the region that includes the creation of sustainable communities through urban infill and redevelopment. With the potential for regional and even national visibility, the Carson Marketplace project could have significant impacts on and establish a precedent for both Carson and the South Bay/Long Beach areas. For a clearer understanding of the intent of and possibilities with Compass, please consult the Compass Growth Vision in addition to the guidance offered in this letter. We look forward to further iterations of the project, especially as decisions regarding the NFL proposal become more firm, which would ostensibly determine the scope of the project.

DOCS# 111168v1

8 June 2005 Mr. Ronald Winkler Page 2

Please provide a minimum of 45 days for SCAG to review the EIR when this document is available. If you have any questions regarding the attached comments, please contact me at (213) 236-1851. Thank you.

Sincerely,

Brian Wallace

Associate Regional Planner Intergovernmental Review

8 June 2005 Mr. Ronald Winkler Page 2

# COMMENTS ON THE NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT FOR THE CARSON MARKETPLACE PROJECT SCAG NO. 120050360

### PROJECT DESCRIPTION

The proposed Project would consist of all new development on a 168-acre site, on the site of the former landfill near the San Diego and Harbor Freeways. New development could include up to 1550 residential units, and/or up to 1,995,125 square feet of retail/commercial space, a 300-room hotel, and/or a 75,000-seat stadium and associated parking facility for a possible National Football League team.

### CONSISTENCY WITH REGIONAL COMPREHENSIVE PLAN AND GUIDE POLICIES

The **Growth Management Chapter (GMC)** of the Regional Comprehensive Plan and Guide (RCPG) contains the following policies that are particularly applicable and should be addressed in the Draft EIR for the West Gateway Redevelopment Project.

3.01 The population, housing, and jobs forecasts, which are adopted by SCAG's Regional Council and that reflect local plans and policies, shall be used by SCAG in all phases of implementation and review.

### Regional Growth Forecasts

The DEIR should reflect the most current SCAG forecasts, which are the 2004 RTP (April 2004) Population, Household and Employment forecasts. The forecasts for your region and subregion are as follows:

### Adopted SCAG Regionwide

<u>Forecasts</u>	<u> 2005</u>	<u> 2010</u>	<u> 2015</u>	<u>2020</u>	<u> 2025</u>
Population	19,967,835	21,294,093	22,561,643	23,781,797	24,935,979
Households	6,260,842	6,758,353	7,259,762	7,773,287	8,281,758
Employment	8,368,607	9,456,903	10,038,316	10,614,346	11,171,537

8 June 2005 Mr. Ronald Winkler

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# Adopted SBCCOG

Forecasts	<u>2005</u>	<u> 2010</u>	<u> 2015</u>	<u>2020</u>	<u>2025</u>
Population	886,234	902,121	930,460	958,411	985,209
Households	302,450	308,547	318,507	328,666	338,717
Employment	422,066	480,449	492,954	504,752	515,293

City of Carson
Forecasts
Population
Households
Employment

<u>2005</u>	<u> 2010</u>	<u>2015</u>	<u>2020</u>	<u>2025</u>
95,856	97,532	100,628	103,678	106,604
25,446	26,296	27,366	28,449	29,525
59,739	68,552	70,482	72,302	73,932

<sup>\*</sup> The 2004 RTP growth forecast at the regional, county and subregional level was adopted by RC in April, 2004. City totals are the sum of small area data and should be used for advisory purposes only.

3.03 The timing, financing, and location of public facilities, utility systems, and transportation systems shall be used by SCAG to implement the region's growth policies.

# GMC POLICIES RELATED TO THE RCPG GOAL TO IMPROVE THE REGIONAL STANDARD OF LIVING

The Growth Management goals to develop urban forms that enable individuals to spend less income on housing cost, that minimize public and private development costs, and that enable firms to be more competitive, strengthen the regional strategic goal to stimulate the regional economy. The evaluation of the proposed project in relation to the following policies would be intended to guide efforts toward achievement of such goals and does not infer regional interference with local land use powers.

- 3.04 Encourage local jurisdictions' efforts to achieve a balance between the types of jobs they seek to attract and housing prices.
- 3.05 Encourage patterns of urban development and land use, which reduce costs on infrastructure construction and make better use of existing facilities.
- 3.09 Support local jurisdictions' efforts to minimize the cost of infrastructure and public service delivery, and efforts to seek new sources of funding for development and the provision of services.

3.10 Support local jurisdictions' actions to minimize red tape and expedite the permitting process to maintain economic vitality and competitiveness.

# GMC POLICIES RELATED TO THE RCPG GOAL TO IMPROVE THE REGIONAL QUALITY OF LIFE

The Growth Management goals to attain mobility and clean air goals and to develop urban forms that enhance quality of life, that accommodate a diversity of life styles, that preserve open space and natural resources, and that are aesthetically pleasing and preserve the character of communities, enhance the regional strategic goal of maintaining the regional quality of life. The evaluation of the proposed project in relation to the following policies would be intended to provide direction for plan implementation, and does not allude to regional mandates.

- 3.12 Encourage existing or proposed local jurisdictions' programs aimed at designing land uses which encourage the use of transit and thus reduce the need for roadway expansion, reduce the number of auto trips and vehicle miles traveled, and create opportunities for residents to walk and bike.
- 3.13 Encourage local jurisdictions' plans that maximize the use of existing urbanized areas accessible to transit through infill and development.
- 3.14 Support local plans to increase density of future development located at strategic points along the regional commuter rail, transit systems, and activity centers.
- 3.15 Support local jurisdictions' strategies to establish mixed-use clusters and other transit-oriented developments around transit stations and along transit corridors.
- 3.19 SCAG shall support policies and actions that preserve open space areas identified in local, state and federal plans.
- 3.22 Discourage development, or encourage the use of special design requirements, in areas with steep slopes, high fire, flood, and seismic hazards.
- 3.23 Encourage mitigation measures that reduce noise in certain locations, measures aimed at preservation of biological and ecological resources, measures that would reduce exposure to seismic hazards, minimize earthquake damage, and to develop emergency response and recovery plans.

# GMC POLICIES RELATED TO THE RCPG GOAL TO PROVIDE SOCIAL, POLITICAL, AND CULTURAL EQUITY

The Growth Management Goal to develop urban forms that avoid economic and social polarization promotes the regional strategic goal of minimizing social and geographic disparities and of reaching equity among all segments of society. The evaluation of the proposed project in relation to the policy stated below is intended guide direction for the accomplishment of this goal, and does not infer regional mandates and interference with local land use powers.

- 3.24 Encourage efforts of local jurisdictions in the implementation of programs that increase the supply and quality of housing and provide affordable housing as evaluated in the Regional Housing Needs Assessment.
- 3.27 Support local jurisdictions and other service providers in their efforts to develop sustainable communities and provide, equally to all members of society, accessible and effective services such as: public education, housing, health care, social services, recreational facilities, law enforcement, and fire protection.

### REGIONAL TRANSPORTATION PLAN

The 2004 Regional Transportation Plan (RTP) also has goals and policies that are pertinent to this proposed project. This RTP links the goal of sustaining mobility with the goals of fostering economic development, enhancing the environment, reducing energy consumption, promoting transportation-friendly development patterns, and encouraging fair and equitable access to residents affected by socio-economic, geographic and commercial limitations. The RTP continues to support all applicable federal and state laws in implementing the proposed project. Among the relevant goals and policies of the RTP are the following:

### Regional Transportation Plan Goals

- Maximize mobility and accessibility for all people and goods in the region.
- Ensure travel safety and reliability for all people and goods in the region.
- Preserve and ensure a sustainable regional transportation system.
- Maximize the productivity of our transportation system.
- Protect the environment, improve air quality and promote energy efficiency.
- Encourage land use and growth patterns that complement our transportation investments.

### Regional Transportation Plan Policies

 Transportation investments shall be based on SCAG's adopted Regional Performance Indicators.

Performance Indicator	Performance Measures	Definition	Performance Outcome
Mobility	Average Daily Speed	Speed-experienced by travelers regardless of mode.	10% Improvement
	Average Daily Delay	Delay-excess travel time resulting from the difference between a reference speed and actual speed. Total daily delay and daily delay per capita are indicators used.	40% Improvement
Accessibility	Percent PM peak     work trips within 45     minutes of home	endituri edile edile.	Auto 90% ** Transit 87%
	Distribution of work     trip travel times	ser made	Auto 8% Improvement Transit 8% Improvement
Reliability	Percent variation in travel time	Day-to-day change in travel times experienced by travelers. Variability results from accidents, weather, road closures, system problems and other non-recurrent conditions.	10% Improvement
Safety	Accident Rates	Measured in accidents per million vehicle miles by mode.	0.3% Improvement
Performance <u>Indicator</u>	Performance <u>Measures</u>	<u>Definition</u>	Performance <u>Outcome</u>
Cost Effectiveness	Benefit-to-Cost (B/C)     Ratio	Ratio of benefits of RTP investments to the associated investments costs.	\$3.08
Productivity	Percent capability     utilized during peak     conditions	Transportation infrastructure capacity and services provided.  Roadway Capacity - vehicles per hour per lane by type of facility.  Transit Capacity - seating	20% Improvement at known bottlenecks
		capacity utilized by mode.	
Sustainability	<ul> <li>Total cost per capita to sustain current system performance</li> </ul>	Focus in on overall performance, including infrastructure condition Preservation measure is a subset of sustainability.	\$20 per capita, primarily in preservation costs
Preservation	Maintenance cost per capita to preserve system at base year conditions	Focus is on infrastructure condition. Sub-set of sustainability.	Mainfain current condition:
Environmental	<ul> <li>Emissions generated by travel</li> </ul>	Measured/forecast emissions include CO, NOX, PM10, SOX and VOC. CO2 as secondary measure to reflect greenhouse emissions.	Meets conformity requirements
Environmental Justice	Expenditures by quintile and ethnicity	Proportionate share of expenditures in the 2004 RTP by each quintile.	No disproportionate impactor any group or quintile

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Benefit vs. burden by quintiles
 Proportionate share of benefits to each quintile ethnicity.

Proportionate share of additional airport noise by ethnic group.

- Ensuring safety, adequate maintenance, and efficiency of operations on the existing multi-modal transportation system will be RTP priorities and will be balanced against the need for system expansion investments.
- RTP land use and growth strategies that differ from currently expected trends will require a collaborative implementation program that identifies required actions and policies by all affected agencies and sub-regions.
- HOV gap closures that significantly increase transit and rideshare usage will be supported and encouraged, subject to Policy #1.

### **AIR QUALITY CHAPTER CORE ACTIONS**

The Air Quality Chapter core actions related to the proposed project includes:

- 5.07 Determine specific programs and associated actions needed (e.g., indirect source rules, enhanced use of telecommunications, provision of community based shuttle services, provision of demand management based programs, or vehicle-milestraveled/emission fees) so that options to command and control regulations can be assessed.
- 5.11 Through the environmental document review process, ensure that plans at all levels of government (regional, air basin, county, subregional and local) consider air quality, land use, transportation and economic relationships to ensure consistency and minimize conflicts.

### **GROWTH VISIONING**

The fundamental goal of the Growth Visioning effort is to make the SCAG region a better place to live, work and play for all residents regardless of race, ethnicity or income class. Thus, decisions regarding growth, transportation, land use, and economic development should be made to promote and **sustain** for future generations the region's **mobility**, **livability** and **prosperity**. The following "Regional Growth Principles" are proposed to provide a framework for local and regional decision making that improves the quality of life for all SCAG residents. Each principle is followed by a specific set of strategies intended to achieve this goal.

### Principle 1: Improve mobility for all residents

- Encourage transportation investments and land use decisions that are mutually supportive.
- Locate new housing near existing jobs and new jobs near existing housing.
- Encourage transit-oriented development.
- · Promote a variety of travel choices

### Principle 2: Foster livability in all communities

- Promote infill development and redevelopment to revitalize existing communities.
- Promote developments, which provide a mix of uses.
- Promote "people scaled," walkable communities.
- Support the preservation of stable, single-family neighborhoods.

### Principle 3: Enable **prosperity** for all people

- Provide, in each community, a variety of housing types to meet the housing needs of all income levels.
- Support educational opportunities that promote balanced growth.
- Ensure environmental justice regardless of race, ethnicity or income class.
- Support local and state fiscal policies that encourage balanced growth
- Encourage civic engagement.

### Principle 4: Promote sustainability for future generations

- Preserve rural, agricultural, recreational and environmentally sensitive areas.
- · Focus development in urban centers and existing cities.
- Develop strategies to accommodate growth that uses resources efficiently, eliminate pollution and significantly reduce waste.
- Utilize "green" development techniques.

### **CONCLUSIONS**

All feasible measures needed to mitigate any potentially negative regional impacts associated with the proposed project should be implemented and monitored, as required by CEQA.

#### SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

#### Roles and Authorities

THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (SCAG) is a *Joint Powers Agency* established under California Government Code Section 6502 et seq. Under federal and state law, SCAG is designated as a Council of Governments (COG), a Regional Transportation Planning Agency (RTPA), and a Metropolitan Planning Organization (MPO). SCAG's mandated roles and responsibilities include the following:

SCAG is designated by the federal government as the Region's *Metropolitan Planning Organization* and mandated to maintain a continuing, cooperative, and comprehensive transportation planning process resulting in a Regional Transportation Plan and a Regional Transportation Improvement Program pursuant to 23 U.S.C. '134, 49 U.S.C. '5301 et seq., 23 C.F.R. '450, and 49 C.F.R. '613. SCAG is also the designated *Regional Transportation Planning Agency*, and as such is responsible for both preparation of the Regional Transportation Plan (RTP) and Regional Transportation Improvement Program (RTIP) under California Government Code Section 65080 and 65082 respectively.

SCAG is responsible for developing the demographic projections and the integrated land use, housing, employment, and transportation programs, measures, and strategies portions of the **South Coast Air Quality Management Plan**, pursuant to California Health and Safety Code Section 40460(b)-(c). SCAG is also designated under 42 U.S.C. '7504(a) as a **Co-Lead Agency** for air quality planning for the Central Coast and Southeast Desert Air Basin District.

SCAG is responsible under the Federal Clean Air Act for determining *Conformity* of Projects, Plans and Programs to the State Implementation Plan, pursuant to 42 U.S.C. '7506.

Pursuant to California Government Code Section 65089.2, SCAG is responsible for *reviewing all Congestion Management Plans (CMPs) for consistency with regional transportation plans* required by Section 65080 of the Government Code. SCAG must also evaluate the consistency and compatibility of such programs within the region.

SCAG is the authorized regional agency for *Inter-Governmental Review* of Programs proposed for federal financial assistance and direct development activities, pursuant to Presidential Executive Order 12,372 (replacing A-95 Review).

SCAG reviews, pursuant to Public Resources Code Sections 21083 and 21087, Environmental Impacts Reports of projects of regional significance for consistency with regional plans [California Environmental Quality Act Guidelines Sections 15206 and 15125(b)].

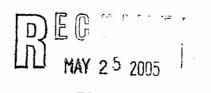
Pursuant to 33 U.S.C. '1288(a)(2) (Section 208 of the Federal Water Pollution Control Act), SCAG is the authorized *Areawide Waste Treatment Management Planning Agency*.

SCAG is responsible for preparation of the *Regional Housing Needs Assessment*, pursuant to California Government Code Section 65584(a).

SCAG is responsible (with the Association of Bay Area Governments, the Sacramento Area Council of Governments, and the Association of Monterey Bay Area Governments) for preparing the **Southern California Hazardous Waste Management Plan** pursuant to California Health and Safety Code Section 25135.3.

Revised July 2001





ECONOMIC DEVELOPMENT SERVICES

May 23, 2005

City of Carson Carson Redevelopment Center 1 Civic Plaza Drive, #200 Carson, CA 90745

Subject: Carson Marketplace

To Whom It May Concern:

The subjected address is not in Southern California Water Company's service area.

Emma Maxey

Contract Administrator, Region 2

(909) 396-2000 · www.aqmd.gov

May 19, 2005



ECON DIMIC DEVELOPMENT SERVICES

Mr. Ronald E. Winkler Economic Development General Manager Carson Redevelopment Agency 1 Civic Plaza Drive #200 Carson. CA 90745

Dear Mr. Winkler:

### Notice of Preparation of a Draft Environmental Impact Report for Carson Marketplace

The South Coast Air Quality Management District (SCAQMD) appreciates the opportunity to comment on the above-mentioned document. The SCAQMD's comments are recommendations regarding the analysis of potential air quality impacts from the proposed project that should be included in the Draft Environmental Impact Report (EIR). Please send the SCAQMD a copy of the Draft EIR upon its completion.

#### **Air Quality Analysis**

The SCAQMD adopted its California Environmental Quality Act (CEQA) Air Quality Handbook in 1993 to assist other public agencies with the preparation of air quality analyses. The SCAQMD recommends that the Lead Agency use this Handbook as guidance when preparing its air quality analysis. Copies of the Handbook are available from the SCAQMD's Subscription Services Department by calling (909) 396-3720. Alternatively, lead agency may wish to consider using the California Air Resources Board (CARB) approved URBEMIS 2002 Model. This model is available on the CARB Website at: <a href="https://www.arb.ca.gov">www.arb.ca.gov</a>.

The Lead Agency should identify any potential adverse air quality impacts that could occur from all phases of the project and all air pollutant sources related to the project. Air quality impacts from both construction and operations should be calculated. Construction-related air quality impacts typically include, but are not limited to, emissions from the use of heavy-duty equipment from grading, earth-loading/unloading, paving, architectural coatings, off-road mobile sources (e.g., heavy-duty construction equipment) and on-road mobile sources (e.g., construction worker vehicle trips, material transport trips). Operation-related air quality impacts may include, but are not limited to, emissions from stationary sources (e.g., boilers), area sources (e.g., solvents and coatings), and vehicular trips (e.g., on- and off-road tailpipe emissions and entrained dust). Air quality impacts from indirect sources, that is, sources that generate or attract vehicular trips should

be included in the analysis. It is recommended that lead agencies for projects generating or attracting vehicular trips, especially heavy-duty diesel-fueled vehicles, perform a mobile source health risk assessment. Guidance for performing a mobile source health risk assessment ("Health Risk Assessment Guidance for Analyzing Cancer Risk from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis") can be found on the SCAQMD's CEQA webpages at the following internet address: <a href="http://www.aqmd.gov/ceqa/handbook/mobile\_toxic/diesel\_analysis.doc">http://www.aqmd.gov/ceqa/handbook/mobile\_toxic/diesel\_analysis.doc</a>. An analysis of all toxic air contaminant impacts due to the decommissioning or use of equipment potentially generating such air pollutants should also be included.

**Mitigation Measures** 

In the event that the project generates significant adverse air quality impacts, CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized during project construction and operation to minimize or eliminate significant adverse air quality impacts. To assist the Lead Agency with identifying possible mitigation measures for the project, please refer to Chapter 11 of the SCAQMD CEQA Air Quality Handbook for sample air quality mitigation measures. Additionally, SCAQMD's Rule 403 – Fugitive Dust, and the Implementation Handbook contain numerous measures for controlling construction-related emissions that should be considered for use as CEQA mitigation if not otherwise required. Pursuant to state CEQA Guidelines §15126.4 (a)(1)(D), any impacts resulting from mitigation measures must also be discussed.

### **Data Sources**

SCAQMD rules and relevant air quality reports and data are available by calling the SCAQMD's Public Information Center at (909) 396-2039. Much of the information available through the Public Information Center is also available via the SCAQMD's World Wide Web Homepage (<a href="http://www.aqmd.gov">http://www.aqmd.gov</a>).

The SCAQMD is willing to work with the Lead Agency to ensure that project-related emissions are accurately identified, categorized, and evaluated. Please call Charles Blankson, Ph.D., Air Quality Specialist, CEQA Section, at (909) 396-3304 if you have any questions regarding this letter.

Sincerely,

Steve Smith, Ph.D.

Steve Smith

Program Supervisor, CEQA Section

Planning, Rule Development and Area Sources

SS:CB:li

LAC050517-04LI Control Number



# COUNTY SANITATION DISTRICTS OF LOS ANGELES COUNTY

1955 Workman Mill Road, Whittier, CA 90601-1400 Mailing Address: P.O. Box 4998, Whittier, CA 90607-4998

Telephone: (562) 699-7411, FAX: (562) 699-5422

www.lacsd.org

JAMES F. STAHL Chief Engineer and General Manager

June 2, 2005

File No: 08-00.04-00



**ECONOMIC** 

**DEVELOPMENT SERVICES** 

Mr. Ronald E. Winkler Economic Development General Manager Carson Redevelopment Agency 1 Civic Plaza Drive, Suite 200 Carson, CA 90745

Dear Mr. Winkler:

#### Carson Marketplace

The County Sanitation Districts of Los Angeles County (Districts) received a Notice of Preparation of a Draft Environmental Impact Report for the subject project on May 13, 2005. The proposed development is located within the jurisdictional boundaries of District No. 8. We offer the following comments regarding sewerage service:

- 1. The Districts maintain sewerage facilities within the project area that may be affected by the proposed project. Approval to construct improvements within a Districts' sewer easement and/or over or near a Districts' sewer is required before construction may begin. A copy of the Districts' buildover procedures and requirements is enclosed for your information. For additional information regarding the buildover procedure, please contact Mr. Darrell Hatch at extension 2766.
- 2. The wastewater flow originating from the northernmost portion of the proposed project (north of Del Amo Boulevard) will discharge directly to the Districts' Del Amo Replacement Trunk Sewer, located in Del Amo Boulevard between the San Diego Freeway and Main Street. This 42-inch diameter trunk sewer has a design capacity of 10.8 million gallons per day (mgd). A direct connection to a Districts' trunk sewer requires a Trunk Sewer Connection Permit, issued by the Districts. For information regarding the permit, please contact the Public Counter at extension 1205.
- 3. The wastewater flow originating from the remainder of the proposed project area will discharge to a local sewer line, which is not maintained by the Districts, for conveyance to the Districts' Main Street Relief Trunk Sewer, located in Main Street south of Del Amo Boulevard. This 42-inch diameter trunk sewer has a design capacity of 20.2 mgd and conveyed a peak flow of 5.8 mgd when last measured in 2003.
- 4. The anticipated volume of wastewater to be generated by the proposed project may have significant impacts on downstream portions of the District's sewerage system; therefore, the availability of capacity within the District's sewerage system should be verified as the proposed project develops.

- 5. The wastewater generated by the proposed project will be treated at the Joint Water Pollution Control Plant located in the City of Carson, which has a design capacity of 385 mgd and currently processes an average flow of 324.9 mgd.
- 6. The expected average wastewater flow from the project site is from 0.6 to 1.4 mgd. A copy of the Districts' average wastewater generation factors is enclosed for your information.
- 7. The Districts are empowered by the California Health and Safety Code to charge a fee for the privilege of connecting (directly or indirectly) to the Districts' Sewerage System or increasing the existing strength and/or quantity of wastewater attributable to a particular parcel or operation already connected. This connection fee is required to construct an incremental expansion of the Sewerage System to accommodate the proposed project, which will mitigate the impact of this project on the present Sewerage System. Payment of a connection fee will be required before a permit to connect to the sewer is issued. A copy of the Connection Fee Information Sheet is enclosed for your convenience. For more specific information regarding the connection fee application procedure and fees, please contact the Connection Fee Counter at extension 2727.
- 8. In order for the Districts to conform to the requirements of the Federal Clean Air Act (CAA), the design capacities of the Districts' wastewater treatment facilities are based on the regional growth forecast adopted by the Southern California Association of Governments (SCAG). Specific policies included in the development of the SCAG regional growth forecast are incorporated into the Air Quality Management Plan, which is prepared by the South Coast Air Quality Management District in order to improve air quality in the South Coast Air Basin as mandated by the CAA. All expansions of Districts' facilities must be sized and service phased in a manner that will be consistent with the SCAG regional growth forecast for the counties of Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial. The available capacity of the Districts' treatment facilities will, therefore, be limited to levels associated with the approved growth identified by SCAG. As such, this letter does not constitute a guarantee of wastewater service, but is to advise you that the Districts intend to provide this service up to the levels that are legally permitted and to inform you of the currently existing capacity and any proposed expansion of the Districts' facilities.

If you have any questions, please contact the undersigned at (562) 699-7411, extension 2717.

Very truly yours,

James F. Stahl

Ruth I. Frazen

Engineering Technician

Quen d. Fracen

Planning & Property Management Section

RIF:rf

Enclosures c: D. Hatch



# COUNTY SANITATION DISTRICTS OF LOS ANGELES COUNTY 1955 Workman Mill Road / P.O. Box 4998 / Whittier, California 90607-4998 / (562) 699-7411

### **BUILDOVER PROCEDURES AND REQUIREMENTS**

The Districts do not encourage the building of improvements over sewer easements as such encroachments may result in limited access or damage to the underlying sewers. The Districts consider "buildover" proposals on a case-by-case basis. The following explains the Districts' procedure for processing buildover requests.

A developer or property owner (applicant) desiring to construct an improvement over a Districts' sewer easement is required to obtain a "Buildover Agreement" (BOA) from the Districts. Four (4) sets of the following information are required from the developer or property owner in order for Districts' staff to evaluate the proposal:

- 1. A vicinity map showing the general location of the proposed improvements in relation to the surrounding streets;
- 2. A grading plan\* and site plan showing the location of the sewer easement, sewer line, and manholes in relation to the proposed improvement. Include information regarding the removal and replacement of unsuitable soil along with cut/fill depths;
- 3. The calculated footing\*\* and/or traffic loadings resulting from the project, project-related activity, and post-construction activity. A list of construction equipment to be used at the site and a soils report for the project are also required; and
- 4. A foundation plan and a footing detail,\*\* showing the elevations\* and locations of the footings for the improvement(s). Also include profile and/or cross section drawings showing the proposed improvement(s) in relation to the sewer line.

### NOTE: Your request will not be processed unless the above specified information is provided.\*\*\*

This information is simultaneously forwarded to various departments within the Districts for review. Their comments serve as the basis by which the Districts' acceptability of a proposed buildover case is determined.

Subsequent to the Districts' review of the proposed buildover request, the applicant will be advised in writing of the Districts' decision. The applicant is then required to submit six (6) sets of plans that incorporate corrections, as applicable. The submitted plans must include the following note:

No grading, soil removal, soil fill, or construction activity shall be performed within the Districts' easement without on-site approval of the proposed activity by a Districts' inspector. Contractor shall contact Mr. Phil Friess, Sewerage System Manager, at (310) 638-1161, a minimum of two weeks prior to the start of construction to make the necessary arrangements.

Upon receipt of the final plans, the Districts will mail a BOA detailing the conditions under which the proposed improvement is acceptable to the Districts. It shall be the responsibility of the <u>fee owner</u> of the property to sign the BOA (the signature <u>must</u> be notarized) and return it to the Districts. The BOA is subsequently executed by the Districts' Chief Engineer (or designee) and is submitted to the Los Angeles County Recorder's Office for recordation. After the recorded BOA is received from the Recorder's Office, a copy of the document along with one set of final plans is returned to the applicant.

Under normal conditions, approximately six to eight weeks are required for Districts' staff to properly evaluate a buildover proposal. It is recommended that the Districts be contacted as early as possible during planning of the project. If you have any further questions regarding Buildover Procedures and Requirements, please contact Darrell Hatch at (562) 699-7411, extension 2766, or by e-mail at *dhatch@lacsd.org*.

<sup>\*</sup>All elevations must be based on U.S.G.S. datum.

<sup>\*\*</sup>All plans must be prepared by a registered Civil/Structural Engineer in the State of California.

<sup>\*\*\*</sup>For proposed minor surface improvements, contact the Districts prior to submittal. Some of the information req

# INFORMATION SHEET FOR APPLICANTS PROPOSING TO CONNECT OR INCREASE THEIR DISCHARGE TO THE COUNTY SANITATION DISTRICTS OF LOS ANGELES COUNTY SEWERAGE SYSTEM

#### THE PROGRAM

The County Sanitation Districts of Los Angeles County are empowered by the California Health and Safety Code to charge a fee for the privilege of connecting to a Sanitation District's sewerage system. Your connection to a City or County sewer constitutes a connection to a Sanitation District's sewerage system as these sewers flow into a Sanitation District's system. The County Sanitation Districts of Los Angeles County provide for the conveyance, treatment, and disposal of your wastewater. PAYMENT OF A CONNECTION FEE TO THE COUNTY SANITATION DISTRICTS OF LOS ANGELES COUNTY WILL BE REQUIRED BEFORE A CITY OR THE COUNTY WILL ISSUE YOU A PERMIT TO CONNECT TO THE SEWER.

#### I. WHO IS REQUIRED TO PAY A CONNECTION FEE?

- 1. Anyone connecting to the sewerage system for the first time for any structure located on a parcel(s) of land within a County Sanitation District of Los Angeles County.
- 2. Anyone increasing the quantity of wastewater discharged due to the construction of additional dwelling units on or a change in land usage of a parcel already connected to the sewerage system.
- 3. Anyone increasing the improvement square footage of a commercial or institutional parcel by more than 25 percent.
- 4. Anyone increasing the quantity and/or strength of wastewater from an industrial parcel.
- 5. If you qualify for an Ad Valorem Tax or Demolition Credit, connection fee will be adjusted accordingly.

#### II. HOW ARE THE CONNECTION FEES USED?

The connection fees are used to provide additional conveyance, treatment, and disposal facilities (capital facilities) which are made necessary by new users connecting to a Sanitation District's sewerage system or by existing users who significantly increase the quantity or strength of their wastewater discharge. The Connection Fee Program insures that all users pay their fair share for any necessary expansion of the system.

#### III. HOW MUCH IS MY CONNECTION FEE?

Your connection fee can be determined from the Connection Fee Schedule specific to the Sanitation District in which your parcel(s) to be connected is located. A Sanitation District boundary map is attached to each corresponding Sanitation District Connection Fee Schedule. Your City or County sewer permitting office has copies of the Connection Fee Schedule(s) and Sanitation District boundary map(s) for your parcel(s). If you require verification of the Sanitation District in which your parcel is located, please call the Sanitation Districts' information number listed under Item IX below.

#### IV. WHAT FORMS ARE REQUIRED\*?

The Connection Fee application package consists of the following:

- 1. Information Sheet for Applicants (this form)
- 2. Application for Sewer Connection

- 3. Connection Fee Schedule with Sanitation District Map (one schedule for each Sanitation District)
- \*Additional forms are required for Industrial Dischargers.

#### V. WHAT DO I NEED TO FILE?

- 1. Completed Application Form
- 2. A complete set of architectural blueprints (not required for connecting one single family home)
- 3. Fee Payment (checks payable to: County Sanitation Districts of Los Angeles County)
- 4. Industrial applicants must file additional forms and follow the procedures as outlined in the application instructions

#### VI. WHERE DO I SUBMIT THE FORMS?

Residential, Commercial, and Institutional applicants should submit the above listed materials either by mail or in person to:

County Sanitation Districts of Los Angeles County Connection Fee Program, Room 130 1955 Workman Mill Road Whittier, CA 90601

Industrial applicants should submit the appropriate materials directly to the City or County office which will issue the sewer connection permit.

#### VII. HOW LONG DOES IT TAKE TO PROCESS MY APPLICATION?

Applications submitted by mail are generally processed and mailed within three working days of receipt. Applications brought in person are processed on the same day provided the application, supporting materials, and fee is satisfactory. Processing of large and/or complex projects may take longer.

#### VIII. HOW DO I OBTAIN MY SEWER PERMIT TO CONNECT?

An approved Application for Sewer Connection will be returned to the applicant after all necessary documents for processing have been submitted. Present this approved-stamped copy to the City or County Office issuing sewer connection permits for your area at the time you apply for actual sewer hookup.

#### IX. HOW CAN I GET ADDITIONAL INFORMATION?

If you require assistance or need additional information, please call the County Sanitation Districts of Los Angeles County at (562) 699-7411, extension 2727.

#### X. WHAT ARE THE DISTRICTS' WORKING HOURS?

The Districts' offices are open between the hours of 7:00 a.m. and 4:00 p.m., Monday through Thursday, and between the hours of 7:00 a.m. and 3:00 p.m. on Friday, except holidays. When applying in person, applicants must be at the Connection Fee counter at least 30 minutes before closing time.

# TABLE 1 LOADINGS FOR EACH CLASS OF LAND USE

DESCRIPTION	UNIT OF MEASURE	FLOW (Gallons per Day)	COD (Pounds per Day)	SUSPENDED SOLIDS (Pounds per Day)
RESIDENTIAL				
Single Family Home	Parcel	260	1.22	0.59
Duplex	Parcel	312	1.46	0.70
Triplex	Parcel	468	2.19	1.05
Fourplex	Parcel	624	2.92	1.40
Condominiums	Parcel	195	0.92	0.44
Single Family Home (reduced rate)	Parcel	156	0.73	0.35
Five Units or More	No. of Dwlg. Units	156	0.73	0.35
Mobile Home Parks	No. of Spaces	156	0.73	0.35
COMMERCIAL		125	0.54	0.28
Hotel/Motel/Rooming Ho		125	0.54	0.28
Store	1000 ft <sup>2</sup>	100	0.43	0.23
Supermarket	1000 ft <sup>2</sup>	150	2.00	1.00
Shopping Center	1000 ft <sup>2</sup>	325	3.00	1.17
Regional Mall	$1000 \text{ ft}^2$	150	2.10	0.77
Office Building	$1000 \text{ ft}^2$	200	0.86	0.45
Professional Building	$1000 \text{ ft}^2$	300	1.29	0.68
Restaurant	$1000 \text{ ft}^2$	1,000	16.68	5.00
Indoor Theatre	$1000 \text{ ft}^2$	125	0.54	0.28
Car Wash				
Tunnel - No Recycling	1000 ft <sup>2</sup>	3,700	15.86	8.33
Tunnel - Recycling	$1000 \text{ ft}^2$	2,700	11.74	6.16
Wand	1000 ft <sup>2</sup>	700	3.00	1.58
Financial Institution	1000 ft <sup>2</sup>	100	0.43	0.23
Service Shop	1000 ft <sup>2</sup>	100	0.43	0.23
Animal Kennels	1000 ft <sup>2</sup>	100	0.43	0.23
Service Station	1000 ft <sup>2</sup>	100	0.43	0.23
Auto Sales/Repair	1000 ft <sup>2</sup>	100	0.43	0.23
Wholesale Outlet	1000 ft <sup>2</sup>	100	0.43	0.23
Nursery/Greenhouse	1000 ft <sup>2</sup>	25	0.11	0.06
Manufacturing	$1000 \text{ ft}^2$	200	1.86	0.70
Dry Manufacturing	1000 ft <sup>2</sup>	25	0.23	0.09
Lumber Yard	1000 ft <sup>2</sup>	25	0.23	0.09
Warehousing	1000 ft <sup>2</sup>	25	0.23	0.09
Open Storage	1000 ft <sup>2</sup>	25	0.23	0.09
Drive-in Theatre	1000 ft <sup>2</sup>	20	0.09	0.05

TABLE 1
(continued)

LOADINGS FOR EACH CLASS OF LAND USE

DESCRIPTION	UNIT OF MEASURE	FLOW (Gallons per Day)	COD (Pounds per Day)	SUSPENDED SOLIDS (Pounds per Day)
COMMERCIAL				
Night Club	1000 ft <sup>2</sup>	350	1.50	0.79
Bowling/Skating	$1000 \text{ ft}^2$	150	1.76	0.55
Club	$1000 \text{ ft}^2$	125	0.54	0.27
Auditorium, Amusement	$1000 \text{ ft}^2$	350	1.50	0.79
Golf Course, Camp, and Park (Structures and Improvements)	1000 ft <sup>2</sup>	100	0.43	0.23
Recreational Vehicle Park	No. of Spaces	55	0.34	0.14
Convalescent Home	Bed	125	0.54	0.28
Laundry	1000 ft <sup>2</sup>	3,825	16.40	8.61
Mortuary/Cemetery	1000 ft <sup>2</sup>	100	1.33	0.67
Health Spa, Gymnasium	1000 11	100	7.55	
With Showers	1000 ft <sup>2</sup>	600	2.58	1.35
Without Showers	$1000 \text{ ft}^2$	300	1.29	0.68
Convention Center,	1000 10	200		
Fairground, Racetrack,	Average Daily			
Sports Stadium/Arena	Attendance	10	0.04	0.02
INSTITUTION	A L			
College/University	Student	20	0.09	0.05
Private School	1000 ft <sup>2</sup>	200	0.86	0.45
Church	1000 ft <sup>2</sup>	50	0.21	0.11



#### **COUNTY OF LOS ANGELES**

#### DEPARTMENT OF PUBLIC WORKS

"To Enrich Lives Through Effective and Caring Service"

900 SOUTH FREMONT AVENUE ALHAMBRA, CALIFORNIA 91803-1331 Telephone: (626) 458-5100 www.ladpw.org

June 13, 2005

ADDRESS ALL CORRESPONDENCE TO: P.O. BOX 1460 ALHAMBRA, CALIFORNIA 91802-1460

IN REPLY PLEASE REFER TO FILE: LD-0

Mr. Ronald E. Winkler Economic Development General Manager Carson Redevelopment Agency 1 Civic Plaza Drive, Suite 200 Carson, CA 90745

Dear Mr. Winkler:

REVIEW OF NOTICE OF PREPARATION FOR ENVIRONMENTAL IMPACT REPORT CARSON MARKETPLACE CITY CARSON

Thank you for the opportunity to provide comments on the Notice of Preparation for an Environmental Impact Report (EIR) for the Carson Marketplace project in the City of Carson. We offer the following comments for your consideration:

#### Transportation/Traffic

We believe that the proposed project has the potential to significantly impact the County and County/City roadways and intersections in the area. We would like the opportunity to review the EIR and the traffic study upon their completion. The study should address the cumulative impacts generated by this and nearby developments and include the level of service analysis for the affected intersections. If traffic signals or other mitigation measures are warranted at the affected intersections, the developer shall determine its proportionate share of traffic signal or other mitigation costs and submit this information to Public Works for review and approval. The County's methodology shall be used when evaluating the County and/or County/City intersections. A copy of our Traffic Impact Analysis Report Guidelines is enclosed.

#### Solid Waste

Solid waste generated in Los Angeles County currently exceeds the available permitted daily landfill capacity. The construction of the proposed project will increase the generation of solid waste and negatively impact the solid waste management infrastructure in the County. Therefore, the proposed EIR should identify what measures will be implemented to mitigate the impact.

Mr. Ronald E. Winkler June 13, 2005 Page

The project site is located on a former landfill containing decomposable material. The Los Angeles County Uniform Building Code, Section 110.3, requires that a building or structure located on a landfill containing decomposable material must be protected against landfill gas intrusion. This issue should be addressed and detailed mitigation measures provided. The discussion should include subsurface lateral migration of landfill gas, migration detection, and control and protection systems for affected enclosed buildings and structures. Our Environmental Programs Division must be contacted for issuance of necessary permits.

The proposed development activities will require closure/post closure maintenance of the site in accordance with Section 21190, Title 27 of the California Code of Regulations, relating to post closure land use of a closed and inactive landfill site. The EIR should address how the project will satisfy these requirements with the appropriate regulatory agencies including: Los Angeles County Department of Public Works, Department of Health Services, and the California Integrated Waste Management Board.

Should any operation within the subject project include the construction, installation, modification or removal of industrial waste treatment or disposal facilities, and/or storm water treatment facilities, our Environmental Programs Division must be contacted for required approvals and operating permits.

If you have any questions or require additional information, please contact Mr. Juan Sarda at (626) 458-7151.

Very truly yours,

DONALD L. WOLFE

Acting Director of Public, Works

**DENNIS HUNTER** 

Assistant Deputy Director Land Development Division

JMS:jmw

P:\ldpub\CEQA\Juan\Carson Marketplace.doc

Enc.

# Traffic Impact Analysis Report Guidelines



January 1, 1997

Prepared by the County of Los Angeles
Department of Public Works

Donald L. Wolfe
Interim Director of Public Works

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#### l. Introduction

The County of Los Angeles Department of Public Works has established the following Guidelines for the preparation of Traffic Impact Analysis (TIA) reports. The purpose of these Guidelines is to establish procedures to ensure consistency of analysis and the adequacy of information presented and timely review by County staff. It is strongly recommended that the applicant's traffic engineer consult with County staff before beginning the study to establish the scope and basic assumptions of the study and any deviations from these Guidelines to avoid unnecessary delays or revisions. For assistance in the TIA scoping process, the Traffic and Lighting Division, Traffic Studies Unit, can be contacted at (626) 300-4820.

#### II. Requirements

Generally, the Department staff is concerned with adverse impacts on traffic if:

- 1. Traffic generated by a project considered alone or cumulatively with other related projects, when added to existing traffic volumes, exceeds certain capacity thresholds of an intersection or roadway, contributes to an unacceptable level of service (LOS), or exacerbates an existing congested condition.
- 2. Project generated traffic interferes with the existing traffic flow (e.g., due to the location of access roads, driveways, and parking facilities).
- 3. Proposed access locations do not provide for adequate safety (e.g., due to limited visibility on curving roadways).
- 4. Nonresidential uses generate commuter or truck traffic through a residential area.
- 5. Project generated traffic significantly increases on a residential street and alters its residential character.

A traffic report must be prepared by a registered Civil or Traffic Engineer. A traffic report is generally needed if a project generates over 500 trips per day or where other possible adverse impacts as discussed in the Analysis and Impact Section (see page 4) of these Guidelines are identified. Before a full review is conducted, the County staff will check the completeness of the TIA report using the attached check list (Exhibit A). If the report is missing any of the check list items, it will be returned for revision.

#### III. TIA Report Contents

#### A. Project Description

The following information is required:

- 1. A description of the project, including those factors which quantify traffic generators, e.g., dwelling units, square feet of office space, persons to be employed, restaurant seats, acres of raw land, etc. For residential developments, the description should indicate the type of residence, (e.g., one level or townhouse condominiums, and if its use is for families, adults or retirees).
- 2. A plot plan showing proposed driveways, streets, internal circulation, and any new parking facilities on the project site.
- 3. A vicinity map showing the site location and the study area relative to other transportation systems.
- 4. A brief history of the projects that are part of the phased Master Plan or a parent tract/parcel map.

#### B. Transportation Circulation Setting

The following information is required:

#### 1. Existing and Proposed Site Uses

A description of the permitted and/or proposed uses of the project site in terms of the various zoning and land use categories of the County, and the status and the usage of any facilities currently existing on the site.

#### 2. Existing and Proposed Roadways and Intersections

A description of existing streets and roadways, both within the project site (if any) and in the surrounding area. Include information on the roadway classifications (per the Highway Plan), the number of lanes and roadway widths, signalized intersections, separate turn lanes, and the signal phases for turning movements.

Existing daily directional and peak-hour through and turning traffic volumes on the roadways surrounding and/or logically associated with the project site, including Secondary and Major highways and freeways. Local streets affected by the project should also be shown. Each report shall include appendices providing count data used in the preparation of the report. The source and date of the traffic volume information shall be indicated. Count data should not be over one year old. Since peak volumes vary considerably, a ten percent daily variation is not uncommon, especially on recreational routes or roadways near shopping centers; therefore, representative peak-hour volumes are to be chosen carefully.

All assumed roadways and intersections or any other transportation circulation improvements must be identified and discussed. The discussion should include the scope and the status of the assumed improvements including the construction schedule and financing plan. It should be noted that all assumed roadways and intersections or any other transportation circulation improvements will be made a condition of approval for the project to be in place prior to the issuance of building permits. If assumed improvements do not get built on time due to an unforeseeable condition, traffic conditions for a different assumed highway network or other mitigation measures will be considered if a traffic study is submitted with a different assumed network or other measures are recommended to mitigate the traffic impact in question.

#### C. Analysis and Impact

The following information is required:

#### 1. Trip Generation Analysis

Tabulate the estimated number of daily trips and a.m. and p.m. peak-hour trips generated by the proposed project entering and exiting the site. Trip generation factors and source are to be included. The trip generation rates contained in the latest edition of the Institute of Transportation Engineers Trip Generation manual should generally be used, except in the case of condominiums/townhomes when the following rates should be used per unit:

		A.MPeak	P.MPeak
	ADT	Outgoing/Incoming	Outgoing/Incoming
Condominiums/ Townhomes	8.0	0.48/0.06	0.26/0.47

There may be a trip reduction due to internal and/or pass-by trips. Internal trip reduction can only be applied for mixed-use types of developments and pass-by trip reduction for retail/commercial types of developments. Internal or pass-by trip reduction assumptions will require analytical support based on verifiable actual similar developments to demonstrate how the figures were derived and will require approval by the County.

#### 2. Trip Distribution

Diagrams showing the percentages and volumes of the project and nearby project's a.m. and p.m. peak-hour trips logically distributed on the roadway system must be provided. The Regional Daily Trip Distribution Factors (Exhibit D-3) contained in the Congestion Management Program (CMP) Land Use Analysis Guidelines shall be referenced for regional trip distribution assumptions. If it is assumed that new routes will alter traffic patterns, adequate backup including traffic distribution maps must be provided showing how and why these routes will alter traffic patterns.

The study area should include arterial highways, freeways, and intersections generally within a one-mile radius of the project site.

Note: This distance may be greater than one-mile for rural areas depending on the proximity to nearby signalized intersections and the availability of master plan access routes.

#### 3. Related Projects List

A list of related projects that are approximately within a one-and-a-half mile radius of the project site and would reasonably be expected to be in place by the project's build out year must be included in the report. Related projects shall include all pending, approved, recorded, or constructed projects that are not occupied at the time of the existing traffic counts.

The County of Los Angeles Department of Regional Planning (DRP) and other public agencies (if necessary) should be contacted to obtain the latest listings. A table and a map showing the status, project/zone change/conditional use permit/parcel map/tract number, and the location of each project must be provided. For a computer printout of the listing of all filed projects within the County, Land Development Management Section of the DRP, at (213) 974-6481 can be contacted.

#### 4. LOS Analysis

If it appears that the project's generated traffic alone or together with other projects in the area could worsen the LOS of an intersection or roadway, a "before" and "after" LOS analysis is necessary. The Intersection Capacity Utilization (ICU) or Critical Movement Analysis are two methods often used to assess existing and future LOS at intersections.

If the ICU planning method is used, a maximum of 1,600 vehicles per hour per lane should be used (2,880 vehicles per hour should be used for dual left-turn lanes) and a ten percent yellow clearance cycle should be included. Intersection LOS analysis and calculation work sheets, as well as diagrams showing turning volumes shall be included in the report for the following traffic conditions.

- (a) Existing traffic;
- (b) Existing traffic plus ambient growth to the year the project will be completed (preproject);
- (c) Traffic in (b) plus project traffic;
- (d) Traffic in (c) with the proposed mitigation measures (if necessary);
- (e) Traffic in (c) plus the cumulative traffic of other known developments; and
- (f) Traffic in (e) with the proposed mitigation measures (if necessary).

The project's impact on two-lane roadways should also be analyzed for all of the above traffic conditions if those two-lane roadways are used for access. LOS service analysis contained in the Highway Capacity Analysis, Chapter 8, Two-Lane Highways, should be used to evaluate the project=s impact. For simplified

analysis, use the established significant impact thresholds for twolane roadways as shown on page 6.

#### 5. Significant Impact Threshold

For intersections, the impact is considered significant if the project related increase in the volume to capacity (v/c) ratio equals or exceeds the threshold shown below.

INTERSECTIONS					
P					
		Project V/C Increase			
Los	V/C				
С	0.71 to 0.80	0.04 or more			
. D.	0.81 to 0.90	0.02 or more			
E/F	0.91 or more	0.01 or more			

The project is deemed to have a significant impact on two-lane roadways when it adds the following percentages based on LOS of the preproject conditions.

TWO-LANE ROADWAYS				
		Percentages Increase in Passenger Car Per Hour (PCPH) by Project		
		Preproject LOS		
Directional Split	Total Capacity (PCPH)	С	D	E/F
50/50	2,800	4	2	1
60/40	2,650	4	2	1
70/30	2,500	4	2	1
80/20	2,300	4	2	1
90/10	2,100	4	2	1
100/0	2,000	4	2	1

#### 6. Analysis Discussion

Discuss conclusions regarding the adverse impacts caused by the proposed project on the roadway system. If the cumulative traffic impact of this and other projects require mitigation measures, such as traffic signals, then estimate the percent share using the project percent share formula given in the Section III D of the TIA When the proposed project and other nearby Guidelines. developments are expected to significantly impact adjacent roadways, the developer may be required to enter into a secured agreement to contribute to a benefit district to fund major roadway and improvements in the region. bridae Also, for all recommendations to increase the number of travel lanes on a street or at an intersection as a mitigation measure, the report must clearly identify the impacts associated with such a change such as whether or not additional right of way will be required and whether it is feasible to acquire the right of way based on the level of development of the adjacent land and buildings (if any).

Discuss other possible adverse impacts on traffic. Examples of these are: (1) the limited visibility of access points on curved roadways; (2) the need for pavement widening to provide left-turn and right-turn lanes at access points into the proposed project; (3) the impact of increased traffic volumes on local residential streets; and (4) the need for road realignment to improve sight distance.

Projects which propose to amend the County=s General Plan Land Use and substantially increase potential traffic generation must provide an analysis of the project at current planned land use versus proposed land use in the build out condition for the project area. The purpose of such analysis is to provide decision makers with the understanding of the planned circulation network=s ability to accommodate additional traffic generation caused by the proposed General Plan Land Use amendments.

#### D. Traffic Models and Model Generated TIA=s

Computerized traffic models are planning tools used to develop future traffic projections based on development growth patterns. The Department currently operates two traffic models, one for the Santa Clarita Valley and another for the Ventura Corridor area. The Department can test proposed development project traffic impacts for the public in these areas for a fee. For assistance in the traffic modeling, the Planning Division, Transportation

Planning/Assessments Section, can be contacted at (626) 458-4351.

For TIA=s prepared using data from outside traffic modeling, the following information is required:

- 1. The type of modeling software used to generate the traffic analysis report data (i.e., TRANPLAN, EMME/2, etc.).
- 2. The list of land use assumptions by traffic analysis zones (TAZ=s) and their sources used in the traffic model in lieu of a related projects list.
- 3. A copy of the computerized roadway network assumed to be in place at the time of the project. Streets should be color-coded by street type. Also, TAZ=s and their corresponding centroidal connectors, as well as number of lanes should be displayed.
- 4. The list of trip generation rates used in the traffic model and their sources.
- 5. Model runs (plots) identifying both the with and without project scenarios. The volumes displayed on the plots should be in 100's for Average Daily Vehicle Trips (ADT) and 10's for peak-hour plots.

#### E. Traffic Signals

The following information is required:

Traffic signal warrant analysis using the State of California Department of Transportation (Caltrans) Peak-Hour (Figures 9-8 and 9-9 of Caltrans Traffic Manual) and Estimated Average Daily (Figure 9-4 of Caltrans Traffic Manual) Traffic Warrant Analysis should be provided. If the installation of signals is warranted with the addition of the project's traffic, then the installation will be the sole responsibility of the project. If it is warranted with cumulative traffic of the project and other related projects, the following formula should be used to calculate the project percent share.

Project Percentage Share =	Project Traffic		
	Project+Other Related Projects Traffic		

The project percent share should be based on the peak-hour volumes that warrant signals. If both peak hours satisfy the installation of signals, the average of the two peak-hour volumes should be used in the percent share analysis.

#### F. Mitigation Measures

The following information is required.

Identify feasible mitigation measures which would mitigate the project and/or other related projects' significant impacts to a level of insignificance. Also, identify those mitigation measures which will be implemented by others. Those mitigation measures that are assumed to be implemented by others will be made a condition of approval for the project to be in place prior to issuance of building permits. Mitigation measures may include, but are not limited to, the following:

#### 1. Traffic Engineering Techniques.

- a. Locate access points to optimize visibility and reduce potential conflict.
- b. Design parking facilities to avoid queuing into public streets during peak arrival periods.
- c. Provide additional off-street parking.
- d. Dedicate visibility easements to assure adequate sight distance at intersections and driveways.
- e. Signalize or modify traffic signals at intersections.
- f. Install left-turn phasing and/or multiple turning lanes to accommodate particularly heavy turning movements.
- g. Widen the pavement to provide left- or right-turn lanes to lessen the interference with the traffic flow <sup>1</sup>
- h. Widen intersection approaches to provide additional capacity.
- I. Prohibit left turns to and from the proposed development.
- j. Restrict on-street parking during peak hours to increase street capacity.<sup>1</sup>

Physical roadway improvements to improve capacity should be considered before considering parking restrictions.

## 2. Contribute to a benefit district to fund major capital improvements

- a. Construct a grade separation.
- b. Improve or construct alternate routes.
- c. Complete proposed routes shown on the Los Angeles Highway Plan.
- d. Improve freeway interchanges (bridge, widening, modifications, and etc.).

## 3. Transportation System Management (TSM) Techniques<sup>2</sup>

- a. Establish flexible working hours.
- b. Encourage employee use of carpools and public transportation (specific measures must be indicated).
- c. Establish preferential parking for carpools.
- d. Restrict truck deliveries to Major and Secondary highways and encourage deliveries during the off-peak hours.
- e. Establish a monitoring program to ensure that project traffic volumes do not exceed projected traffic demand

Note: When it appears that other jurisdictions will be impacted by a development, the Department will request that the involved jurisdiction also review the TIA. A written response from that jurisdiction should be provided with appropriate follow-up to the lead County agency.

#### G. CMP Guidelines

The following information is required:

<sup>&</sup>lt;sup>2</sup> Contributions to a benefit district and/or TSM techniques may not be used to lower LOS in the capacity calculations.

Where the project meets the criteria established in the County of Los Angeles' CMP Land Use Analysis Guidelines, a CMP analysis must be provided. A copy of the latest Guidelines will be available upon request. A CMP TIA is required for all projects required to prepare an Environmental Assessment based on local determination or projects requiring a traffic study. The geographic area examined in the TIA must include the following, at a minimum.

- s All CMP arterial monitoring intersections (see Exhibit B of the Guidelines), including freeway on- or off-ramp intersections, where the proposed project will add 50 or more trips during either the a.m. or p.m. peak hours.
- s Main line freeway monitoring locations (see Exhibit C of the Guidelines) where the project will add 150 or more trips, in either direction, during the a.m. or p.m. weekday peak hours.
- s Caltrans must also be consulted to identify other specific locations to be analyzed on the State highway system.
  - If, based on these criteria, the TIA identifies no facilities for study, no further traffic analysis is required.

JHC:ce T-2/ACCESS (01/07/99)

Attach.

# EXHIBIT A TRAFFIC IMPACT ANALYSIS REPORT CONTENTS CHECK LIST

Note: Before a full review is conducted, PW's staff will check the completeness of the Traffic Impact Analysis Report. If the Report is missing any of the items listed below, it will be returned for revision.

	T	
CONTENT	YES/ NO	COMMENT
Site Plan  \$ Access locations  \$ Interior circulation		
Trip Generation Rates		
Trip Distribution  \$ Regional  \$ Local project (am/pm)  \$ Local related projects(am/pm)		
Traffic Counts  \$ Taken within one year  \$ Date/Time		
Discounting s Internal trip discounts for mixed use developments Pass-by trip discounts for commercial/retail developments Backup		
Level of Service Calculations  s Intersection Capacity Utilization (ICU) or Criteria Movement Analysis  10 percent yellow clearance for ICU planning method  1.600 vehicles per lane (vpl); 2,880 vpl for dual left-turn lanes for ICU planning method  Calculation sheets  Scenarios as required per Guidelines  Existing/Future lane configurations		
Signal Warrant Analysis  \$ Peak-hour/Average Daily Traffic per the State of California Department of Transportation standards		
Mitigation Measures  s Project impacts cumulative developments impacts Projects percent share of the cost to mitigate cumulative development impacts		
Congestion Management Program Analysis		

# Traffic Impact Analysis Report Guidelines



January 1, 1997

Prepared by the County of Los Angeles
Department of Public Works

Donald L. Wolfe
Interim Director of Public Works

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	IV. Traffic Impact Analysis Report Check List Exhibit A					

JHC:ce T-2/ACCESS2 (01/22/99)

#### I. Introduction

The County of Los Angeles Department of Public Works has established the following Guidelines for the preparation of Traffic Impact Analysis (TIA) reports. The purpose of these Guidelines is to establish procedures to ensure consistency of analysis and the adequacy of information presented and timely review by County staff. It is strongly recommended that the applicant's traffic engineer consult with County staff before beginning the study to establish the scope and basic assumptions of the study and any deviations from these Guidelines to avoid unnecessary delays or revisions. For assistance in the TIA scoping process, the Traffic and Lighting Division, Traffic Studies Unit, can be contacted at (626) 300-4820.

#### II. Requirements

Generally, the Department staff is concerned with adverse impacts on traffic if:

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- 4. Nonresidential uses generate commuter or truck traffic through a residential area.
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#### III. TIA Report Contents

#### A. Project Description

The following information is required:

- A description of the project, including those factors which quantify traffic generators, e.g., dwelling units, square feet of office space, persons to be employed, restaurant seats, acres of raw land, etc. For residential developments, the description should indicate the type of residence, (e.g., one level or townhouse condominiums, and if its use is for families, adults or retirees).
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- 3. A vicinity map showing the site location and the study area relative to other transportation systems.
- 4. A brief history of the projects that are part of the phased Master Plan or a parent tract/parcel map.

#### B. Transportation Circulation Setting

The following information is required:

#### 1. Existing and Proposed Site Uses

A description of the permitted and/or proposed uses of the project site in terms of the various zoning and land use categories of the County, and the status and the usage of any facilities currently existing on the site.

#### 2. Existing and Proposed Roadways and Intersections

A description of existing streets and roadways, both within the project site (if any) and in the surrounding area. Include information on the roadway classifications (per the Highway Plan), the number of lanes and roadway widths, signalized intersections, separate turn lanes, and the signal phases for turning movements.

Existing daily directional and peak-hour through and turning traffic volumes on the roadways surrounding and/or logically associated with the project site, including Secondary and Major highways and freeways. Local streets affected by the project should also be shown. Each report shall include appendices providing count data used in the preparation of the report. The source and date of the traffic volume information shall be indicated. Count data should not be over one year old. Since peak volumes vary considerably, a ten percent daily variation is not uncommon, especially on recreational routes or roadways near shopping centers; therefore, representative peak-hour volumes are to be chosen carefully.

All assumed roadways and intersections or any other transportation circulation improvements must be identified and discussed. The discussion should include the scope and the status of the assumed improvements including the construction schedule and financing plan. It should be noted that all assumed roadways and intersections or any other transportation circulation improvements will be made a condition of approval for the project to be in place prior to the issuance of building permits. If assumed improvements do not get built on time due to an unforeseeable condition, traffic conditions for a different assumed highway network or other mitigation measures will be considered if a traffic study is submitted with a different assumed network or other measures are recommended to mitigate the traffic impact in question.

#### C. Analysis and Impact

The following information is required:

#### 1. Trip Generation Analysis

Tabulate the estimated number of daily trips and a.m. and p.m. peak-hour trips generated by the proposed project entering and exiting the site. Trip generation factors and source are to be included. The trip generation rates contained in the latest edition of the Institute of Transportation Engineers Trip Generation manual should generally be used, except in the case of condominiums/townhomes when the following rates should be used per unit:

		A.MPeak	P.MPeak
	ADT	Outgoing/Incoming	Outgoing/Incoming
Condominiums/ Townhomes	8.0	0.48/0.06	0.26/0.47

There may be a trip reduction due to internal and/or pass-by trips. Internal trip reduction can only be applied for mixed-use types of developments and pass-by trip reduction for retail/commercial types of developments. Internal or pass-by trip reduction assumptions will require analytical support based on verifiable actual similar developments to demonstrate how the figures were derived and will require approval by the County.

#### 2. Trip Distribution

Diagrams showing the percentages and volumes of the project and nearby project's a.m. and p.m. peak-hour trips logically distributed on the roadway system must be provided. The Regional Daily Trip Distribution Factors (Exhibit D-3) contained in the Congestion Management Program (CMP) Land Use Analysis Guidelines shall be referenced for regional trip distribution assumptions. If it is assumed that new routes will alter traffic patterns, adequate backup including traffic distribution maps must be provided showing how and why these routes will alter traffic patterns.

The study area should include arterial highways, freeways, and intersections generally within a one-mile radius of the project site.

Note: This distance may be greater than one-mile for rural areas depending on the proximity to nearby signalized intersections and the availability of master plan access routes.

#### 3. Related Projects List

A list of related projects that are approximately within a one-and-a-half mile radius of the project site and would reasonably be expected to be in place by the project's build out year must be included in the report. Related projects shall include all pending, approved, recorded, or constructed projects that are not occupied at the time of the existing traffic counts.

The County of Los Angeles Department of Regional Planning (DRP) and other public agencies (if necessary) should be contacted to obtain the latest listings. A table and a map showing the status, project/zone change/conditional use permit/parcel map/tract number, and the location of each project must be provided. For a computer printout of the listing of all filed projects within the County, Land Development Management Section of the DRP, at (213) 974-6481 can be contacted.

#### 4. LOS Analysis

If it appears that the project's generated traffic alone or together with other projects in the area could worsen the LOS of an intersection or roadway, a "before" and "after" LOS analysis is necessary. The Intersection Capacity Utilization (ICU) or Critical Movement Analysis are two methods often used to assess existing and future LOS at intersections.

If the ICU planning method is used, a maximum of 1,600 vehicles per hour per lane should be used (2,880 vehicles per hour should be used for dual left-turn lanes) and a ten percent yellow clearance cycle should be included. Intersection LOS analysis and calculation work sheets, as well as diagrams showing turning volumes shall be included in the report for the following traffic conditions.

- (a) Existing traffic;
- (b) Existing traffic plus ambient growth to the year the project will be completed (preproject);
- (c) Traffic in (b) plus project traffic;
- (d) Traffic in (c) with the proposed mitigation measures (if necessary);
- (e) Traffic in (c) plus the cumulative traffic of other known developments; and
- (f) Traffic in (e) with the proposed mitigation measures (if necessary).

The project's impact on two-lane roadways should also be analyzed for all of the above traffic conditions if those two-lane roadways are used for access. LOS service analysis contained in the Highway Capacity Analysis, Chapter 8, Two-Lane Highways, should be used to evaluate the project=s impact. For simplified

analysis, use the established significant impact thresholds for twolane roadways as shown on page 6.

#### 5. Significant Impact Threshold

For intersections, the impact is considered significant if the project related increase in the volume to capacity (v/c) ratio equals or exceeds the threshold shown below.

INTERSECTIONS					
R	Project V/C Increase				
Los	V/C	1 toject vio mercuse			
С	0.71 to 0.80	0.04 or more			
D	0.81 to 0.90	0.02 or more			
E/F	0.91 or more	0.01 or more			

The project is deemed to have a significant impact on two-lane roadways when it adds the following percentages based on LOS of the preproject conditions.

TWO-LANE ROADWAYS				
		Percentages Increase in Passenger Car Per Hour (PCPH) by Project Preproject LOS		
Directional Split	Total Capacity (PCPH)	С	D	E/F
50/50	2,800	4	2	1
60/40	2,650	4	2	1
70/30	2,500	4	2	1
80/20	2,300	4	2	1
90/10	2,100	4	2	1
100/0	2,000	4	2	1

#### 6. Analysis Discussion

Discuss conclusions regarding the adverse impacts caused by the proposed project on the roadway system. If the cumulative traffic impact of this and other projects require mitigation measures, such as traffic signals, then estimate the percent share using the project percent share formula given in the Section III D of the TIA When the proposed project and other nearby developments are expected to significantly impact adjacent roadways, the developer may be required to enter into a secured agreement to contribute to a benefit district to fund major roadway bridge improvements in the region. Also, for all recommendations to increase the number of travel lanes on a street or at an intersection as a mitigation measure, the report must clearly identify the impacts associated with such a change such as whether or not additional right of way will be required and whether it is feasible to acquire the right of way based on the level of development of the adjacent land and buildings (if any).

Discuss other possible adverse impacts on traffic. Examples of these are: (1) the limited visibility of access points on curved roadways; (2) the need for pavement widening to provide left-turn and right-turn lanes at access points into the proposed project; (3) the impact of increased traffic volumes on local residential streets; and (4) the need for road realignment to improve sight distance.

Projects which propose to amend the County=s General Plan Land Use and substantially increase potential traffic generation must provide an analysis of the project at current planned land use versus proposed land use in the build out condition for the project area. The purpose of such analysis is to provide decision makers with the understanding of the planned circulation network=s ability to accommodate additional traffic generation caused by the proposed General Plan Land Use amendments.

#### D. Traffic Models and Model Generated TIA=s

Computerized traffic models are planning tools used to develop future traffic projections based on development growth patterns. The Department currently operates two traffic models, one for the Santa Clarita Valley and another for the Ventura Corridor area. The Department can test proposed development project traffic impacts for the public in these areas for a fee. For assistance in the traffic modeling, the Planning Division, Transportation

Planning/Assessments Section, can be contacted at (626) 458-4351.

For TIA=s prepared using data from outside traffic modeling, the following information is required:

- 1. The type of modeling software used to generate the traffic analysis report data (i.e., TRANPLAN, EMME/2, etc.).
- 2. The list of land use assumptions by traffic analysis zones (TAZ=s) and their sources used in the traffic model in lieu of a related projects list.
- A copy of the computerized roadway network assumed to be in place at the time of the project. Streets should be color-coded by street type. Also, TAZ=s and their corresponding centroidal connectors, as well as number of lanes should be displayed.
- 4. The list of trip generation rates used in the traffic model and their sources.
- Model runs (plots) identifying both the with and without project scenarios. The volumes displayed on the plots should be in 100's for Average Daily Vehicle Trips (ADT) and 10's for peak-hour plots.

#### E. Traffic Signals

The following information is required:

Traffic signal warrant analysis using the State of California Department of Transportation (Caltrans) Peak-Hour (Figures 9-8 and 9-9 of Caltrans Traffic Manual) and Estimated Average Daily (Figure 9-4 of Caltrans Traffic Manual) Traffic Warrant Analysis should be provided. If the installation of signals is warranted with the addition of the project's traffic, then the installation will be the sole responsibility of the project. If it is warranted with cumulative traffic of the project and other related projects, the following formula should be used to calculate the project percent share.

Project Percentage Share = Project Traffic
Project+Other Related Projects Traffic

The project percent share should be based on the peak-hour volumes that warrant signals. If both peak hours satisfy the installation of signals, the average of the two peak-hour volumes should be used in the percent share analysis.

#### F. Mitigation Measures

The following information is required.

Identify feasible mitigation measures which would mitigate the project and/or other related projects' significant impacts to a level of insignificance. Also, identify those mitigation measures which will be implemented by others. Those mitigation measures that are assumed to be implemented by others will be made a condition of approval for the project to be in place prior to issuance of building permits. Mitigation measures may include, but are not limited to, the following:

#### 1. Traffic Engineering Techniques.

- a. Locate access points to optimize visibility and reduce potential conflict.
- b. Design parking facilities to avoid queuing into public streets during peak arrival periods.
- c. Provide additional off-street parking.
- d. Dedicate visibility easements to assure adequate sight distance at intersections and driveways.
- e. Signalize or modify traffic signals at intersections.
- f. Install left-turn phasing and/or multiple turning lanes to accommodate particularly heavy turning movements.
- g. Widen the pavement to provide left- or right-turn lanes to lessen the interference with the traffic flow.<sup>1</sup>
- h. Widen intersection approaches to provide additional capacity.
- I. Prohibit left turns to and from the proposed development.
- j. Restrict on-street parking during peak hours to increase street capacity.<sup>1</sup>

Physical roadway improvements to improve capacity should be considered before considering parking restrictions.

# 2. Contribute to a benefit district to fund major capital improvements

- a. Construct a grade separation.
- b. Improve or construct alternate routes.
- c. Complete proposed routes shown on the Los Angeles Highway Plan.
- d. Improve freeway interchanges (bridge, widening, modifications, and etc.).

# 3. Transportation System Management (TSM) Techniques<sup>2</sup>

- a. Establish flexible working hours.
- b. Encourage employee use of carpools and public transportation (specific measures must be indicated).
- c. Establish preferential parking for carpools.
- d. Restrict truck deliveries to Major and Secondary highways and encourage deliveries during the off-peak hours.
- e. Establish a monitoring program to ensure that project traffic volumes do not exceed projected traffic demand.

Note: When it appears that other jurisdictions will be impacted by a development, the Department will request that the involved jurisdiction also review the TIA. A written response from that jurisdiction should be provided with appropriate follow-up to the lead County agency.

#### G. CMP Guidelines

The following information is required:

Contributions to a benefit district and/or TSM techniques may not be used to lower LOS in the capacity calculations.

Where the project meets the criteria established in the County of Los Angeles' CMP Land Use Analysis Guidelines, a CMP analysis must be provided. A copy of the latest Guidelines will be available upon request. A CMP TIA is required for all projects required to prepare an Environmental Assessment based on local determination or projects requiring a traffic study. The geographic area examined in the TIA must include the following, at a minimum.

- \$ All CMP arterial monitoring intersections (see Exhibit B of the Guidelines), including freeway on- or off-ramp intersections, where the proposed project will add 50 or more trips during either the a.m. or p.m. peak hours.
- \$ Main line freeway monitoring locations (see Exhibit C of the Guidelines) where the project will add 150 or more trips, in either direction, during the a.m. or p.m. weekday peak hours.
- \$ Caltrans must also be consulted to identify other specific locations to be analyzed on the State highway system.
  - If, based on these criteria, the TIA identifies no facilities for study, no further traffic analysis is required.

JHC:ce T-2/ACCESS (01/07/99)

Attach.

# EXHIBIT A TRAFFIC IMPACT ANALYSIS REPORT CONTENTS CHECK LIST

Note: Before a full review is conducted, PW's staff will check the completeness of the Traffic Impact Analysis Report. If the Report is missing any of the items listed below, it will be returned for revision.

CONTENT	YES/ NO	COMMENT
Site Plan  \$ Access locations  \$ Interior circulation		
Trip Generation Rates		
Trip Distribution  \$ Regional  \$ Local project (am/pm)  \$ Local related projects(am/pm)		
Traffic Counts  \$ Taken within one year  \$ Date/Time		
Discounting  \$ Internal trip discounts for mixed use developments  \$ Pass-by trip discounts for commercial/retail developments  \$ Backup		
Level of Service Calculations  \$ Intersection Capacity Utilization (ICU) or Criteria Movement Analysis  \$ 10 percent yellow clearance for ICU planning method  \$ 1,600 vehicles per lane (vpl); 2,880 vpl for dual left-turn lanes for ICU planning method  \$ Calculation sheets  \$ Scenarios as required per Guidelines  \$ Existing/Future lane configurations		
Signal Warrant Analysis  \$ Peak-hour/Average Daily Traffic per the State of California Department of Transportation standards		
Mitigation Measures  \$ Project impacts  \$ Cumulative developments impacts  \$ Projects percent share of the cost to mitigate cumulative development impacts		
Congestion Management Program Analysis		

#### **COUNTY OF LOS ANGELES**



#### FIRE DEPARTMENT

1320 NORTH EASTERN AVENUE LOS ANGELES, CALIFORNIA 90063-3294 (323) 890-4330

P. MICHAEL FREEMAN FIRE CHIEF FORESTER & FIRE WARDEN

August 2, 2005



Ronald E. Winkler Economic Development General Manager City of Carson Redevelopment Agency 1 Civic Plaza Drive, Suite 200 Carson, CA 90745

Dear Mr. Winkler:

NOTICE OF PREPARATION OF AN EIR, CARSON MARKETPLACE, "CITY OF CARSON" – (FFER #200500120)

The Notice of Preparation has been reviewed by the Planning Division, Land Development Unit, and Forestry Division of the County of Los Angeles Fire Department. The following are their comments:

### <u>PLANNING DIVISION -- FIRE PROTECTION AND EMERGENCY MEDICAL SERVICE AVAILABILITY:</u>

The Initial Study correctly identifies Station 36 as the jurisdictional fire station for this project. The given response distance of 1.5 miles is the distance to the nearest ingress point at Leonardo Drive and Main Street; additional travel distance would be required to reach the interior of the 168-acre project. Following are the closest response units, their distance, approximate response time, and staff.

<u>EQUIPMENT</u>	DISTANCE (a)/MILES	TIME (a)/MINUTES	<b>STAFFING</b>
Engines 36 & 236	2.1	4.3	8
Squad 36	. "	"	2
Engine 10	2.4	4.8	4
Engine 116	2.4	5.8	3
Squad 116	11	" .	2
Truck 116	11	"	4

(a) to interior driveway, midway between 'big box' Buildings A and B

#### SERVING THE UNINCORPORATED AREAS OF LOS ANGELES COUNTY AND THE CITIES OF:

AGOURA HILLS ARTESIA AZUSA BALDWIN PARK BELL BELL GARDENS BELLFLOWER BRADBURY
CALABASAS
CARSON
CERRITOS
CLAREMONT
COMMERCE
COVINA

CUDAHY
DIAMOND BAR
DUARTE
EL MONTE
GARDENA
GLENDORA
HAWAIIAN GARDENS

HAWTHORNE
HIDDEN HILLS
HUNTINGTON PARK
INDUSTRY
INGLEWOOD
IRWINDALE
LA CANADA-FLINTRIDGE

LA HABRA

LA MIRADA
LA PUENTE
LAKEWOOD
LANCASTER
LAWNDALE
LOMITA
LYNWOOD

MALIBU
MAYWOOD
NORWALK
PALMDALE
PALOS VERDES ESTATES
PARAMOUNT
PICO RIVERA

POMONA RANCHO PALOS VERDES ROLLING HILLS ROLLING HILLS ESTATES ROSEMEAD SAN DIMAS SANTA CLARITA SIGNAL HILL SOUTH EL MONTE SOUTH GATE TEMPLE CITY WALNUT WEST HOLLYWOOI WESTLAKE VILLAG WHITTIER Ronald E. Winkler August 2, 2005 Page 2

Station 10 is located at 1860 E. Del Amo Boulevard. Station 116 is located at 755 Victoria Street.

The average response times for the city or a station are not indicative of project-specific response times, since these are dependant on location and access. As currently proposed, the access plan would not facilitate optimum response times to all portions of the development. Station 36 is located southwest of the project site, while the proposed ingress points are in the north, northwest, and southeast. Furthermore, the latter appears to be accessible only by freeway.

Please note that fire station staffing is constant. A major incident such as a structure fire requires multiple response units from several fire stations.

#### FISCAL IMPACT:

The project is located in Redevelopment Area 1. Tax increment financing of the redevelopment project will place a financial burden on the Consolidated Fire Protection District of Los Angeles County, also known as the County Fire Department. Any financial loss will impede the District's ability to provide adequate fire protection and emergency medical services to the communities served.

#### PROJECT IMPACT ON SERVICES:

Additional manpower, equipment, and facilities will be needed to serve this development. Limited tax revenues have restricted the Fire Department's ability to meet new growth needs. Although general plans for upgrading fire protection in this area have been developed, the Fire Department will not be able to implement these plans without specific provisions for the necessary manpower, equipment and facilities. Mitigation of this problem should be required prior to granting approval of this development. The Fire Department will work with the developer and the City to establish appropriate mitigation arrangements for the proposed project.

#### LAND DEVELOPMENT UNIT -- GENERAL REQUIREMENTS:

- 1. The proposed development may necessitate multiple ingress/egress access for the circulation of traffic, and emergency response issues.
- 2. The development of this project must comply with all applicable code and ordinance requirements for construction, access, water mains, fire flows and fire hydrants.
- 3. Specific fire and life safety requirements for the construction phase will be addressed at the building fire plan check. There may be additional fire and life safety requirements during this time.
- 4. Every building constructed shall be accessible to Fire Department apparatus by way of access roadways, with an all-weather surface of not less than the prescribed width. The roadway shall be extended to within 150 feet of all portions of the exterior walls when measured by an unobstructed route around the exterior of the building.

- 5. When involved with a subdivision in a city contracting fire protection with the County of Los Angeles Fire Department, Fire Department requirements for access, fire flows and hydrants are addressed during the subdivision tentative map stage.
- 6. Fire sprinkler systems are required in some residential and most commercial occupancies. For those occupancies not requiring fire sprinkler systems, it is strongly suggested that fire sprinkler systems be installed. This will reduce potential fire and life losses. Systems are now technically and economically feasible for residential use.

#### **COMMERCIAL/HIGH-DENSITY RESIDENTIAL:**

- 7. The development may require fire flows up to 5,000 gallons per minute at 20 pounds per square inch residual pressure for up to a five-hour duration. Final fire flows will be based on the size of the buildings, their relationship to other structures, property lines, and types of construction used.
- 8. Fire hydrant spacing shall be 300 feet and shall meet the following requirements:
  - a. No portion of lot frontage shall be more than 200 feet via vehicular access from a public fire hydrant.
  - b. No portion of a building shall exceed 400 feet via vehicular access from a properly spaced public fire hydrant.
  - c. Additional hydrants will be required if hydrant spacing exceeds specified distances.
  - d. When cul-de-sac depth exceeds 200 feet on a commercial street, hydrants shall be required at the corner and mid-block.
  - e. A cul-de-sac shall not be more than 500 feet in length, when serving land zoned for commercial use.
- 9. Turning radii shall not be less than 32 feet. This measurement shall be determined at the centerline of the road. A Fire Department approved turning area shall be provided for all driveways exceeding 150 feet in length and at the end of all cul-de-sacs.
- 10. All on-site driveways/roadways shall provide a minimum unobstructed width of 28 feet, clear-to-sky. The on-site driveway is to be within 150 feet of all portions of the exterior walls of the first story of any building. The centerline of the access driveway shall be located parallel to, and within 30 feet of an exterior wall on one side of the proposed structure.
- Driveway width for non-residential developments shall be increased when any of the following conditions will exist:
  - a. Provide 34 feet in width, when parallel parking is allowed on one side of the access roadway/driveway. Preference is that such parking is not adjacent to the structure.

- b. Provide 42 feet in width, when parallel parking is allowed on each side of the access roadway/driveway.
- c. Any access way less than 34 feet in width shall be labeled "Fire Lane" on the final recording map, and final building plans.
- d. For streets or driveways with parking restrictions: The entrance to the street/driveway and intermittent spacing distances of 150 feet shall be posted with Fire Department approved signs stating "NO PARKING FIRE LANE" in three-inch high letters. Driveway labeling is necessary to ensure access for Fire Department use.
- 12. Fire hydrant spacing shall be 300 feet and shall meet the following requirements:
  - a. No portion of lot frontage shall be more than 200 feet via vehicular access from a public fire hydrant.
  - b. No portion of a building shall exceed 400 feet via vehicular access from a properly spaced fire hydrant.
  - c. When cul-de-sac depth exceeds 200 feet, hydrants will be required at the corner and mid-block.
  - d. Additional hydrants will be required if the hydrant spacing exceeds specified distances.
- All on-site driveways shall provide a minimum unobstructed width of 28 feet, clear-to-sky. The 28 feet width does not allow for parking, and shall be designated as a "Fire Lane," and have appropriate signage. The centerline of the on-site driveway shall be located parallel to and within 30 feet of an exterior wall on one side of the proposed structure. The on-site driveway is to be within 150 feet of all portions of the exterior walls of the first story of any building.
- 14. The 28 feet in width shall be increased to:
  - a. Provide 34 feet in width when parallel parking is allowed on one side of the access way.
  - b. Provide 36 feet in width when parallel parking is allowed on both sides of the access way.
  - c. Any access way less than 34 feet in width shall be labeled "Fire Lane" on the final recording map, and final building plans.
  - d. For streets or driveways with parking restrictions: The entrance to the street/driveway and intermittent spacing distances of 150 feet shall be posted with Fire Department approved signs stating "NO PARKING FIRE LANE" in three-inch high letters. Driveway labeling is necessary to ensure access for Fire Department use.

- 15. When serving land zoned for residential uses having a density of more than four units per net acre:
  - a. A cul-de-sac shall be a minimum of 34 feet in width and shall not be more than 700 feet in length.
  - b. The length of the cul-de-sac may be increased to 1,000 feet if a minimum of 36 feet in width is provided.
  - c. A Fire Department approved turning area shall be provided at the end of a cul-de-sac.

#### SINGLE-FAMILY DWELLING/TWO-FAMILY DWELLING UNITS:

- 16. Single-family detached homes shall require a minimum fire flow of 1,250 gallons per minute at 20 pounds per square inch residual pressure for a two-hour duration. Two-family dwelling units (duplexes) shall require a fire flow of 1,500 gallons per minute at 20 pounds per square inch residual pressure for a two-hour duration. When there are five or more units taking access on a single driveway, the minimum fire flow shall be increased to 1,500 gallons per minute at 20 pounds per square inch residual pressure for a two-hour duration.
- 17. All proposals for traffic calming measures (speed humps/bumps/cushions, traffic circles, roundabouts, etc.) shall be submitted to the Fire Department for review, prior to implementation.
- 18. Fire hydrant spacing shall be 600 feet and shall meet the following requirements:
  - a. No portion of lot frontage shall be more than 450 feet via vehicular access from a public fire hydrant.
  - b. No portion of a structure should be placed on a lot where it exceeds 750 feet via vehicular access from a properly spaced public fire hydrant.
  - c. When cul-de-sac depth exceeds 450 feet on a residential street, hydrants shall be required at the corner and mid-block.
  - d. Additional hydrants will be required if hydrant spacing exceeds specified distances.
- 19. A Fire Department approved turning area shall be provided for all driveways exceeding 150 feet in length and at the end of all cul-de-sacs.
- 20. Fire Department access shall provide a minimum unobstructed width of 28 feet, clear-to-sky and be within 150 feet of all portions of the exterior walls of the first story of any single unit. If exceeding 150 feet, provide 20 feet minimum paved width "Private Driveway/Fire Lane" clear-to-sky to within 150 feet of all portions of the exterior walls of the unit. Fire Lanes serving 3 or more units shall be increased to 26 feet.

- 21. Streets or driveways within the development shall be provided with the following:
  - a. Provide 36 feet in width on all streets where parking is allowed on both sides.
  - b. Provide 34 feet in width on cul-de-sacs up to 700 feet in length. This allows parking on both sides of the street.
  - c. Provide 36 feet in width on cul-de-sacs from 701 to 1,000 feet in length. This allows parking on both sides of the street.
  - d. For streets or driveways with parking restrictions: The entrance to the street/driveway and intermittent spacing distances of 150 feet shall be posted with Fire Department approved signs stating "NO PARKING FIRE LANE" in three-inch high letters. Driveway labeling is necessary to ensure access for Fire Department use.
  - e. Turning radii shall not be less than 32 feet. This measurement shall be determined at the centerline of the road.
- 22. All access devices and gates shall meet the following requirements:
  - a. Any single gated opening used for ingress and egress shall be a minimum of 26 feet in width, clear-to-sky.
  - b. Any divided gate opening (when each gate is used for a single direction of travel i.e., ingress or egress) shall be a minimum width of 20 feet clear-to-sky.
  - c. Gates and/or control devices shall be positioned a minimum of 50 feet from a public right-of-way, and shall be provided with a turnaround having a minimum of 32 feet of turning radius. If an intercom system is used, the 50 feet shall be measured from the right-of-way to the intercom control device.
  - d. All limited access devices shall be of a type approved by the Fire Department.
  - e. Gate plans shall be submitted to the Fire Department, prior to installation. These plans shall show all locations, widths and details of the proposed gates.
- 23. The County of Los Angeles Fire Department, Land Development Unit appreciates the opportunity to comment on this project.
- 24. Should any questions arise regarding subdivision, water systems, or access, please contact the County of Los Angeles Fire Department, Land Development Unit's EIR Specialist at (323) 890-4243.

#### **FORESTRY DIVISION – OTHER ENVIRONMENTAL CONCERNS:**

1. The statutory responsibilities of the County of Los Angeles Fire Department, Forestry Division include erosion control, watershed management, rare and endangered species, vegetation, fuel modification for Very High Fire Hazard Severity Zones or Fire Zone 4, archeological and cultural resources, and the County Oak Tree Ordinance. Potential impacts in these areas should be addressed.

If you have any additional questions, please contact this office at (323) 890-4330.

Very truly yours,

DAVID R. LEININGER, CHIEF, FORESTRY DIVISION

PREVENTION SERVICES BUREAU

DRL:lc



June 29, 2005

## County of Tos Angeles

### Sheriff's Department Beadquarters 4700 Ramona Boulevard Monteren Park, California 91754-2169



(310) 830-1123



DEVEL PINENT SEP ICES

Mr. Ron Winkler Economic Development General Manager City of Carson 701 East Carson Street Carson, California 90745

#### Dear Ron:

Pursuant to our conversation about the development of the Carson Marketplace, the following are our preliminary recommendations regarding measures that should be considered to mitigate potential public safety impacts. All of the recommendations are subject to further discussion and we ask for the latitude to make revisions as more specifics become known regarding the development of the project.

#### ¥. Community Safety Center

#### Recommendation

Similar to other major shopping/entertainment destinations (e.g. Lakewood Center Mall, Cerritos Center, Universal City Walk), we recommend that the project incorporate a Community Safety Center. It is proposed that the center minimally include a front desk/reception area, a community meeting room, work space for law enforcement and public safety personnel, video monitoring console, and restrooms.

#### **Justification**

- The center would provide a visible deterrent to criminal and nuisance activity.
- It could be a more centrally located base of operations for personnel currently assigned to the Public Safety Services Center located on University Drive at Avalon Boulevard
- We could use the center to host community meetings, thus attracting involved residents to the site, and provide a variety of public services such as applicant fingerprinting.
- The center would provide workspace for law enforcement and security personnel in lieu of them having to go off-site to complete tasks such as the processing of shoplifters.
- Assigned personnel could maintain on-site video monitoring of activities at the site.

#### Cost

- Construction and maintenance costs cannot be determined at this point.
- Staffing costs will depend on the hours of operation. We recommend that the center be staffed a minimum of 16 hours per day, seven days a week. The current cost (2005/06 fiscal year rates) for a Sheriff's Department Community Services Officer, without a vehicle, is approximately \$49,000 annually. An armed Sheriff's Department security guard costs approximately \$71,000 annually. The Center could also be staffed by appropriate City of Carson personnel.

#### II. Video Surveillance

#### Recommendation

The installation of video cameras throughout the site with a digitally recorded feed to the Community Safety Center that is also accessible via the Internet at Carson Sheriff's Station.

#### **Justification**

- Centralized monitoring of the site will enable us to maximize the use of available public safety personnel by immediately responding to areas visually determined to be potential or actual problems in lieu of conducting random patrols.
- Remote access via the Internet will enable Sheriff's personnel to randomly observe the site after hours and immediately make visual observations in the event of an alarm activation and/or call for service at the site.
- Digital recordings will greatly assist with prosecutions for offenses committed at the site.

#### Cost

Costs are to be determined

#### III. Dedicated Patrol Unit

#### Recommendation

The deployment of a one person patrol unit, seven days per week, which is dedicated to providing preventative patrol on the commercial portion of the Carson Marketplace and at the South Bay Pavilion. This unit will also be assigned to handle calls for service directly related to each site such as shoplifters and disturbances.

#### **Justification**

- The Carson Marketplace and revitalized South Bay Pavilion will generate tremendous foot and vehicle traffic which will, unfortunately, include the criminal element. A visible law enforcement presence will, to some extent, deter potential criminal activities while providing additional comfort to merchants and patrons.
- If either site develops a negative reputation among law abiding patrons, it will suffer economically.
- Both sites will generate additional law enforcement demands which, if handled with existing patrol resources, will lengthen response times throughout the City.
- Consideration should also be given that the Carson Marketplace will add approximately 6,000 new residents to Carson's full-time population.
- The former Carson Mall employed the use of a similar patrol unit which proved very effective. The unit was discontinued when mall traffic lessened.

#### Cost

• The current annual cost of a 70 hour patrol unit, 7 days per week, 10 hours per day is approximately \$328,000 (based upon rates for fiscal year 2005/06).

#### IV. Special Event Overtime

#### Recommendation

A budget to hire deputy sheriffs on an overtime basis to provide security during peak periods. This is especially critical at venues such as the movie theaters and bowling alley. Peak periods will primarily be Friday and Saturday nights, evenings preceding holidays, and heavy shopping periods such as the Christmas season.

#### Justification

- An active law enforcement presence is required to minimize the potential for problems and quickly respond to problems when they occur.
- Proactive traffic control is frequently critical to minimizing the potential for conflicts

#### Cost

• The current overtime cost for deputy sheriffs is approximately \$60.00 per hour, per deputy.

#### V. Entertainment Ordinance / CUP Condition

#### Recommendation

The adoption of a city ordinance or Conditional Use Permit condition which requires the operators of entertainment venues to notify the Sheriff's Station Commander, in advance, of planned activities (e.g. movie schedule). This will empower the Sheriff's Station Commander to develop security plans according to the nature of the event and the potential for problems (e.g. a movie which is known to attract a large concentration of gang members).

#### Justification

- The profit motive for operators causes some to underestimate the potential for problems.
- Negative events at the venues will have a chilling effect on law abiding patrons and have significant economic ramifications.

#### Cost

Negligible

The foregoing recommendations are made with the assumption that there will be private security personnel deployed at the Carson Marketplace. We would also request to be involved in future design discussions regarding the project, especially as it relates to traffic patterns near the entertainment venues.

Thank you for the opportunity to provide input and we look forward to helping in any way possible to ensure the success of this project.

Sincerely,

LEROY D. BACA, SHERIFF

Todd S. Rogers, Captain Commander, Carson Station

# CITY OF CARSON INTEROFFICE MEMORANDUM

TO:

SHERI REPP, PLANNING MANAGER

FROM:

RICHARD GARLAND, TRAFFIC ENGINEER

SUBJECT:

CARSON MARKETPLACE – REVIEW OF TRAFFIC IMPACT STUDY

DATE:

SEPTEMBER 6, 2005

I have reviewed the draft report titled "Traffic Impact Study for the Carson Marketplace" (Kaku Associates, August 2005) and submit the following comments. These comments were presented verbally to Tom Gaul of Kaku Associates at a meeting on August 31.

- In general, the traffic analysis is thorough and accurate, and I concur with the overall methodology, assumptions, and conclusions of the study. The following comments, which are mostly editorial, should be incorporated into the final traffic report.
- On Figure 1, page 2, and on all subsequent figures using this base map, the street names should be "Figueroa" instead of "Fugueroa" and "Del Amo" instead of "Dal Amo."
- On page 3, in line 9 of the first full paragraph, it should say "currently intersect" instead of "originally intersected."
- On page 5, in the third bullet paragraph, it should say "2010" instead of "2020."
- On page 14, in Table 3, intersection 12 should be "110 NB Ramps" instead of "110 SB Ramps."
- On page 15 in the list of Carson Circuit bus routes, Route C (Scottsdale) should be added and described. (A Carson Circuit bus route map was given to Tom Gaul at the meeting).
- On page 16, in line 3 of the last paragraph, the word "year" should be deleted.
- On page 40, it is stated that the recommended improvements at Intersection 12 would not completely mitigate the significant traffic impact. The preparer of the EIR should be notified that the unmitigated significant impact at this intersection would require a statement of overriding consideration if the impact remains significant.
- On page 41, it is not stated whether or not the proposed improvements are feasible within the existing right-of-way. It should be stated if additional ROW would be required. It

would also be informative to present the effects of partial improvements at this intersection to quantify the V/C ratios and levels of significance for various subsets of the recommended mitigation plan, in case the ROW acquisitions required for the full mitigation would be infeasible.

- On page 49, in the paragraph prior to the "Regional Transit Impact Analysis" section, it is indicated that the impacts on the freeway system would be significant and unavoidable. The preparer of the EIR should be notified that this unmitigated significant impact would require a statement of overriding consideration.
- The parking analysis that begins on page 53 should be expanded to quantify the parking requirement based on the City's Municipal Code parking requirements for each proposed land use. Then the shared parking analysis should be re-calculated based on the City's rates to quantify the hourly and peak parking demands and the anticipated reduction from the unadjusted City requirement.
- As the volumes of traffic that would be generated by the proposed development would overburden the intersection of Del Amo Boulevard and Stamps Drive (Intersection 9 in the traffic study), it is recommended that the Main Street/Lenardo Drive intersection (Intersection 13) be upgraded to a full intersection with a median break, a left-turn pocket, and a traffic signal to accommodate left and right turns into and out of the project site.
- To further reduce the concentration of traffic at the Del Amo/Stamps intersection, it is recommended that an additional entrance/exit be provided on Del Amo Boulevard at a location between Main Street and Stamps Drive. This recommended intersection should be able to accommodate left and right turns into and out of the project site and should have a roadway link between Del Amo Boulevard and Lenardo Drive.
- The project site should be provided with a pedestrian and bicycle circulation system to accommodate flows within the project site as well as linkages between the project site and the public pedestrian and bicycle corridors. In particular, a pedestrian and bicycle link should be provided between the site and Avalon Boulevard.
- The report should address the potential long-range impacts of the other planned development projects in the area between the I-110 and I-405 freeways in the vicinity of the project site. As these projects would most likely be developed subsequent to the development of the proposed project, it is not necessary to include them in the cumulative traffic analysis for the target year of 2010. They should, however, be described and discussed qualitatively to indicate that additional traffic volumes and increased traffic demands beyond the project study's target year are anticipated and that additional roadway improvements may ultimately be required.



Compton Unified School District 604 South Tamarind Ave. Compton, CA 90220 (310) 639-4321 (310) 632-3014 FAX

May 26, 2005

Ronald E.Winkler Economic Development General Manager Carson Redevelopment Agency 1 Civic Plaza Drive, #200 Carson, CA 90745 JUN 06 2005

ECONOMIC DEVELOPMENT SERVICES

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Jesse L. Gonzales, Ph.D.

ATTN:

Ronald E. Wrinkler General Manager Economic Development

The Compton Unified School District would like to thank you for the opportunity to review your proposed plans for the Carson Market place to be located west of the San Diego Freeway (I-405) at and north of the Avalon Boulevard interchange, in the City of Carson. Your request poses no foreseen impact to our District and we wish you much success.

If you have any questions regarding this matter, please contact my office at (310) 639-4321 ext. 42716

Sincerely,

ames L. Scott

Chief Facilities Officer

JLS/kg

Mydocscityofcar

# Department of Water and Power



# the City of Los Angeles

JAMES K. HAHN Mayor Commission
DOMINICK W. RUBALCAVA. President
SID C. STOLPER. Vice president
ANNIE E. CHO
GERARD McCALLUM II

SILVIA SAUCEDO BARBARA E. MOSCHOS, Secretary

June 21, 2005

RONALD F. DEATON, General Munager

DEGETVED)
JUN 28 2005

ECCNÓMIC DEVELOPMENT SERVICES

Mr. Ronald E. Winkler Economic Development General Manager Carson Redevelopment Agency 1 Civic Plaza Drive, #200 Carson, California 90745

Dear Mr. Winkler

Subject: Notice of Preparation (NOP) and Initial Study (IS) for the

Carson Marketplace Proposed Project

The Los Angeles Department of Water and Power (LADWP) has received your NOP and IS for the Carson Marketplace project. The proposed project site is a 168-acre development located west of the San Diego Freeway (I-405), at the north end of Avalon Boulevard interchange, in the City of Carson (see Thomas Bros. Maps, page 764, E5).

While LADWP does not object to the IS for the Carson Marketplace, we have concerns pertaining to potential impacts to our department's Transmission Line Right of Way (ROW) adjacent to and immediately to the north and northwest of the proposed project site. LADWP maintains critical electricity supply facilities within this ROW, and LADWP's concerns focus specifically on drainage issues and access to our ROW. Consequently, LADWP is requesting that in the design and planning process of the Carson Marketplace proposed project, special attention is given to assure that grading for the proposed project is done in such a way as to assure drainage is away from the ROW and also that LADWP access to the ROW is maintained at all times.

Please continue to include LADWP in your mailing lists and address it to the undersigned in Room 1044. We look forward to reviewing future environmental documents for the proposed project. If there are any additional questions, please contact Ms. Nadia Dale of my staff at (213) 367-1745.

Sincerely,

Charles C. Holloway

Charles C. Holling

Supervisor of Environmental Assessment

ND:gc

c: Ms. Nadia Dale

Water and Power Conservation ... a way of life

## City of Carson

# Scoping Meeting for the Environmental Impact Report Carson Marketplace June 1, 2005



ECONOMIC DEVELOPMENT SERVICES

#### Written Comment Form

The purpose of the public scoping meeting is to obtain input from the public regarding the scope of the issues and the alternatives that will be analyzed in the Draft EIR for the Carson Marketplace project. Carson Marketplace, LLC (the "Applicant") is proposing a Project consisting of a total of 1,550 residential units (1,150 for-sale units and 400 rental units), a 300 room hotel, and 1,995,125 square feet of commercial floor area. The proposed Project would also include an Equivalency Program that would allow the composition of on-site development to be modified so as to be able to respond to the future needs and demands of the southern California economy and changes in Project requirements. An Option to the Proposed Project would include a total of 250 for-sale residential units, a 300 room hotel and 2,351,125 square feet of commercial floor area. The City Council has voted to withdraw the Project site from consideration by the NFL at this time, and Options in the NOP that include an NFL Stadium are no longer under consideration.

Comments can be provided verbally at the scoping meeting or in written form by June 13, 2005. In the space below (and on additional pages, if necessary), please provide any written comments you may have concerning the scope of the Draft EIR for the proposed project. Your comments will then be considered during preparation of the Draft EIR.

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Name: Address: Rodney Warner #186 21207 15, Avulor #186 Carson, (A. 90745

Please leave this form in the box provided or deliver or mail it to Mr. Ronald E. Winkler, Economic Development General Manager, Carson Redevelopment Agency, 1 Civic Plaza Drive, # 200, Carson, California 90745. This form can simply be folded and placed in a mailbox. Please remember to add postage.

7-11-05 Persin Lacknow Rodney Warner 21207 S. Avalon #186 Carson, CA. 90745

#### Carson Marketplace Project

#### Comments

- In general! am not in favor of the project because the environmental impact to many lives seems a bit extreme at this time.
  - Since Carson has not gained control of its current crime problem I am not convinced this added pedestrian burden will be controlled. The 16 screen theater is one example of a venue that can lose security control if not handled with precision beforehand.
  - Several feet should be planned between the Carson residents and the project. This blank barrier will aid the privacy and impact to the bordering residences.
  - A tall and sound absorbing barrier is required between ALL Carson residents bordering the project. This includes the 405 freeway off ramp.
  - Zero lighting impact is required to protect the environment of ALL Carson residents bordering the project.
  - Everyone in within 500 feet of the project did not receive the initial proposal package.
  - Move the automobile entrance from the Avalon exit to another location.
     This area has enough congestion.
  - The project is successful if ! am not aware the project is there.

#### Questions

- Exactly how will the hazardous waste be neutralized? I disagree with this approach for the long term. What is the disadvantage to completely removing the waste other than cost?
- What works of "noise" will be allowed within the project?
- Exactly what is the plan to protect the project site, Carson citizens, and proactively repelling people who mean to do harm to either. If the project has poor management it will become a sium within itself.
- What is the plan to gain control of Carson's current security problems and the future potential Marketplace project security problems?
- If the project is approved what investments opportunities will be (e.g. residential properties, business opportunities, project investment opportunities, etc)?
- How will dust created by construction be minimized?
- How will the hours of operation for the establishments, the public's access to the establishments, and the parking lot be determined?
- What is the exact plan to handle ingress/egress to the project?

• If there is any damage to residential property from construction how will the affected persons be compensated?

#### Notes

I mentioned to Ron Winkler (Economic Development General Manager at the June 11, 2005 park meeting) that all the residence need not receive the notification regarding the project's presentation. He suggested sending a mailing list to have them added.

## City of Carson

# Scoping Meeting for the Environmental Impact Report Carson Marketplace June 1, 2005



Written Comment Form

ECONOMIC
DEVELOPMENT SERVICES

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of AVALON BLVD.
Name: Address: EDEJARD FERCALD
21207 So. AVALON St.
CARSON, GOT45

Please leave this form in the box provided or deliver or mail it to Mr. Ronald E. Winkler, Economic Development General Manager, Carson Redevelopment Agency, I Civic Plaza Drive, # 200, Carson, California 90745. This form can simply be folded and placed in a mailbox. Please remember to add postage.

### City of Carson

#### Scoping Meeting for the Environmental Impact Report Carson Marketplace June 1, 2005

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This is a wanderful project and
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Name: Olivia Pessett Address: 175.25 Buttonwood Land Carson, CA 90746  (310) 901-2655

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