



IV. ENVIRONMENTAL IMPACT ANALYSIS

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### **A. LAND USE AND PLANNING**

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#### **1. INTRODUCTION**

This section addresses the impacts of the proposed Project in relationship to applicable land use regulations, as well as the type and patterns of land uses in the surrounding area. The analysis focuses on whether the uses proposed are consistent with those anticipated in existing plans and whether the proposed Project would divide or cause deterioration of an existing neighborhood, community or land use arrangement. Specific environmental effects on surrounding neighborhoods are addressed in other sections of the EIR, such as Traffic (Section IV.C), Air Quality (Section IV.G), and Noise (Section IV.H).

#### **2. ENVIRONMENTAL SETTING**

##### **a. Existing Land Uses**

##### **(1) Project Site Land Uses**

The 168-acre Project site is currently vacant and undeveloped. The Project site consists of a 157-acre parcel, south of Del Amo Boulevard, and an 11-acre parcel, north of Del Amo Boulevard. The 157-acre parcel operated as a Class II Landfill until 1965. At the time landfill operations were ceased, the landfill was covered with a final layer of soil which varies from 3 to 60 feet, with an average depth of 10 feet. The Site is predominantly bare soil that becomes green with nonnative grasses following winter rains and turns brown by summer. The 11-acre portion of the site north of Del Amo Boulevard is a typical urban vacant lot that is undeveloped and covered with loose soil and tall grass.

##### **(2) Surrounding Area Land Uses**

##### **(a) General Characteristics of the Surrounding Area**

Although the Project site itself is currently vacant and undeveloped, it is located in a heavily urbanized and developed area within the City of Carson, and the larger vicinity. The larger vicinity includes an extremely large range of uses both by number and nature of operating characteristics. Uses include residential neighborhoods, strip commercial corridors, centralized commercial centers, light and heavy industrial uses and recreational uses, as well as schools, golf courses, and service facilities. These varied uses are dispersed in a patchwork arrangement, with

many large single use areas, and many instances where there are mixes of uses within a smaller area. Land Uses in the more immediate vicinity of the Project site are shown on Figure 9 on page 122, and are described below.

### **(b) Land Uses Immediately Adjacent to the Project Site**

#### **Northern Boundary of the Project Site**

The land uses directly facing the northern boundary of the Project site consist of a nursery located within an otherwise undeveloped open space easement. This easement also includes above ground electrical utility lines that run the length of the site. The Dominguez Hills Golf Course and Practice Range, a small par-3 golf facility, lies north and adjacent to the easement in close proximity to the Project site.

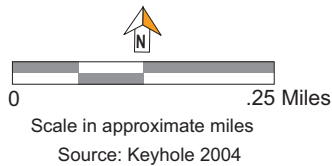
#### **Western and Southern Boundaries of the Project Site**

The western boundary of the Project site, at its most northern location, faces Main Street, with light industrial uses (mini-storage), interspersed with vacant area and a nursery. At a location just south of Lenardo Drive, the edge of the Project site turns eastward and southward heading away from Main Street. This edge of the Project site faces the Torrance Lateral Drainage Channel, a concrete lined drainage channel. Beyond the Lateral, there is an adjacent residential neighborhood extending southward. This adjacent neighborhood is made up of single-family residential units and three mobile home parks that are interspersed among the single-family homes. There are approximately 100 residential units that directly face the Project site. Other residential units lying further to the south comprise neighborhoods which are separated from the immediacy of the Project site by distance and intervening development.

#### **Eastern Boundary of the Project Site**

The eastern edge of the Project site adjoins the I-405 Freeway (including the I-405/Avalon Boulevard interchange) and beyond that the Dominguez Channel, a large flood control facility. Together, the I-405 and Dominguez Channel, with an open space corridor between them, comprise a large area of infrastructure that distinctly separates the Project site from other uses in the larger community.





**LEGEND**

- Project Site Boundary
- Torrance Lateral Drainage Canal

Figure 9  
Existing Land Uses

### **(c) Land Uses in the Larger Vicinity of the Project Site**

#### **East of the Project Site**

Land uses to the east of the Project site, beyond the I-405 Freeway and adjacent to the Dominguez Channel, include commercial/retail uses and office space, and the South Bay Pavilion, a regional shopping center. The commercial and office uses are pocketed between the Dominguez Channel and the South Bay Pavilion lying further to the east. The South Bay Pavilion, formerly known as the Carson Mall, is a regionally oriented commercial center whose major tenants include, among others, JCPenney, IKEA, and Sears. Other more outlying uses include housing developments, and industrial/oil facilities. For example, residential neighborhoods extend northward from Del Amo Boulevard, whereas an industrial area with oil-related uses extends further eastward from beyond the South Bay Pavilion. The Home Depot Center, an 85-acre, multi-sport and athletic training facility featuring a 27,000-seat soccer stadium, is located approximately one mile northeast of the Project site. The Home Depot and California State University at Dominguez Hills are located approximately 1 mile northeast of the Project site.

#### **North of the Project Site**

As noted above, uses to the north of the Project site include a utility/open space easement, with an existing nursery and the Dominguez Hills Golf Course. North of the golf facility there is a multi-family apartment complex which is pocketed between the golf facility, Main Street and the I-405 Freeway. All of these uses are isolated from uses further to the north by the I-405 Freeway, a large swath of open space and the Dominguez Hills Channel. This infrastructure corridor establishes a strong boundary and distinct separation of uses. Uses north of the corridor include vacant area, a site housing the Good Year Blimp, and the Victoria Golf Course and Park. The Good Year Blimp facility provides for mooring, take-off and landing, and related support activities for the blimp. The Victoria Golf Course and Park facility is a major County-operated recreation resource which includes a 36-hole golf course, playing fields, picnic areas, etc.

#### **West of the Project Site**

The northwestern boundary of the Project site faces Main Street, which has a distinctly light-industrial character, and which demarcates the edge of a district which includes a predominance of light industrial uses. The light industrial character of Main Street extends north and south of the Project site, albeit with an interspersed mix of heavy industrial and commercial/service uses. These uses extend westerly to Figueroa Street and the adjacent I-110 Freeway, which establishes a boundary between uses further to the west. Notable uses that vary from light-industrial include a church, with adjacent office uses, and the Carson Town Center



(retail/shopping center) located on Torrance Boulevard, approximately 0.4 mile west of the Project site. There are also several large tracts of vacant land within this area. Well south of the Project site, toward Carson Street, the Main Street uses begin to transition to residential and commercial uses.

### **South and Southwest of the Project Site**

Land uses to the south and southwest of the Project site include residential neighborhoods that extend to Carson Street, which provides a distinct corridor with commercial and service uses (e.g., a school and library). The neighborhoods include a mix of mobile home parks and single-family residential uses. Residential uses are typically one story, but there are a notable number of two-story units. A neighborhood park is located among the residential uses in the area, approximately .33 miles south of the Project site. Uses extending south of the Project site on Avalon Boulevard, at the edge of the Project site, include several car dealerships.

## **b. Relevant Land Use Plans and Policies**

### **(1) General Plan of the City of Carson**

#### **(a) Overview of the General Plan**

California state law requires that every city and county prepare and adopt a long-range comprehensive General Plan to guide future development and to identify the community's environmental, social, and economic goals. The General Plan must identify the need and methods for coordinating community development activities among all units of government; it must establish the community's capacity to respond to problems and opportunities; and it must provide a basis for subsequent planning efforts. The Carson General Plan sets forth objectives, goals, policies, and implementation measures that provide a guideline for day-to-day land use policies and to meet the existing and future needs and desires of the City, while integrating a range of state-mandated elements.

The City of Carson General Plan has been updated at numerous times over the years with a comprehensive update being approved by the City Council on October 11, 2004.<sup>14</sup> That

<sup>14</sup> The October 11, 2004, adoption of the General Plan was the result of a multi-year effort. That effort began with a citizen participation process and identification of issues, resulting in the September 1997 Carson Vision. Later, a General Plan Advisory Committee (GPAC) was established in February 2000 to provide representative community input to the development of policy direction. An existing conditions report and market analysis were completed in April 2000 to provide background for further policy work. The GPAC recommended alternative land uses and reviewed preliminary goals and policies. Seven Commissions and the Planning Commission held work sessions between April and November 2002, to review the various elements of the General Plan Update. The Planning Commission held 13 workshops and four public hearings before completing its recommendations on October 14, 2003. The City Council held hearings in the spring and summer of 2004, as well as two workshops, prior to the October 11, 2004, adoption.

approval has been challenged in court and is the subject of a pending lawsuit. Prior to the October 11, 2004, approval, most of the elements were approved in 1981 and 1982, with an Air Quality Element being approved in 1993 and a new Housing Element being approved in 2002. The previous elements included Land Use, Open Space, Public Services and Facilities, Recreation, Circulation, Bicycle Facilities Section, Historic Preservation, Fine Arts, Conservation, Scenic Highway, Parkway and Raised Median, Safety, Seismic Safety, and Noise.

Changes to the 2004 version included, among other items, an update of existing conditions; an update of development projections to the year 2020; amendment of the Land Use Element, including establishment of building intensities for all commercial, industrial and institutional land use categories; creation of two new land use designations (Business Park/Limited Industrial and Mixed Use) and the creation of a new Land Use Map; and changes to the General Plan Goals, Policies and Implementation Programs. It also included a reorganization of Plan Elements into the following: Land Use, Economic Development, Transportation and Infrastructure, Housing, Safety, Noise, Open Space and Conservation, Parks, Recreation, and Human Services, and Air Quality.

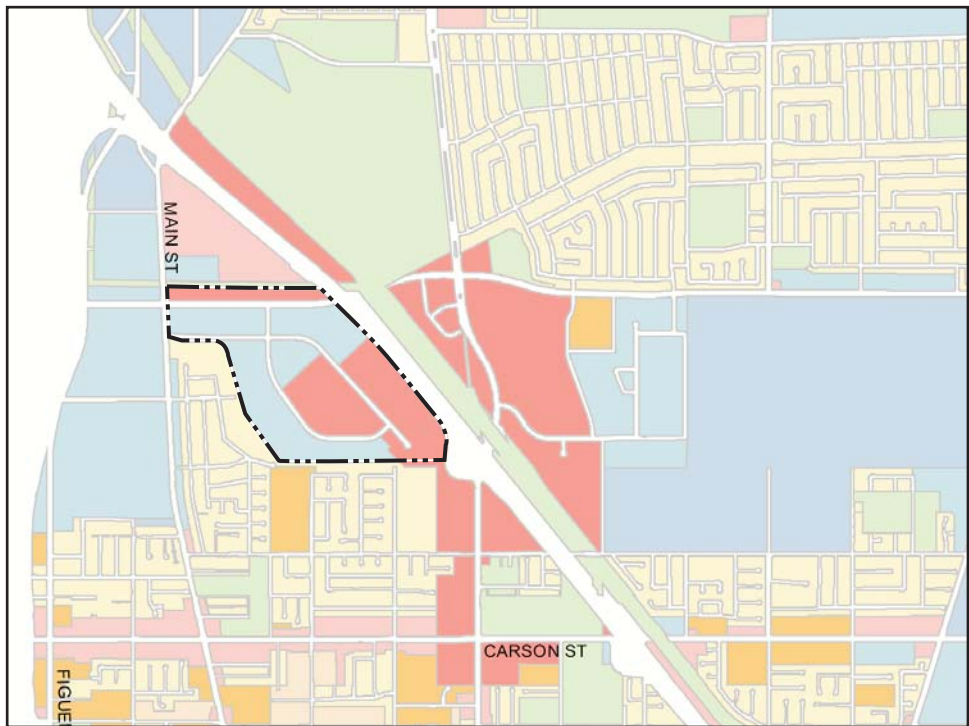
The Plan Elements that directly address the growth and land use issues considered in this Section of the Draft EIR are the Land Use Element, Housing Element and Economic Development Element. These Elements are discussed below. The remaining Elements are addressed, where applicable, in other Sections of the Draft EIR.

#### **(b) Land Use Element**

The Land Use Element functions as a guide to City staff, the general public, and decision-makers as to the ultimate pattern of development for the City. It places a central role in correlating all land use issues into a set of coherent development policies. Its objectives, policies, and programs relate directly to the other elements of the City's General Plan. The Land Use Element includes a General Plan Map that designates all of the parcels in the City with planned land uses. It also includes planning goals and related policies, or as stated in the 1982 Land Use Element, "goals and objectives."

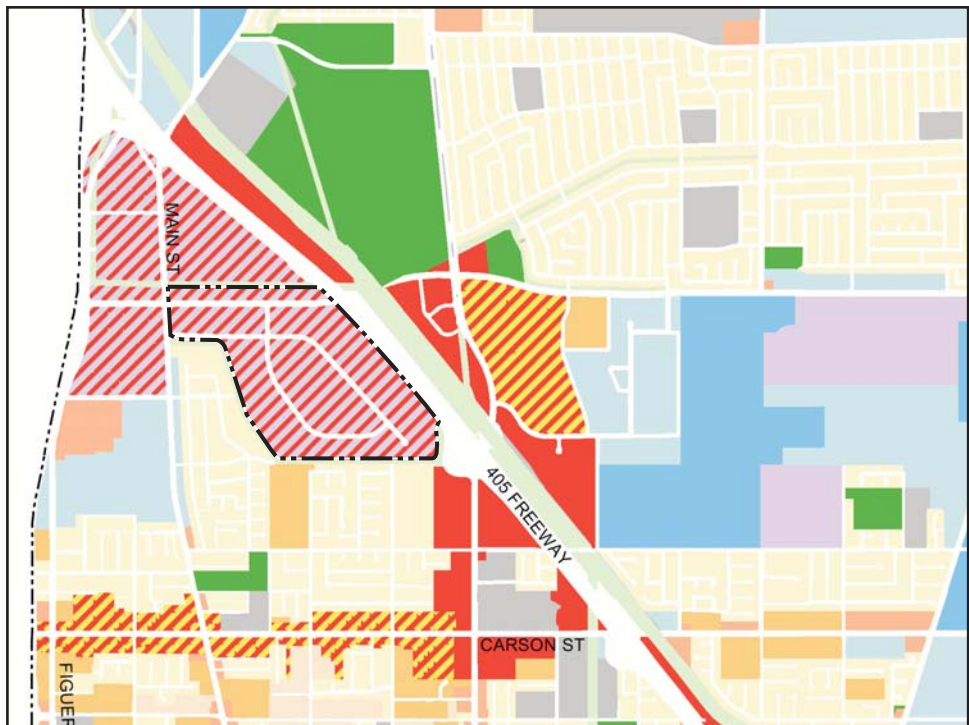
This analysis addresses the Land Use Elements of both the 1982 and 2004 Plans in order to address currently adopted policies, as well as previous policies and issues that may be raised under the legal challenge to the 2004 Plan. The policies stated in the 2004 Land Use Element and the goals and objectives stated in the 1982 Land Use Element that are applicable to the proposed Project are listed in Table 10 in the Plan Consistency analysis on page 137.

The Land Use Designations for the City per the 1982 and 2004 Land Use Maps are shown in Figure 10 on page 126. As indicated, the 1982 designation is for regional commercial on the 11-acre parcel and the southeast and central portion of the 157-acre parcel and light



- LEGEND**
- LOW DENSITY
  - MEDIUM DENSITY
  - HIGH DENSITY
  - GENERAL COMMERCIAL
  - REGIONAL COMMERCIAL
  - LIGHT INDUSTRIAL
  - HEAVY INDUSTRIAL
  - PUBLIC FACILITIES
- Project Boundary

1982 General Plan



- LEGEND**
- GENERAL PLAN - LAND USE**
- LOW DENSITY
  - MEDIUM DENSITY
  - HIGH DENSITY
  - MIXED USE - RESIDENTIAL
  - GENERAL COMMERCIAL
  - REGIONAL COMMERCIAL
  - MIXED USE - BUSINESS PARK
  - BUSINESS PARK
  - LIGHT INDUSTRIAL
  - HEAVY INDUSTRIAL
  - PUBLIC FACILITIES
  - GENERAL OPEN SPACE
  - RECREATIONAL OPEN SPACE
- Project Boundary

2004 General Plan



Figure 10  
General Plan Designations

Source: City of Carson



industrial for the remaining northwest portion of the 157-acre parcel. The 2004 Land Use Map shows the designated use for the 11-acre parcel as regional commercial and the 157-acre parcel as Mixed Use Business Park.

The three applicable land use designations are described as follows:

- The Light Industrial designation, as defined in the 1982 and 2004 Plans (with similar definitions), is intended to provide for small- and medium-sized industrial uses which are not likely to have adverse effects upon adjacent properties. Such uses are intended to provide a buffer between residential and/or commercial land uses and other heavier industrial uses.
- The Regional Commercial designation, as defined in the 1982 and 2004 Plan (with similar definitions), is intended to provide for the establishment, expansion and preservation of the City's primary regional shopping center and its peripheral areas. This district offers the widest range of goods and services.
- The Mixed Use–Business Park designation is a new designation in the 2004 Plan. This designation provides for mixtures of uses in the same building, on the same parcel, or within the same area.

### **(c) Housing Element**

The General Plan Housing Element has been developed pursuant to Section 65580 et. seq. of the California Government Code. Under that code, the housing element is a required element of the City's General Plan and must consist of "an identification and analysis of existing and projected housing needs and a statement of goals, policies, quantified objectives, and scheduled programs for the preservation, improvement and development of housing."

The Housing Element of the General Plan, as reflected in the 2004 update, is based on the previously adopted 2002 Housing Element. It includes the data originally presented in the 2002 version, and includes the same policies with only minor variation. The Housing Element identifies the housing needs for the 2000 to 2005 period. The needs assessment identified a need for 623 housing units that would be required between 1998 and 2005, of which 117 units would be for very low income households, 104 units would be for low income households, 143 units would be for moderate income households and the remaining 259 units would be for above moderate income households. It also identified a future City population that would need to be housed in the amount of 7,817 between 2005 and 2020.

The policies that are applicable to the proposed Project are listed, and discussed in Table 10 in the Plan Consistency analysis on page 137.

**(d) Economic Development Element**

The Economic Development Element of the General Plan is a new element that was included in the 2004 General Plan update. This Element is linked to the Land Use and Housing Elements and is an optional (i.e., not required under State Law) element. It is intended to provide guidance for economic development so as to attain an economically viable and self-sustaining community. It intends to support the provision of a range of housing and employment opportunities that meet the needs of residents and workers alike, to attract families and businesses to create demand for planned land uses, and to establish and fund public service levels that preserve or enhance Carson's quality of life.

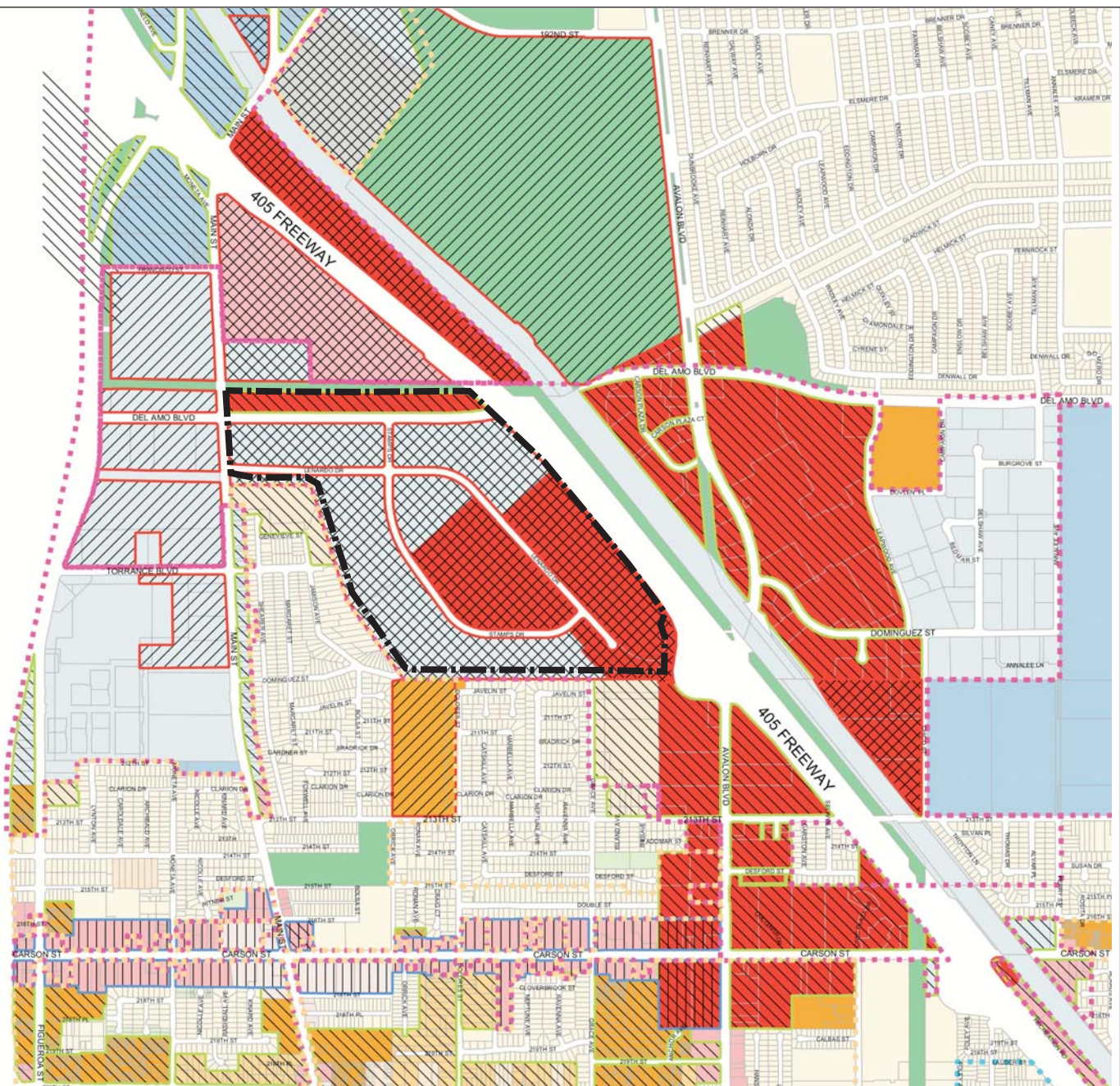
The Housing Element includes Goals and Policies that address a variety of economic issues that are being addressed by the City. The Policies that most directly pertain to the land use issues addressed in this Section of the Draft EIR are listed, and discussed in Table 10 in the Plan Consistency analysis on page 137.

**(2) Carson Zoning Ordinance**

The City of Carson implements its General Plan through Specific Plans and Zoning. The Project site is not currently included within the boundaries of an adopted Specific Plan. The existing site zones are designated in the City's Zoning Map. The designated zones for the Project site are shown on Figure 11 on page 129. As indicated, they include Regional Commercial with Design Overlay on the 11-acre parcel north of Del Amo Boulevard, Light Manufacturing with Design Overlay and Organic Refuse Landfill Overlay on the western portion of the 157-acre parcel, and Regional Commercial with Design Overlay and Organic Refuse Landfill Overlay on the eastern portion of the 157-acre parcel. The Ordinance establishes regulations for each zoning classification that limit the types of development allowed, and that establish design regulations addressing such topics as permitted densities, maximum building heights, setbacks, etc.

Overlay zones are an implementation mechanism used to address unique site conditions at particular locations that must be addressed separately from the uses and standards that are otherwise applicable under the standard zoning classification. Overlay zones require additional design standards that are related more to the unique site conditions than the type of use occurring within the sites.

The Design Overlay (DO) designation provides for Site Plan and Design Review of future development within the designated areas in order to achieve special standards of design, architectural quality, style and compatibility, landscape treatment, and functional integration of neighboring developments. Review of projects in the DO Overlay zone require findings by the Planning Commission that the project is compatible with the General Plan, any specific plans for



### Zoning Legend

	RESIDENTIAL, AGRICULTURAL		COMMERCIAL, NEIGHBORHOOD		REDEVELOPMENT AREA 1
	RESIDENTIAL, SINGLE FAMILY		COMMERCIAL, GENERAL		MERGED AND AMENDED AREA
	RESIDENTIAL, MULTI-FAMILY, 8 UNITS PER ACRE		COMMERCIAL, REGIONAL		REDEVELOPMENT AREA 4
	RESIDENTIAL, MULTI-FAMILY, 10-12 UNITS PER ACRE		MANUFACTURING, LIGHT		ORGANIC REFUSE LANDFILL OVERLAY
	RESIDENTIAL, MULTI-FAMILY, 14-25 UNITS PER ACRE		MANUFACTURING, HEAVY		MIXED-USE RESIDENTIAL OVERLAY
	OPEN SPACE		DESIGN OVERLAY		ELECTRONIC MARQUEE SIGNAGE OVERLAY
	SPECIAL USE				

Approximate Project Boundary



Source: City of Carson

Figure 11  
Existing Zoning



the area and surrounding uses; compatibility of architecture and design with existing and anticipated development in the vicinity, including the aspects of site planning, land coverage, landscaping, appearance and scale of structures and open spaces and other features relative to a harmonious and attractive development of the area.

The Organic Refuse Landfill (ORL) Overlay designation provides for the public health, safety and general welfare by regulating uses of organic refuse landfill sites and ensuring that proper mitigation measures are taken to eliminate or minimize hazards to persons and property and environmental risks associated with such sites including, but not limited to, toxicity, fire, explosion and subsidence. Development within such designated areas require a report by a licensed civil engineer for protective system(s) designed to eliminate or mitigate the potential hazards and environmental risks associated with the proposed use. Factors that must be addressed include such items as evaluation and control of methane gas, monitoring and inspections/reports, and measures to eliminate odor.

### **(3) Carson Redevelopment Plan**

The Project site is located within an area that is under the oversight of the Carson Redevelopment Agency (CRA). The CRA has been established by the City of Carson pursuant to the California Community Redevelopment Law (Health and Safety Code Section 33000, et seq.). Its purpose is to eliminate blight in targeted areas through various efforts to improve or upgrade public and private properties and to provide programs for economic development. The Redevelopment Agency is also actively working to remediate and redevelop Brownfields sites in the City.

In pursuit of its mission, the Carson Redevelopment Agency currently has Redevelopment Plans for three Redevelopment Project Areas. The proposed Project is located within Area No. One, which has an approved Plan, specifically the Amended and Restated Redevelopment Plan (Sixth Amendment to Redevelopment Project Area No. One, 1996). The Redevelopment Plan establishes a process and framework for the implementation of a development program within its jurisdictional area that is consistent with its mandate and goals.

The Redevelopment Plan includes, among other items, a list of permitted uses for the Redevelopment Area and a list of Plan Goals that are to be met through implementation of the Plan. The permitted uses include the following: Heavy Industrial, Light Industrial, Regional Commercial, General Commercial (including Mixed Use–Residential), Low Density Residential, High Density Residential, Open Space, Civic Center, School, Animal Shelter, and special uses such as specific plan uses. A listing of the Plan Goals that are applicable to the proposed Project, and a related discussion, are provided in Table 10 in the Plan Consistency analysis on page 137.

#### **(4) Southern California Association of Governments**

The Project site is also located within the planning area of the Southern California Association of Governments (SCAG). SCAG is a Joint Powers Agency established under California Government Code Section 6502 et seq. Pursuant to federal and state law, SCAG serves as a Council of Governments, a Regional Transportation Planning Agency, and the Metropolitan Planning Organization (MPO) for Los Angeles, Orange, San Bernardino, Riverside, Ventura and Imperial counties. For planning purposes this area is divided into 13 subregions. The Project site is located within the South Bay Cities subregion.

SCAG's mandated responsibilities include developing plans and policies with respect to the region's population growth, transportation programs, air quality, housing, and economic development. Specifically, SCAG is responsible for preparing the Regional Comprehensive Plan and Guide (RCPG), Regional Transportation Plan (RTP), and Regional Housing Needs Assessment (RHNA), in coordination with other state and local agencies.

In 1996, SCAG adopted the Regional Comprehensive Plan and Guide (RCPG), which provides a framework for decision-making with respect to the growth and changes that can be anticipated by the year 2015 and beyond. The RCPG contains a general overview of federal, state, and regional plans applicable to the Southern California region and serves as a comprehensive planning guide for future regional growth. Its chapters are divided into three categories: core, ancillary, and bridge. The core chapters include Growth Management (adopted June 1994), Regional Transportation Plan (adopted April 2004), Air Quality (adopted October 1995), Hazardous Waste Management (adopted November 1994), and Water Quality (adopted January 1995)—all of which are a result of, and respond directly to, federal and state planning requirements. They constitute the base on which local governments ensure consistency of their plans with applicable regional plans under CEQA. The Air Quality and Growth Management chapters contain both core and ancillary policies.

Ancillary chapters address issues relative to the Economy, Housing, Human Resources and Services, Finance, Open Space and Conservation, Water Resources, Energy, and Integrated Solid Waste Management. These chapters address important issues facing the region and may reflect other regional plans. These chapters do not, however, contain actions or policies required of local government. Hence, they are entirely advisory and establish no new mandates or policies for the region. Bridge chapters include the Strategy and Implementation chapters, functioning as links between the Core and Ancillary chapters of the RCPG. The primary goals of the RCPG are to improve the standard of living, enhance the quality of life, and promote social equity. The RCPG contains policies relative to advancing these goals.

Policies that pertain to the land use issues addressed in this Section of the Draft EIR are listed, and discussed in Table 11 in the Plan Consistency analysis on page 156.



**(5) Los Angeles County Congestion Management Program**

The Los Angeles County Metropolitan Transportation Authority (Metro) administers the Los Angeles County Congestion Management Program (CMP), a state-mandated program designed to address the impact urban congestion has on local communities and the region as a whole. The CMP, last revised in 2004, includes a hierarchy of highways and roadways with minimum level of service standards, transit standards, a trip reduction and travel demand management element, a program to analyze the impacts of local land use decisions on the regional transportation system, a seven-year capital improvement program, and a county-wide computer model to evaluate traffic congestion and recommend relief strategies and actions. The primary goal of the CMP is to reduce traffic congestion in order to enhance the economic vitality and quality of life for all affected communities. The CMP guidelines specify that those 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. Further discussion of the CMP can be found in Section IV.C, Traffic, of this Draft EIR.

**(6) South Coast Air Quality Management District Air Quality Management Plan**

The Project site is also located in the South Coast Air Basin, a non-attainment area and the nation's only area classified as extreme in its failure to meet the National Ambient Air Quality Standards for ozone, carbon monoxide, and particulate matter. The South Coast Air Quality Management District (SCAQMD) in its Air Quality Management Plan (AQMP) sets forth an attainment program based on projected population and employment growth and air quality management and control measures. The SCAQMD is responsible for compliance with federal and state air quality legislation in the Los Angeles County area. In conjunction with SCAG, the SCAQMD is responsible for establishing a comprehensive program to achieve federal and state air quality standards. The success of programs in meeting air quality standards are reliant in part on the types and locations of development that occurs and the relationship of that development to the transportation network.

The AQMP is incorporated into the State Implementation Program (SIP), which constitutes all Air Quality Management Plans prepared by all air quality management districts in the state. The SIP is the state's plan that demonstrates compliance with state and federal air quality standards. The 1990 Clean Air Act amendments require every ozone non-attainment area classified as serious, severe or extreme to prepare a comprehensive attainment plan (i.e., California State Implementation Plan for Ozone). The California Implementation Plan for Ozone was submitted to the US Environmental Protection Agency (EPA) in November 1994 and approved in September 1996. This plan identifies six ozone non-attainment areas in California. Each non-attainment area is assigned a statutory deadline for achieving the national ozone standards. Consistency with the SCAQMD's AQMP is evaluated in Section IV.G, Air Quality, of this Draft EIR.

### **3. PROJECT IMPACTS**

#### **a. Methodology**

The analysis of land use impacts addresses three issues. The first issue is consistency of the proposed Project with adopted plans and policies that govern land use on the Project site. The analysis of consistency with adopted regulations and policies is based on the following: (a) a listing of the applicable regulations and policies; (b) for each item in the list, an evaluation of the relationship between the Project features and the development anticipated in the regulation or policy; and (c) a determination as to whether the Project features would be compatible with features anticipated in the regulation or policy.

Second, the land use analysis addresses potential changes in the land use patterns that could occur in the area with Project implementation. This analysis is based on field surveys and interpretation of aerial photographs, which are reflected in a description of the existing land use patterns. The analysis compares the proposed uses and Project features with those adjacent to the Project site and those in the larger vicinity to identify potential changes in land use relationships.

The third issue addressed is the potential affect of Project development on the sustainability of existing commercial uses. An economic analysis has been performed to determine whether the addition of the new commercial activity at the Project site could cause substantial adverse affects on existing commercial activity, and whether there could potentially be a degrading of the physical environment due to existing businesses falling into vacancy and disrepair.

#### **b. Thresholds of Significance**

A significant land use impact is considered to occur under the following conditions:

- The proposed Project would not be compatible with the existing land use plans, policies or regulations intended to prevent an impact to the environment.<sup>15</sup>

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<sup>15</sup> *It is important to note that an inconsistency with an individual land use policy or regulation does not, unto itself, necessarily indicate a significant impact to the environment. This criterion of significance is focused on whether a project is generally compatible with and does not frustrate attainment of adopted land use policies. Impacts on the environment pursuant to CEQA ordinarily focus on changes in the physical environment. A plan or policy inconsistency is considered significant if it would directly or indirectly lead to a physical impact on the environment.*

- The proposed Project would result in the division, disruption or isolation of an existing established community or neighborhood.
- The proposed Project would adversely affect the viability of retail uses within the market area that the Project is intended to serve such that the existing retail uses could fall into long-term physical disrepair unable to recover with forecasted increases in economic demand in the future.

### c. Analysis of Project Impacts

#### (1) Characteristics of the Proposed Project

Section II, Project Description, provides a detailed discussion of the characteristics of the proposed Project. As described therein, the Project would be subject to maximum development limitations, use locations and design constraints that would be implemented through the Carson Marketplace Specific Plan. The key Specific Plan features that would shape the overall character of the development include the following:

- The total amount of development would be constrained by the following maximum development limits: 1,550 residential units and 1,995,125 square feet of commercial activity (inclusive of the 300 hotel rooms);
- Permitted commercial uses would be limited to the types and locations specified in the Specific Plan in a manner that would be consistent with the Project's proposed use concept (i.e., mixed use–residential with neighborhood commercial, regional commercial, visitor-serving commercial recreation/entertainment, and restaurants).
- Residential Density would be limited to 60 units per acre, and commercial floor area (FAR) would be limited to 33 percent (0.33) of the Project site.<sup>16</sup>
- Residential building heights would be limited to 75 feet, with mixed-used residential over commercial development south of Del Amo Boulevard toward the eastern edge of the Project site limited to 85 feet.. Commercial building heights would be limited based on building size and function. Generally, the largest portion of the commercial buildings would be limited to 32 feet in height, with incremental increases in height to 52 feet at limited locations. The theater and hotel could have base heights up to 60 feet and 75 feet, respectively, with additional heights on some architectural features up to 80 feet and 85 feet at limited locations.

<sup>16</sup> Floor area ratio (FAR) is the ratio of the building area to the lot area. For example a project with a FAR of 0.5 could reflect a project with a one-story building covering one half of the site, or a two story building covering one fourth of the site.

- Project setbacks would limit development along the major project edges to the following: (1) 110 feet along the I-405 Freeway, (2) 70 feet facing the Torrance Lateral and existing residential development, (3) 10 feet along Main Street and Del Amo Boulevard on the north side of Del Amo Boulevard (from the back of the sidewalk), and (4) 20 feet along Main Street and Del Amo Boulevard on the south side of Del Amo Boulevard (from the back of the sidewalk). Internal setbacks would be provided in the mixed use areas, along Del Amo Boulevard. They would vary from 10 feet to 25 feet depending location and type of uses. Setbacks between residential uses and commercial buildings, or parking structures would be 25 feet.

The Conceptual Plan presented in Section II, Project Description (see Figure 4 on page 76, in particular) represents one way that the Project site could be developed based on the development standards established under the Carson Marketplace Specific Plan. Under the Conceptual Plan, mixed-use residential and neighborhood retail development would occur along the northern part of the Project site and two sides of Del Amo Boulevard, major regional commercial uses would be developed along the southwestern and southern parts of the Project site, and a specialty retail/lifestyle/entertainment district would be provided in the central part of the Project site that adjoins the I-405 Freeway.<sup>17</sup>

## **(2) Project Compatibility with Land Use Plans, Policies, and Regulations**

### **(a) City of Carson**

#### **(i) Land Use Plans and Policies**

As described in Subsection II.b, above, the proposed Project falls within the boundaries of numerous plans that establish policies, goals and objectives for development in the City of Carson and the Project area, in particular. Further, there are numerous regulations that control the amounts and characteristics of land use development. A listing of the policies, goals and objectives that are applicable to the proposed Project and the issues addressed in this Land Use Section of the Draft EIR are listed in Table 10 on page 137.<sup>18</sup> Listed policies, goals, and objectives, as applicable, are taken from the General Plan's 2004 Land Use Element, 1982 Land

<sup>17</sup> As noted in the Project Description, the Specific Plan regulations pertaining to Development District 3 are proposed to be implemented by an overlay zone to the existing Commercial Regional (CR) zone. Thus, the property owner of Development District 3 may choose to process a development permitted pursuant to either the Carson Marketplace Specific Plan regulations and development standards discussed here, or the regulations of the CR zone. If the property owner of District 3 chooses to pursue a development program different than the one analyzed in this Draft EIR, additional CEQA review may be required.

<sup>18</sup> Terminology amongst the plans varies so that items stating similar intentions on the part of the City may be referred to as policies in one case, and goals in another. In some cases, goals as subcomponents of policies, and in others policies are subcomponents of goals. The listed items in Table 10, while based on differing terminology, state the equivalent intentions on the part of the City.

Use Element, 2002/2004 Housing Element, and 2004 Economic Development Element and the Redevelopment Agency's Redevelopment Plan for Project Area No. One Merged and Amended.<sup>19</sup> Table 10 also discusses the relationship of the proposed Project with each of the listed items. While many in number, those policies, goals and objectives establish a few basic intentions for development at the Project site and those basic intentions can be summarized as follows:

- Provide for the productive reuse of a large brownfield site (i.e., remediate existing on-site contamination);
- Support development within one of the City's Redevelopment Areas while also contributing to the economic base of the City and creating both short- and long-term employment opportunities for the residents of the Redevelopment Project Area and the City;
- Provide a mixed-use development with shopping, entertainment, restaurant, hotel and residential uses, thus supporting pedestrian/alternative travel modes while reducing vehicle miles traveled;
- Contribute to the availability of a variety of housing types, prices and tenure in order to satisfy community demand and need; and
- Provide a signature project that would maximize the advantages of the site's location in terms of visibility and proximity to the San Diego Freeway, provide an enhanced urban center within the central portion of the City, and serve as an identifiable destination for on-site, City, and regional residents.

As described in Table 10, the proposed Project would support all of these basic intentions and be supportive of all of the City of Carson goals and policies listed in Table 10. Therefore, the proposed Project would be compatible with the existing land use plans, policies or regulations intended to prevent an impact to the environment, and impacts related to City policies would be less than significant.

## **(ii) Land Use Plan Designations**

As described above in Subsection 2.b.1.(b) on page 125, the Land Use Element of the General Plan establishes the land use framework for the development of uses within the City. The Land Use Designations for the City per the 1982 and 2004 Land Use Maps are shown in

<sup>19</sup> *This analysis addresses the Land Use Elements of both the 1982 and 2004 Plans in order to address currently adopted policies, as well as previous policies and issues that may be raised under the legal challenge to the 2004 Plan.*



**Table 10****Project Consistency with Applicable Land Use Policies of the City of Carson**

Relevant Policy	Analysis of Project Consistency
<i>City of Carson General Plan, Land Use Element (2004)—Plan Policies</i>	
LU-4.1 Direct Redevelopment Agency investments to those economic activities and locations with the greatest potential economic return.	The proposed Project would convert a non-productive site to a useful one through site remediation. It would add economic development within the central part of the City and serve as a gateway project. Also, with the South Bay Pavilion, the proposed Project would establish a large, clearly identified area of regionally serving economic activity, and serve the needs of the local Carson Community.
LU-5.1 Coordinate Redevelopment and Planning activities and resources to maximize commercial opportunities.	The proposed Project is being developed in Redevelopment Project Area No. One, pursuant to the Redevelopment Plan for that area. It is also being developed pursuant to numerous General Plan policies as discussed in the remainder of the Table.
LU-5.2 Implement and expand strategies to market, attract, and/or retain retail commercial areas and encourage businesses to participate.	The proposed Project would establish the Project site as a signature project along the I-405 Freeway, well located with regard to other freeways. The Project would offer high visibility in a new, planned development. It would include entertainment uses to attract visitors and meet the needs of local population. Within specific retail sectors, Project development is forecasted to have a short-term negative effect upon existing retail uses within the market area served by the proposed Project. It is further forecasted that this impact would be alleviated in the mid-term (i.e., by 2020) as the local market grows and matures.
LU-5.3 Identify unique economic opportunities, such as niche markets, that will allow the City to capitalize on its location, its cultural diversity, and the tourism industry in the region.	The proposed Project would provide a regional facility in a mixed-use development, visibly noticeable along a major freeway corridor. The large scale of the Project and the proposed mix of visitor and local serving uses would create an opportunity to support a large range of uses, including specialized markets.
LU-6.2 Achieve a sustainable land use balance through provision of incentives for desired uses; coordination of land use and circulation patterns; and promotion of a variety of housing types and affordability.	The proposed Project would occur pursuant to the Area One Redevelopment Plan and its policies and opportunities. The proposed Project would include an internal circulation system that would be linked with the regional network and linked to new/improved freeway access at Avalon Boulevard. The Project's mitigation measures would include improvements to reduce impacts on the local road network. (Impacts would be reduced to less than significant levels, except at one location where impacts would be reduced, although not to a less than significant level.) The proposed Project would add up to 1,550 new housing units including both rental and ownership uses, thus adding to the range and mix of housing available in the City of Carson. Also, it would include affordable housing in accordance with the

Table 10 (Continued)

## Project Consistency with Applicable Land Use Policies of the City of Carson

Relevant Policy	Analysis of Project Consistency
	Redevelopment Plan and applicable law (the Agency would address affordable housing through an Owner Participation Agreement). Retail uses would serve both local (City residents) and regional populations. Within specific retail sectors, Project development is forecasted to have a short-term negative effect upon existing retail uses within the market area served by the proposed Project. It is further forecasted that this impact would be alleviated in the mid-term (i.e., by 2020) as the local market grows and matures.
LU-6.3 Consider establishing minimum land use density requirements in certain areas such as mixed-use zones to provide more efficient, consistent, and compatible development patterns while also promoting greater potential for pedestrian and transit-oriented development.	The proposed Project would be implemented under a Specific Plan that allows for mixed-use development in an efficient manner. A minimum floor area ratio of 1.5 is established for vertically mixed-use development. Density and height limits would allow for mid-rise residential development including densities up to 60 units/acre. The Project includes provision for pedestrian and bicycle transit and can be linked to nearby public transit routes.
LU-6.4 Coordinate redevelopment and planning activities and resources to balance land uses, amenities, and civic facilities.	The proposed Project is being developed in Redevelopment Zone No. One, pursuant to the Redevelopment Plan for that area. It is also being developed pursuant to numerous General Plan policies as discussed in this Table. It is a mixed-use development with visitor amenities; e.g., retail entertainment and residential uses. The conceptual Plan identifies numerous plazas to enhance the pedestrian experience.
LU-6.6 Attract land uses that generate revenue to the City of Carson, while maintaining a balance of other community needs such as housing, open space, and public facilities.	The proposed Project would include up to approximately 1,995,125 sq.ft. of commercial use that would be generating revenue to the City, as well as up to 1,550 housing units intermixed with plazas and open space.
LU-7.3 Promote the use of buffers between more intensive industrial uses and residential uses.	The proposed Project would include no industrial uses. New residential development would not be located adjacent to intensive industrial uses.
LU-8.1 Amend the Zoning Ordinance to provide for those Mixed Use areas identified on the General Plan Land Use Plan.	The Project site is designated for Mixed Use–Business Park in the 2004 General Plan. The Project would involve a General Plan Amendment and Zone change to integrate the proposed Specific Plan into the City’s principal planning documents. The Specific Plan would extend the General Plan’s mixed-use designation to include residential development and allow for the appropriate mix of uses.

**Table 10 (Continued)****Project Consistency with Applicable Land Use Policies of the City of Carson**

<b>Relevant Policy</b>	<b>Analysis of Project Consistency</b>
LU-8.3 Locate higher density residential uses in proximity to commercial centers in order to encourage pedestrian traffic and provide a consumer base for commercial uses.	The proposed Project includes high density residential development within a mixed-use project containing up to 1,995,125 sq.ft. of commercial activity. The site design includes a pedestrian circulation system that connects the various components of the site.
LU-11.1 Target potential sites or areas for the development of signature projects.	Project implementation would create a signature project at a location that has been identified as being conducive to such a project, due to the site's location along the I-405 Freeway, visual accessibility from the I-405 Freeway and its location within the central area of Carson.
LU-11.2 Encourage development of desired uses such as quality retail, restaurant uses, and entertainment in targeted areas.	The proposed Project would include up to 1,995,125 sq.ft. of commercial space. Based on the current Conceptual Plan, 81,125 sq.ft. is designated for restaurants, and 214,000 sq.ft. is designated for commercial recreation/entertainment.
LU-15.1 Encourage the location of housing, jobs, shopping, services and other activities within easy walking distance of each other.	The proposed Project includes mixed uses with up to 1,550 residential units and up to 1,995,125 sq.ft. within the Project site. The site design includes a pedestrian circulation system that connects the various components of the site thereby facilitating one type of pedestrian activity targeted by this policy.
LU-15.2 Maintain a diversity of housing types to enable citizens from a wide range of economic levels and age groups to live in Carson.	The proposed housing units, up to 1,550 units in total, would contribute to the range of housing opportunities within the City of Carson. It would add rental and for-sale units that increase the diversity of available housing. Also, it would include affordable housing in accordance with the Redevelopment Plan and applicable law (the Agency would address affordable housing through an Owner Participation Agreement).
LU-15.3 Ensure that community transportation facilities are connected to a larger transit network.	The proposed Project's internal circulation system would provide access to Main Street and Avalon Boulevard via Del Amo Boulevard, with accessibility to the I-405 Freeway via new ramps at Avalon Boulevard.
LU-15.4 Develop a center focus within the community that combines commercial, civic, cultural and recreational uses.	The Project site is located within the central part of the City. The Project's high-intensity development with commercial and entertainment venues would contribute development at a location amidst the Carson Civic Center, the Home Depot Center, California State University at Dominguez Hills, the South Bay Pavilion, and the Victoria Golf Course and Park, thus adding to the centrality of such community uses.

Table 10 (Continued)

## Project Consistency with Applicable Land Use Policies of the City of Carson

Relevant Policy	Analysis of Project Consistency
LU-15.5 Ensure that the design of public spaces encourages the attention and presence of people at all hours of the day and night.	The proposed Project is anticipated to offer entertainment and dining as well as shopping opportunities, oriented around a central Plaza. These activities would continue into the evening hours. The Specific Plan includes standards for public art and landscaping to enhance the public spaces.
LU-15.6 Ensure development of pedestrian-oriented improvements which provide better connections between and within all developments while reducing dependence on vehicle travel.	The proposed Project includes an internal system of pedestrian sidewalks and pathways that would interconnect all portions of the Project site.
<i>City of Carson General Plan, Land Use Element(1982)—Goals and Objectives</i>	
<u>General</u>	
1. Allow each type of land use sufficient area to develop to the fullest extent indicated by the economy and general welfare.	This general policy is reflected in the General Plan land use designations. The Project's support of the expected land use patterns is discussed below (Subsection 3.C.2.(a).(ii)) on page 136.
6. Encourage the development of stable industrial and commercial uses which will broaden the economic base to create a more self-sufficient local economy.	The proposed Project would include up to 1,995,125 sq.ft. of space for commercial development. Commercial activities are anticipated to include a broad array of uses to meet the needs of the local community.
<u>Residential Land Use</u>	
1. Residential areas should be organized into distinct districts and located in harmonious relationship with other adjacent or nearby land use activities.	Residential development would occur either as distinct developments, or in mixed-use configurations within Development Districts 1 and/or 3. While not necessarily occurring in distinct districts, development would occur pursuant to various design and development standards established in the Specific Plan to ensure harmonious relationships between uses; e.g., standards regarding site planning, building massing, color and materials, building detailing, etc.
2. Housing should be provided for a variety of income groups.	The proposed Project would add rental and for-sale units that vary in character from much of the existing housing within the City. Development would include affordable housing in accordance with the Redevelopment Plan and applicable law (the Agency would address affordable housing through an Owner Participation Agreement).
3. Residential areas should be served with schools, adequate parking, recreational parks and shopping areas in close proximity.	The proposed Project would provide proximity between residential and commercial uses, and would meet all parking needs on site. The Project residents would have access to twelve nearby parks; e.g., Victoria Golf Course and Park and schools. A new school (South Region High School # 4) is planned for the Project area. (Section IV.I.3, Schools, indicates that the Project could cause an exceedance of school capacity, but would mitigate

Table 10 (Continued)

## Project Consistency with Applicable Land Use Policies of the City of Carson

Relevant Policy	Analysis of Project Consistency
	Project impacts through the payment of SB 50 fees. Section IV.I.4, Parks and Recreation, indicates that project impacts on parks would be less than significant with the implementation of Project mitigation.)
5. Realistic density standards should be established to ensure adequate space, light and safety.	The Specific Plan includes density standards, including a maximum of 60 du/acre for residential development. The anticipated design of the Project includes provision for private open space, and safety.
<u>Commercial Land Use</u>	
1. The Carson Mall and its peripheral areas should continue to serve as the major retail center in the City offering the widest range of goods and services to the citizens of Carson and nearby communities. This regional shopping center, anchored on one side by the Civic Center complex and on the other side by California State University-Dominguez Hills, serves as a needed focal point for the City of Carson and links the northern and southern areas of the City.	The Project site lies in an area that is peripheral to the Carson Mall, now known as the South Bay Pavilion. The proposed Project would add to the focus of the central portion of the City as a major retail area. It would expand and broaden the intent of this policy by establishing a large complimentary commercial center in proximity to the South Bay Pavilion.
3. Most commercial areas should be served with arterial highway access and all commercial businesses should have an adequate supply of parking.	The proposed Project's internal circulation system would provide access to Main Street and Avalon Boulevard via Del Amo Boulevard, with accessibility to the I-405 Freeway via new ramps at Avalon Boulevard. The Project site would include on-site parking to meet the Project's parking needs.
4. Commercial activities should be screened or buffered from adjacent residential uses wherever possible.	<p>The proposed Project includes commercial development along the southern part of the Project site, opposite to the residential neighborhoods beyond the Torrance Lateral to the south. As described more fully in Subsection 3.C.(3).(b) on page 164, existing residential units would be separated from proposed development by a minimum of approximately 185 feet, inclusive of the intervening Torrance Lateral (75 feet wide with service roads) and a landscaped slope that runs along this face of the Project site. The landscaped slope would rise approximately 13 to 16 feet to the Project site's finished grade level and Project development. This landscaped, horizontal and vertical separation would provide buffering.</p> <p>Within the Project site, residential development and commercial development would likely be placed in proximity to each other, as mixed-use development components. Such development would occur pursuant to the development and design guidelines set forth, for example, in the Carson Marketplace Specific Plan, regarding; landscaping, site planning, building massing, color and materials, building detailing, separation</p>



Table 10 (Continued)

## Project Consistency with Applicable Land Use Policies of the City of Carson

Relevant Policy	Analysis of Project Consistency
	between residential and commercial uses, etc. New residents to the Project site would have the opportunity to select residential locations based on their preferences regarding accessibility to the various on-site commercial activities.
5. Commercial activities should be encouraged to have a broader commercial base to develop a self-sufficient economy.	The large scale of the Project and allowable mix of uses would support a large range of commercial activity. Within specific retail sectors, Project development is forecasted to have a short-term negative effect upon existing retail uses within the market area served by the proposed Project. It is further forecasted that this impact would be alleviated in the mid-term (i.e., by 2020) as the local market grows and matures.
<i>City of Carson General Plan, Housing Element (2002/2004)—Policies</i>	
H-1.3 Promote economic well being of the City by encouraging the development and diversification of its economic base.	The proposed Project would include up to 1,995,125 sq.ft. of space for commercial development. Commercial activities are anticipated to include a broad array of uses; e.g., regional commercial, neighborhood commercial, restaurants, commercial recreation/entertainment, and hotel uses. Within specific retail sectors, Project development is forecasted to have a short-term negative effect upon existing retail uses within the market area served by the proposed Project. It is further forecasted that this impact would be alleviated in the mid-term (i.e., by 2020) as the local market grows and matures.
H-1.5 Establish and maintain development standards that support housing development while protecting the quality of life.	The proposed Project would provide up to 1,550 housing units. These housing units would be developed subject to development and design guidelines established in the Specific Plan, addressing such items as site planning, building massing, color and materials, building detailing, etc.
H-3.1 The development of quality affordable housing.	The proposed Project would include affordable housing in accordance with the Redevelopment Plan and applicable law. The Redevelopment Agency would address affordable housing through an Owner Participation Agreement.
H-3.2 Work to expand the resource of developable land by making underutilized land available for development.	The proposed Project would put to productive use a contaminated, former landfill/brownfield site, via site remediation.

Table 10 (Continued)

## Project Consistency with Applicable Land Use Policies of the City of Carson

Relevant Policy		Analysis of Project Consistency
H-3.3	Promote a variety of housing types, prices and tenure in order to satisfy community demand and need.	The proposed housing units, up to 1,550 units in total, would add rental and for-sale units that increase the variety of housing opportunities within the City. Development would include affordable housing in accordance with the Redevelopment Plan and applicable law (the Agency would address affordable housing through an Owner Participation Agreement).
H-3.6	Promote the development of multifamily zoning.	The Project's Specific Plan would re-designate lands that are currently designated for non-residential development to a Mixed-Use zone that provides for multifamily residential unit up to 60 units per acre in density.
H-6.8	Continue to work toward increasing the number of owner-occupied units.	The proposed Project includes provision for up to 1,150 for-sale units.
<i>City of Carson General Plan, Economic Development Element (2002)—Policies</i>		
ED-1.2	Encourage the development of quality housing.	The proposed Project would include up to 1,550 new housing units. These units would be required to meet Specific Plan standards for design, landscaping, etc.
ED-1.4	Strengthen the physical image of Carson through visual enhancement along freeway corridors, major traffic routes, and areas adjoining residential neighborhoods. To this end: <ul style="list-style-type: none"> <li>• Aggressively pursue code enforcement activities;</li> <li>• Develop good design standards; and</li> <li>• Establish a City identity.</li> </ul>	The proposed Project has been designed to take advantage of its location adjacent to the I-405 Freeway. The proposed Project would: (1) present a substantial new development along the freeway edge that would attract public attention; (2) provide identification of the Project's visitor-oriented commercial recreation/entertainment activities through building placement and/or signage; (3) include, through Specific Plan requirements, a set of sign regulations that would integrate the Project's proposed signage program with the overall aesthetic concept for the Project; and (4) include, through the Specific Plan, provisions for landscaping/aesthetic treatment along the Project's freeway edge.
ED-1.6	Provide appropriate infrastructure to support economic development.	The proposed Project would include an internal infrastructure system that is designed to meet all on-site uses. As described in Sections J.1, Water Services, J.2., Sewer Services, and J.3, Electrical Service, the Project would not have significant impacts on existing services.
ED-3.6	Capitalize on potential physical and market linkages among land uses.	The proposed Project is a mixed-use Project that would include up to 1,550 units. These uses would provide an estimated 6,969 new residents that would support the Project's commercial components. The Project population would also support other commercial enterprises in the Project vicinity, and the commercial component would serve populations in nearby neighborhoods.

Table 10 (Continued)

**Project Consistency with Applicable Land Use Policies of the City of Carson**

Relevant Policy	Analysis of Project Consistency
ED-4.3 Support public/private efforts and link infrastructure and service costs with development projects.	The proposed Project is a privately sponsored project that would be developed within the City of Carson Redevelopment Agency's Redevelopment District 1 and would be developed pursuant to the goals of the Redevelopment Plan as described below.
ED-4.4 Encourage development opportunities that increase economic gains to the City.	The proposed Project would include up to 1,995,125 sq.ft. of space for commercial development. Commercial activities would include a broad array of uses; e.g., regional commercial, neighborhood commercial, restaurants, commercial recreation/entertainment, and hotel uses. Within specific retail sectors, Project development is forecasted to have a short-term negative effect upon existing retail uses within the market area served by the proposed Project. It is further forecasted that this impact would be alleviated in the mid-term (i.e., by 2020) as the local market grows and matures.
ED-7.1 Encourage the diversification of land uses, while not alienating existing businesses or industries requiring space in Carson.	The proposed Project would increase the diversification of land uses by: (1) adding substantial amounts of new commercial and residential development; (2) including commercial activities that do not presently occur, or are non-present in the City; e.g., commercial recreation/entertainment; (3) including housing that varies in density and relationship to commercial activity from the existing prevalent housing. The City has large amounts of industrial land available, including sites in the vicinity of the proposed Project, most of it located in districts better suited for industrial activity than the proposed Project. The Project's potential effect on existing businesses is addressed below in Subsection 3.c.(4) on page 165. Within specific retail sectors, Project development is forecasted to have a short-term negative effect upon existing retail uses within the market area served by the proposed Project. It is further forecasted that this impact would be alleviated in the mid-term (i.e., by 2020) as the local market grows and matures.
ED-7.2 Improve the actual and perceived image of the City through improved design standards, amenities, security, continuing public improvements and positive advertising campaigns.	Development would occur pursuant to various design and development standards established in the Specific Plan to insure harmonious relationships between uses; e.g., standards regarding site planning, building massing, color and materials, building detailing, etc. These standards are more detailed than those currently included within the City Zoning Ordinance. See Section IV.B, Aesthetics, for more discussion.
ED-10.2 To develop signature projects,] encourage development of desired uses such as quality retail, restaurant uses, and entertainment in	The proposed Project uses include commercial recreation/entertainment and restaurant uses, and an organized in a visitor-oriented district. The Project is of sufficient size

Table 10 (Continued)

## Project Consistency with Applicable Land Use Policies of the City of Carson

Relevant Policy	Analysis of Project Consistency
target areas.	to offer a range of such uses and support the anticipated inclusion of quality retail and restaurant uses. The Project is located within the central City at a highly visible location, one targeted for such development in existing plans.
ED-11.1 Encourage the redevelopment and cleanup of underutilized and contaminated land.	The proposed Project would put to productive use a contaminated, former landfill/brownfield site, via site remediation.
ED-11.2 Maintain proper infrastructure levels and flexible financing options to encourage redevelopment.	The proposed Project is a privately initiated Project that would be implemented in cooperation with the Carson Redevelopment Agency. It would include an internal infrastructure system that is designed to meet all on-site uses. As described in Sections J.1, Water Services; J.2, Sewer Services; and J.3, Electrical Service, the Project would not have significant impacts on existing services.
ED-11.3 Understand and promote available land inventory and initiate strategies to develop balanced land use planning.	The proposed Project would put to productive use a contaminated, former landfill/brownfield site, via site remediation. It would increase the amounts of housing and commercial activity within the City. Further, it would implement a mixed-use development with a mix/balance of uses that could serve as a model for mixed-use development.
ED-11.4 Encourage development of compatible uses and phase out non-conforming uses.	As described further, below, the Project's Specific Plan would limit uses on the Project site, and place the Project's larger commercial buildings and intensities in a non-residential district (District 2). The Specific Plan's development and design standards reduce potential conflicts between commercial and residential development in District's 1 and 3. As also discussed further below, the Project's commercial activity would avoid conflict with residential development to the south and southwest of the Project site due to vertical and horizontal distance, an intervening landscaped slope and design features for that development.
<i>Carson Redevelopment Plan—Goals</i>	
1. The elimination and prevention of the spread of blight and deterioration, and the conservation, rehabilitation, and redevelopment of the Project Area.	The proposed Project would put to productive use a contaminated, former landfill/brownfield site, via site remediation. It would add a substantial amount of new commercial activity to the City, improve the quality of the Project site, and generally enhance the Project vicinity. Potential secondary impacts on blight, due to lost economic opportunity at other locations within the City, is discussed below in Subsection 3.c.(4) on page 165. Within specific retail sectors, Project development is forecasted to have a short-term negative effect upon existing retail uses within the market area served by the

**Table 10 (Continued)****Project Consistency with Applicable Land Use Policies of the City of Carson**

<b>Relevant Policy</b>	<b>Analysis of Project Consistency</b>
	proposed Project. It is further forecasted that this impact would be alleviated in the mid-term (i.e., by 2020) as the local market grows and matures.
2. The encouragement, cooperation, and participation of residents, business persons, public agencies, and community organizations in the revitalization of the Project Area.	The proposed Project has been initiated by a private developer and is being implemented under a cooperative arrangement with the Carson Redevelopment Agency.
3. The provision of financial assistance to encourage private sector investment in the development and redevelopment of the Project Area.	The proposed Project has been initiated by a private developer and is being implemented under a cooperative arrangement with the Carson Redevelopment Agency.
4. The promotion of the economic well being of the Project Area by encouraging the diversification and development of its economic base, and to assist in both short and long term employment opportunities for the residents of the Project Area and the City.	The proposed Project would include up to 1,995,125 sq.ft. of space for commercial development. Commercial activities are anticipated to include a broad array of uses that would diversify and further develop the City's economic base; e.g., regional commercial, neighborhood commercial, restaurants, commercial recreation/entertainment, and hotel uses. Within specific retail sectors, Project development is forecasted to have a short-term negative effect upon existing retail uses within the market area served by the proposed Project. It is further forecasted that this impact would be alleviated in the mid-term (i.e., by 2020) as the local market grows and matures.
5. The improvement of housing and the assistance of low and moderate income persons and families to obtain homeownership.	The proposed housing units, up to 1,550 units in total, would contribute to the range of housing opportunities within the City of Carson. Also, it would include affordable housing in accordance with the Redevelopment Plan and applicable law (the Agency would address affordable housing through an Owner Participation Agreement).
6. The development of quality affordable housing.	The proposed Project would include affordable housing in accordance with the Redevelopment Plan and applicable law (the Agency would address affordable housing through an Owner Participation Agreement).
7. The provision of adequate roadways; traffic and circulation improvements to correct street deficiencies, alignment problems, and to eliminate road hazards; and to provide adequate street and freeway access throughout the Project Area.	The proposed Project would include an internal circulation system that would be linked with the regional network, and linked to new/improved freeway access at Avalon Boulevard. The Project's mitigation measures would include improvements to reduce impacts on the local road network. (Impacts would be reduced to less than significant levels, except at one location where impacts would be reduced, although not to a less than significant level.)
8. The stimulation of private sector investment in the full development of the Project Area.	The proposed Project is a privately initiated Project that is being developed pursuant to goals of the Carson Redevelopment Agency.



Table 10 (Continued)

## Project Consistency with Applicable Land Use Policies of the City of Carson

Relevant Policy	Analysis of Project Consistency
9. The expansion of the resource of developable land by making underutilized land available for development.	The proposed Project would put to productive use, via site remediation, a contaminated, former landfill/brownfield site, adding 157 acres to the bank of developable land in the City.
10. The provision of needed or lacking public improvements and facilities which are sensitive to the environment.	The proposed Project would provide on-site infrastructure to meet the Project's needs. As described in Section IV.J, the Project would not have a significant impact on existing infrastructure.
12. The development of safeguards against noise and pollution to enhance the industrial, commercial, and residential community.	As described in Sections IV.G, Air Quality, and IV.H., Noise, the Project would include feasible mitigation measures to address potentially significant impacts regarding Noise and Air Quality.
14. The assembly and disposition of land into parcels suitable for modern integrated development with improved development standards, pedestrian, and vehicular circulation in the Project Area.	The proposed Project is an integrated, mixed-use development with a blend of residential and commercial uses, with an internal circulation that supports pedestrian travel. The proposed Project would be implemented via a Specific Plan that includes development and design standards.
<i>Carson Redevelopment Plan – Objectives</i>	
6. Focus traditional redevelopment activities in those portions of the Project Area, where appropriate, and provide the greatest visibility.	The proposed Project would establish the Project site as a signature project, large scale development, along the I-405 Freeway, well located with regard to major transportation facilities/freeways. The Project would offer high visibility in a new, planned development.
7. Update zoning designations within the Project Area to improve the City's competitiveness in the marketplace while generating desirable new development.	The Carson Marketplace Specific Plan would add a new mixed use designation on the Project site that would allow residential development as a component of the mixed-use array. This increases the number of uses that can be accommodated on the Project site, and enhances the attractiveness of the Project site for both residential and commercial developers.
<hr/> <p><i>Source: PCR Services Corporation, 2005.</i></p>	

Figure 10 on page 126. The 1982 designation is for Regional Commercial on the 11-acre parcel and the southeast and central portion of the 157-acre parcel; and Light Industrial for the

While the 2004 land use designation, Mixed Use–Business Park, allows the same uses on the Project site as the previous zoning, the designation varies in two respects. First, it allows more flexibility in the location of light industrial and regional commercial uses within the Project site by not restricting each part of the site for a single use. Second, it creates the possibility for the entire site to be developed in light industrial use only.<sup>20</sup>

The re-designation of the Project site is related to a similar re-designation of sites located on Main Street, opposite to the Project site, in the vicinity of Del Amo Avenue. In concert, the multiple sites offer a potential for a coordinated provision of light industrial, business park, and regional commercial uses in a transitional area between existing light industrial and regional commercial uses.<sup>21</sup> The re-designation recognizes a range of land uses that would be compatible with surrounding uses, while remaining flexible to accommodate market demand for the uses.

**Project Consistency with the 1982 Land Use Map.** The proposed Project would implement a new land use designation for the Project site: Carson Marketplace Specific Plan. The new designation would re-designate the site from light industrial and regional commercial uses to residential and regional commercial uses. This re-designation would be generally compatible with the previous designation for the following reasons:

- Commercial uses are allowed within industrial zones. Therefore, similar commercial development could occur within the Light-Industrial area under both the previous and the proposed designations. Use of the site for light-industrial uses is not required as such uses are not contemplated to occur within the Project site.
- The use of part of the Project site designated for light industrial uses for non-industrial use would not be a substantial detriment to the provision of light industrial activity within the City. The City has an unusually high amount of

<sup>20</sup> *The Business Park designation was developed to reduce land use conflicts between heavy industrial and residential uses that have historically occurred in the City and to accommodate a variety of businesses and professional offices, services, and associated business and retail activities in an attractive environment.*

<sup>21</sup> *Permitted light industrial uses are limited to those that "... provide for small-and medium-sized industrial uses which are not likely to have adverse effects upon adjacent properties. Such uses are intended to provide a buffer between residential and/or commercial land uses and other heavier industrial use." Also, as discussed in Subsection 3.C.(2)(a)(iii), below, the zoning that implements the land use designations includes provision for design considerations that address potential impacts of mixed-uses upon one another.*

industrial space, more than 50 percent of the City.<sup>22</sup> Therefore, numerous opportunities remain for light-industrial uses to occur elsewhere within the City.

- The 1982 Plan Goals for industrial use includes only one policy regarding the maintenance of industrial sites. Goal 6 states: “The City should attempt to maintain the industrial areas mainly in the sections of the City presently designated for industrial land uses. Goal 1 of the Commercial Land Use Goals, states: “The Carson Mall and its peripheral areas should continue to serve as the major retail center in the City offering the widest range of goods and services to the citizens of Carson and nearby communities....” Of the areas designated for light industrial use on the 1982 Land Use Map, the Project site is a small pocket that is located adjacent to residential development, and an area that could contribute to the establishment of a larger retail core within the periphery of the South Bay Pavilion, then called the Carson Mall. As such, use of the Project site for non-industrial uses would not disrupt larger industrial districts, or lead to potential conflicts between the Project’s new residential development and industrial uses.

**Project Consistency with the 2004 Land Use Map.** The proposed Project would implement a new land use designation for the Project site: Carson Marketplace Specific Plan. The new designation would re-designate the site from its current Mixed Use–Business Park, which permits light industrial and regional commercial uses to a designation that permits residential and regional commercial uses. This re-designation would be generally compatible with the existing plan designation for the following reasons:

- Under the existing designation, the entire site could be developed for commercial uses, and therefore the use of the site for non-industrial uses is anticipated as a development option. The existing designation is intended to provide flexibility in the development of a site which is located between light industrial, regional commercial and residential uses. The designation provides an opportunity to meet the current market demand for development in a manner that is responsive to the site’s unique location.
- The commercial development that could occur under the Mixed Use–Residential designation is equivalent to the commercial development that could occur under the Mixed Use–Business Park designation.

<sup>22</sup> As described in Table LU-1 of the 2004 General Plan Update, in 2001, 5,497 acres out of 10,176.4 acres, 54 percent of the City is designated for industrial uses. Of that, 1,497 acres, is designated for light-industrial uses.

- The addition of the residential development on the Project site would support numerous General Plan policies pertaining to the provision of housing. It would support those policies that encourage an increase in the amount of housing stock, and those that encourage an increase in the range of housing types and styles available. Further, it would support policies that encourage a full range of mixed-use development to provide greater opportunity for pedestrian and bicycle travel. At the same time, the introduction of residential uses on the Project site would not present an incompatible condition for existing off site uses.

As described in the previous paragraphs, the Project would be compatible with the plan map designations on the 1982 and 2004 General Plans, and would be supportive of the accompanying policies and regulations that support the existing plan map designations. Therefore, the proposed Project would be compatible with the existing land use plans, policies or regulations intended to prevent an impact to the environment, and impacts related to City policies would be less than significant.

### **(iii) Zoning Regulations**

As described above in Subsection 2.b.(2) on page 128, the City of Carson implements its General Plan through Specific Plans and Zoning. The Project site's existing zoning includes Regional Commercial with a Design Overlay on the 11-acre parcel north of Del Amo Boulevard; and Light Manufacturing with a Design Overlay and Organic Refuse Landfill Overlay on the western portion of the 157-acre parcel, and Regional Commercial with a Design Overlay and Organic Refuse Landfill Overlay on the eastern portion of the 157-acre parcel. (See Figure 11 on page 129.)

These zoning categories provide a regulatory framework for implementing the City's General Plan land use designations for the Project site. These zoning categories delineate the uses that are allowed within each zone and provide development regulations regarding site requirements, site development standards, environmental effects/lighting and special requirements for certain uses. Of the various regulations, those that are most pertinent to the land use issues addressed in this Section of the Draft EIR include those related to allowable uses and development guidelines that address building massing; e.g., restrictions on building heights, setbacks, density, etc.

The Proposed Project would be implemented through a Specific Plan that would be Applicable to the Project site. The Specific Plan would replace the existing zoning in Districts 1 and 2 (the 157-acre parcel south of Del Amo Boulevard) with a Carson Marketplace Specific Plan designation. With regard to District 3, the 11-acre parcel north of Del Amo Boulevard, the

Specific Plan would be implementable as an overlay zone to the existing Commercial Regional (CR) zone in District 3 (the 11-acre parcel north of Del Amo Boulevard).<sup>23</sup> Under the Specific Plan designation and/or Specific Plan Overlay Zone, the Specific Plan would provide a set of regulations for the Project site. Those regulations would allow development of the Proposed Project as described above in Section II, Project Description, and analyzed in this Draft EIR. The following discussion identifies the relationship between existing zoning regulations and the types of development that they would allow, and the regulations that would be in effect under the proposed Specific Plan.

- **Allowed Uses.** The Specific Plan establishes two land use categories. The Commercial Marketplace (CM) category would be assigned to District 2. The CM category allows for a full range of commercial activity accommodating all of the Project's proposed commercial activity; i.e., neighborhood commercial, regional commercial, commercial recreation/entertainment, and hotel. Districts 1 and 3 would fall under the Mixed Use–Marketplace (MU-M) category. The MU-M category allows the same set of uses permitted within the RC category except for the following two variations: (1) it allows residential development; and (2) it does not allow regionally oriented stores that are greater than 50,000 square feet in size. These two variations support the establishment of a mixed-use community with the benefits of pedestrian access for residents (reduced vehicle miles traveled, etc), and market access for the businesses. At the same time, it restricts the establishment of the very large-scale, regionally oriented uses that generate larger levels of on-site population and traffic/parking from the residential areas. Thus, the range of commercial activity in the MU-M category is limited to a set of uses that can more easily achieve compatibility with the proposed residential uses, subject to appropriate design.

The Specific Plan is similar to existing zoning to the extent that both would allow the Project's commercial activity. The Specific Plan would vary by introducing residential development to the Project site, while also allowing commercial uses. As described above, the introduction of residential uses implements a number of City policies. The addition of the residential uses would not cause adverse effects to commercial activity that might otherwise occur under the existing zoning. New residential development can occur in a mixed-use context that limits adverse affects on residential development with appropriate design constraints. For these reasons,

<sup>23</sup> *With an Overlay Zone, Development on the 11-acre parcel could occur under the provisions of the Specific Plan or pursuant to the regulations and development standards for the CR zone as set forth in Chapter 1 (Sections 9131.1 through 9138.71) of the Carson Municipal Code. Thus, the property owner of the 11-acre parcel may choose to process a development permitted pursuant to either the regulations and development standards for the CR zone or the regulations and development standards for the Carson Marketplace Specific Plan. If the property owner of the 11-acre parcel chooses to pursue a development program different than the one analyzed in this Draft EIR, additional CEQA review may be required.*

the proposed zoning changes are considered to be compatible with the existing zoning on the Project site.

- **Allowed Densities.** The Carson Marketplace Specific Plan establishes a maximum residential density of 60 units per acre, and a maximum commercial floor area ratio (FAR) of 0.33. Site density would also be limited by the total amount of development allowed: 1,550 units and 1,995,125 square feet of commercial use. Therefore, the Project's Specific Plan would place new restrictions on density on the Project site that would be more protective of the environment than the existing zoning.

It may be noted that the Project's Specific Plan standards for residential density would be greater than the residential densities allowed elsewhere in the City; 60 units per acre versus 25 units per acre. Increased housing density at the Project site would support numerous City Policies that aim to increase the number and types of housing opportunities within the City. The Project's higher density housing would not occur within an existing neighborhood and would therefore not contrast with adjacent housing stock, or conflict with existing zoning standards aimed at limiting impacts on existing housing stock. The increased density would occur in an area that is suited for higher density development due to its Freeway accessibility. Further, the increased density would support the Project's mixed-use objectives. As the density/FAR limits would be established through a Specific Plan, the Project would not have any effect on zoning restrictions that are applicable to off-site locations. By adding limitations on the amount of development and specific density/(FAR) limitations, the Project's Specific Plan would add new limitations to development, and would therefore be compatible with the City's existing zoning provisions.

- **Maximum Height Limits.** The Carson Marketplace Specific Plan would establish a set of height limitations for the various site uses. Under these standards, residential development could have a maximum height of 75 feet, with mixed-used residential over commercial development south of Del Amo Boulevard toward the eastern edge of the Project site limited to 85 feet. Heights for commercial uses would vary, with the largest portion of the commercial buildings limited to 32 feet in height and incremental increases in height to 52 feet at limited locations. The theater and hotel could have base heights up to 60 feet and 75 feet, respectively, with additional heights on some architectural features up to 80 feet and 85 feet at limited locations.<sup>24</sup> In contrast, the Project site currently has no maximum height restrictions under the

<sup>24</sup> The height limits and their effect on the overall massing of the proposed Project are discussed in more detail and are illustrated in Section IV.C, Aesthetics.



existing Light Manufacturing and Regional Commercial designations.<sup>25</sup> Therefore, the proposed Project would establish a set of height requirements for the Project site where none currently exist, and would be more protective of the environment than the existing zoning.

It may be noted that the Project's Specific Plan standards for building heights would allow taller buildings than currently allowed under the City's Residential designation (30 feet), or Mixed Use designation (three stories or 45 feet, and four stories or 55 feet for buildings with affordable or senior households). At the same time, the Project's varied height restrictions would limit most commercial buildings to heights less than would be allowed under the Mixed Use designation. The Project's height limits, some greater than those allowed elsewhere in the City and some less, establish a set of restrictions that address the unique conditions for the Project and its setting. As the heights would be established through a Specific Plan, the Project would not have any effect on zoning restrictions that are applicable to off-site locations. The Project's height limits would be compatible with the City's existing zoning provisions.

- **Setbacks/Ground Coverage.** The Project's Specific Plan includes setback requirements to restrict the location of buildings within the Project site. One group of setback requirements addresses the Project edges. They require that buildings adjacent to the I-405 freeway and the Torrance Lateral be setback by 110 feet and 70 feet, respectively. Setbacks on Del Amo Boulevard, Main Street, and the Utility Corridor vary from 10 feet north of Del Amo Boulevard (from the back of the sidewalk) to 20 feet south of Del Amo Boulevard (from the back of the sidewalk). Within the Project site, internal setbacks would be provided in the mixed use areas, along Del Amo Boulevard. They would vary from 10 feet to 25 feet depending location and type of uses. Setbacks between residential uses and commercial buildings, or parking structures would be 25 feet.

Direct comparisons of the Project's requirements with the requirements under existing zoning are somewhat speculative, as the imposed zoning setback at any location could vary depending on use and building orientation; i.e., the direction chosen for a building's frontage. Further, under the existing zoning, industrial use front-yard setbacks can vary (from 25 feet down to 10 feet, subject to the Planning Director's approval of landscaping plans). It is worth noting that the Project's most

<sup>25</sup> *The existing zoning does include restrictions on building height when new buildings are located in proximity of existing uses, potentially limiting heights in some specialized situations. However, the proximity criteria do not preclude unlimited heights, or very tall buildings that are accommodated by adequate separation from adjacent buildings.*

critical off-site interface, adjacent to existing residential development south and southwest of the Project site, would have a 70-foot setback, which would be substantially more than the 10-foot side-yard and rear-yard setbacks for industrial and commercial uses (or 20 feet for commercial front yards). Furthermore, the Project's 110-foot setback along the I-405 Freeway would be substantially greater than the existing commercial front yard setbacks of 20 feet. The Project's 20-foot setbacks along Main Street and Del Amo Boulevard, south of Del Amo, are at least equivalent to existing zoning on the Project site and to the multifamily residential development standard that occurs elsewhere in the City. The Project's 10-foot setbacks along Main Street and Del Amo Boulevard, north of Del Amo, could be similar to or less than setbacks under the existing zoning, subject to the application of the existing zoning. In summary, the Project's Specific Plan may allow some setbacks that are less at some locations than would occur under existing zoning. However, (1) the Specific Plan development would not necessarily have lesser setbacks than existing development, (2) would only have a potential for lesser impacts at limited locations, (3) would add new setback restrictions that are in many cases more restrictive than existing regulations would require (particularly along the important neighborhood and freeway edges), and would establish specific controls related to the proposed Project design. Therefore, on net the proposed setback regulations would be considered compatible with the existing regulations.

**Overlay Zoning.** Implementation of the proposed Project would replace the existing two overlay zones on the 157-acre parcel south of Del Amo Boulevard with provisions of the Carson Marketplace Specific Plan. In so doing, the Specific Plan would implement the purpose of the existing Design Overlay Zone by establishing design and development guidelines for proposed development and by providing site plan and design review procedures for consistency with the guidelines. It would establish specific site-design standards in contrast to the general design considerations that would otherwise be considered by the Planning Commission. Further, the purposes of the Organic Refuse Landfill Overlay Zone would be met through implementation of the RAPs, as approved by DTSC, and other mitigation measures and/or conditions that address construction at the Project site.

At the same time, Project implementation would add an additional overlay zone to the 11-acre parcel north of Del Amo Boulevard. With the additional overlay zone, the 11-acre parcel could be developed under the guidelines of the Carson Marketplace Specific Plan or the provisions of the existing CR and Design Overlay zoning. Should development occur according to the Specific Plan, impacts would be as

discussed in this EIR, with equivalent or more protective zoning protection. Should development be pursued under existing zoning, that development could be pursued independently of the Specific Plan provisions and, therefore, would not be adversely affected by the Specific Plan.

For the reasons cited above, it is concluded that the Specific Plan provides zoning provisions on the Project site that address the concerns addressed in existing site zoning and provides environmental protections that are generally equivalent to, or more protective of, the environment than the existing zoning. Therefore, the proposed Project would be compatible with the City's Zoning ordinance. Therefore, with regard to zoning, the proposed Project would be compatible with the existing land use plans, policies or regulations intended to prevent an impact to the environment, and impacts related to City policies would be less than significant.

#### **(b) SCAG Regional Comprehensive Plan and Guide**

As described in Subsection 2.b.(4) on page 131, SCAG has prepared the Regional Comprehensive Plan and Guide (RCPG) to address regional planning issues. Further, the RCPG includes numerous policies to bring about achievement of the goals set forth therein. SCAG policies that are applicable to the proposed Project were identified in the letter that SCAG submitted in response to the Project's Notice of Preparation.<sup>26</sup> The policies identified in that letter are listed in Table 11 on pages 156 through 161, which also provides a discussion of the relationship between each policy and the features of the proposed Project. The listing in the SCAG letter includes items from a few sources: (1) Chapters of the RCPG that address Growth Management, the Regional Standard of Living, the Regional Quality of Life, Social, Political and Cultural Equity, and Air Quality; (2) policies from the 2004 Regional Transportation Plan (RTP) that provides updated population, household and employment forecasts for use in the implementation of RCPG policies; and (3) Growth Visioning Principles that have been prepared by SCAG to provide a framework for local and regional decision making. All of these items are included in Table 11. Population, Housing and Employment estimates used for preparation of the RTP were also included in the SCAG letter. Data pertaining to 2005 and the Project's estimated build-out year of 2010 are presented in Table 12 on page 162.

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<sup>26</sup> Letter to Mr. Ronald E. Winkler, from Brian Wallace, Associate Regional Planner, Intergovernmental Review. This letter is Included in Appendix A of the Draft EIR.

Table 11

## Project Consistency with Applicable Land Use Policies—SCAG

Relevant Policy	Analysis of Project Consistency
<i>Growth Management Chapter (GMC)</i>	
<p>3.01 The population, housing, and job 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.</p>	<p>SCAG forecasts for housing, population and employment for the region, South Bay Cities Subregion, and the City of Carson are presented in Table 12 on page 162. The regional and sub-regional figures reflect adopted forecasts for implementation of Policy 3.01. The City figures are localized and are included for advisory purposes only. The proposed Project would include up to 1,550 dwelling units and is estimated to generate residential and employment populations of 6,969 residents and 5,320 employees, respectively.<sup>a</sup> As also indicated in Table 12, the Project growth is within the adopted regional and sub-regional forecasts. It reflects 0.5 percent or less of the regional growth for population, housing, and employment. At the sub-regional level, the Project would accommodate a notable proportion of the expected population and housing growth at 43.9 percent and 25.4 percent, respectively. Accommodation of a large portion of the anticipated growth, within a densely clustered Project adjacent to transportation networks, is consistent with SCAG policies. When considered on a longer-term basis, the Project's population and housing growth are not so notable. The SCAG estimates for population and housing growth in the sub-region between 2005 and 2025 are 98,975 and 36,267, respectively. The proposed Project's contribution would be only 7.0 percent and 4.2 percent, respectively. To the extent the Project's growth would exceed SCAG's advisory estimates, the City may consider the additional growth as a beneficial indicator of its ability to attract housing to the City. It is not anticipated that the Project would induce unanticipated growth, drawing on the local employment base and providing infrastructure sized to meet Project needs only. It is anticipated that SCAG will monitor development and continue to reflect the proposed Project in its future projections and planning.</p>
<p>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.</p>	<p>The proposed Project is a planned development that will provide on-site infrastructure to meet Project needs. On-site infrastructure would link with existing City and regional systems without generating the need to expand those systems. Infrastructure improvements would be created commensurate with development, and prior to occupancy. The EIR review process is providing a disclosure of Project features with review by SCAG. As noted above, the Project does not cause an exceedance of SCAG's advisory forecasts.</p>

Table 11 (Continued)

## Project Consistency with Applicable Land Use Policies—SCAG

Relevant Policy		Analysis of Project Consistency
<i>Growth Management Chapter Policies Related to the RCPG Goal to Improve the Regional Standard of Living</i>		
3.04	Encourage local jurisdiction's efforts to achieve a balance between the types of jobs they seek to attract and housing prices.	The proposed Project is a mixed-use project that includes housing, at a range of prices, and commercial/entertainment (i.e., job generating) uses. All of these uses would contribute to the housing and employment choices within the City of Carson, which currently has a preponderance of light industrial uses.
3.05	Encourage patterns of urban development and land use, which reduce costs on infrastructure construction and make better use of existing facilities.	The proposed Project is an urban in-fill Project that would connect with existing infrastructure in the area. Large scale development at the Project site has been anticipated in redevelopment planning, and general plan development within the City for over a decade. The Project comprises a large scale planned development intended to provide utilities commensurate with its development.
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.	The proposed Project contributes to the attainment of this policy by minimizing the cost of infrastructure (see the analysis under the previous policy) and by providing the City the means through property tax and related revenue sources to fund additional public service resources.
3.10	Support local jurisdictions' actions to minimize red tape and expedite the permitting process to maintain economic vitality and competitiveness.	This policy is directed toward local jurisdictions and recommends a set of actions that extend beyond that which can be responded to by the proposed Project. However, it may be noted that the Project's Specific Plan would set an efficient framework for review and processing of future Project permitting actions by the City.
<i>GMC Policies Related to the RCPG Goal to Improve the Regional Quality of Life</i>		
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.	The proposed Project has been designed to encourage internal transit with mixed uses, as well as provisions for pedestrians and bicycles. The Project also provides a mix of on-site uses which allows people to perform multiple activities without leaving the area. As a large clustered development, with regional serving uses, the Project site can serve as a destination relative to the extension of public transit lines currently in the vicinity of the Project site.
3.13	Encourage local jurisdictions' plans that maximize the use of existing urbanized areas accessible to transit through infill and development.	The proposed Project is an infill project within an existing urbanized area. The Site is centrally located within the City of Carson and can serve as a destination relative to the extension of public transit lines currently in the vicinity of the Project site, and via such linkages, to the Metro Blue line.

Table 11 (Continued)

## Project Consistency with Applicable Land Use Policies—SCAG

Relevant Policy	Analysis of Project Consistency
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.	The proposed Project is a large mixed-use activity center, immediately accessible to the I-405 and I-110 Freeways. The site is also served by the SR-91, and I-710 Freeways. The Proposed Project clusters population so as to support the extension of public transit service.
3.15 Support local jurisdictions strategies to establish mixed-use clusters and other transit-oriented developments around transit stations and along transit corridors.	See the previous discussions regarding the Project's mixed-use nature, its freeway accessibility, and its potential destination relative to extended public transit lines.
3.19 SCAG shall support policies and actions that preserve open space areas identified in local, state and federal plans.	The City's General Plan designates the Project site for urban development. The Project site is located within a Redevelopment District and is the focus of planning efforts to improve the site with development to meet a variety of City and Redevelopment Agency Policies. The Project site is not designated for open space uses.
3.22 Discourage development, or encourage the use of special design requirements, in areas with steep slopes, high fire, flood, and seismic hazards.	The Project site does not contain steep slopes, high fire or flood areas. The proposed Project would be designed in accord with engineering studies and recommendations for safe development on the Project site. All development would be consistent with the Remedial Action Plans (RAP) that have been prepared pursuant to guidance from, and approval of the Department of Toxic Substances Control (DTSC). Approval of the RAPs required the evaluation and a determination that the proposed Project would be protective of the public safety.
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.	The Draft EIR for the proposed Project includes analysis for potential impacts regarding noise and seismic hazards. As part of the analysis, mitigation measures have been proposed to reduce potential impacts to less than significant levels. Refer to the respective sections of the Draft EIR for additional information.
<i>GMC Policies Related to the RCPG Goal to Provide Social, Political, and Cultural Equity</i>	
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.	As described in the City's Housing Element, the following housing needs for the City of Carson are accordance with calculations performed by SCAG: 623 units, of which 117 units would be for Very Low income households, 104 units would be for Low income households, 143 units would be for Moderate income households and 259 units would be for Above Moderate income households. The proposed Project includes 1,550 dwelling units. The proposed Project is within Redevelopment Project Area No. One; and the

Table 11 (Continued)

## Project Consistency with Applicable Land Use Policies—SCAG

Relevant Policy	Analysis of Project Consistency
	Redevelopment Agency would be responsible for affordable housing production in accordance with the Redevelopment Plan and applicable law. The Agency would address affordable housing for this project through an Owner Participation Agreement.
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 service, recreational facilities, law enforcement, and fire protection.	The proposed Project would provide new revenues for the support of public services. The Project Development's impact on public services has been evaluated in this EIR and mitigation measures to lessen impacts have been identified. The proposed Project would serve as a visitor destination with entertainment facilities and plazas for visitors. For further discussion, refer to Section IV.I, Public Services, of the Draft EIR.
<i>Regional Transportation Plan (Core Regional Transportation Plan Policies)</i>	
1st Transportation investments shall be based on SCAG's adopted Regional Performance Indicators:	<p>This policy is directed toward SCAG activities pertaining to the implementation of its own policies and to agencies with jurisdiction over the management of transportation systems (e.g., Caltrans, MTA, City transportation departments, etc.). The performance standards set levels of service and/or improvements that can be used to monitor the quality of transportation systems (e.g., improve travel speeds by 10 percent, sustain system performance at a cost of \$20 per capita, etc.).</p> <p>Notwithstanding, for reasons identified above (an infill, higher density mixed-use project with freeway accessibility, etc.), the proposed Project is of a type that supports SCAG policies and contributes to the potential attainment of the performance goals. In addition, the proposed Project's design supports improved access to alternative transportation modes (e.g., transit, bicycles and pedestrian).</p> <p>(As indicated, in Section IV.C, Traffic, the Project's mitigation measures would include improvements to reduce impacts on the local road network. Impacts would be reduced to less than significant levels, except at one location where impacts would be reduced, although not to a less than significant level. The Project would have a significant impact at seven CMP freeway segments.)</p> <p>The Proposed Project, as analyzed and concluded in Section IV.G, Air Quality, of this Draft EIR, is consistent with the SCAQMD's Air Quality Management Plan and thus does not inhibit the Basin's ability to comply with the requirements of both the Federal and State Clean Air Acts. In addition, the</p>



Table 11 (Continued)

## Project Consistency with Applicable Land Use Policies—SCAG

Relevant Policy		Analysis of Project Consistency
		Proposed Project does not propose any transportation improvements that are subject to SCAG’s Transportation Conformity requirements.
2nd	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.	The proposed Project supports transportation safety as its design does not create any situations wherein traffic hazards are created or exacerbated.
3rd	RTP land uses 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.	The proposed Project is not anticipated to cause a change in regional growth patterns. Project growth is anticipated in the SCAG forecasts for the region and subregion. (See discussion of SCAG Policy 3.01, above.)
4th	HOV gap closures that significantly increase transit and rideshare usage will be supported and encouraged.	This policy is not applicable to the proposed Project.
Air Quality Chapter Core Actions		
5.07	Determine specific programs and associated actions needed (e.g., indirect sources rules, enhanced use of telecommunications, provision of community-based shuttle services, provision of demand management-based programs, or vehicle-miles-traveled/emission fees) so that options to command and control regulations can be assessed.	The Proposed Project, as detailed in Section IV.G, Air Quality, has incorporated into its design a number of features that reduce vehicle trips and vehicle miles traveled, including, but not limited to, the following: (a) developing residential mixed-use neighborhoods; (b) including commercial uses that serve neighborhood and community needs in proximity to residential development; (d) provision for pedestrian and bicycle traffic; and (e) bicycle paths and landscaped pedestrian walkways.
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.	The Proposed Project as described in the analysis to the previous policy as well as Policy 4.01, has considered air quality, land use and transportation relationships to ensure consistency, and minimize conflicts. This EIR addresses impacts with regard to the SCAQMD’s Air Quality Management Plan, SCAG’s RCPG, and the County’s CMP, as well as plans of the City of Carson.
Growth Visioning		
Principle 1: Improve <b>mobility</b> for all residents <ul style="list-style-type: none"><li>• Encourage transportation investments and land use decisions that are mutually supportive.</li><li>• Locate new housing near existing jobs and new jobs near existing housing.</li><li>• Encourage transit-oriented development.</li><li>• Promote a variety of travel choices</li></ul> Principle 2: Foster <b>livability</b> in all communities		The proposed Project is an in-fill development within an existing urban area, located in the center of the City of Carson. Project development would not require alterations to existing stable residential neighborhoods. The proposed Project is a mixed-use development with a large array of commercial and residential activities. As such it places residents, services, and employees in proximity to one another, and in proximity to existing residential and commercial development in a City that

Table 11 (Continued)

## Project Consistency with Applicable Land Use Policies—SCAG

Relevant Policy	Analysis of Project Consistency
<ul style="list-style-type: none"> <li>Promote infill development and redevelopment to revitalize existing communities.</li> <li>Promote developments, which provide a mix of uses.</li> <li>Promote “people scaled,” walkable communities.</li> <li>Support the preservation of stable, single-family neighborhoods.</li> </ul>	contains a large amount of industrial land. Further, the proposed Project is a walkable community with clustered population and services - one that provides opportunities for bicycle transportation and that would be linked to the public transportation system.
<p>Principle 3: Enable <b>prosperity</b> for all people</p> <ul style="list-style-type: none"> <li>Provide, in each community, a variety of housing types to meet the housing needs of all income levels.</li> <li>Support educational opportunities that promote balanced growth.</li> <li>Ensure environmental justice regardless of race, ethnicity or income class.</li> <li>Support local and state fiscal policies that encourage balanced growth.</li> <li>Encourage civic engagement.</li> </ul>	Many of the Principle 3 items apply to civic responsibilities that are beyond the scope of an individual project. However, it may be noted that the Project’s housing units, up to 1,550 units in total, would contribute to the range of housing opportunities within the City of Carson. The Project would add rental and for-sale units that add diversity to the existing housing within the City. Also, it would include affordable housing in accordance with the Redevelopment Plan and applicable law (the Agency would address affordable housing through an Owner Participation Agreement). There is nothing in the Project that would inhibit the furtherance of stated principle.
<p>Principle 4: Promote <b>sustainability</b> for future generations</p> <ul style="list-style-type: none"> <li>Preserve rural, agricultural, recreational and environmentally sensitive areas.</li> <li>Focus development in urban centers and existing cities.</li> <li>Develop strategies to accommodate growth that uses resources efficiently, eliminate pollution and significantly reduce waste.</li> <li>Utilize “green” development techniques.</li> </ul>	<p>The proposed Project is an in-fill Project within an existing urban area, located in the center of the City of Carson. It is located on a contaminated, former landfill site that would be remediated under the Project and does not contain rural, agricultural, recreational or environmentally sensitive areas. It is a clustered development that would increase densities at a strategic location within the City, adjacent to and/or in close proximity to nearby freeways and public transit, thereby contributing to a development pattern that supports the efficient use of infrastructure. The proposed Project would participate in Citywide solid waste recycling programs.</p> <p>The project proposes to meet or exceed the requirements of Title 24 of the California Energy Code, Part 6 through measures that may include: light colored roofing materials (with Energy Star roofing materials encouraged); Energy Star appliances to the greatest extent feasible (solar, electric, or lower-nitrogen oxide, gas-fired water heaters strongly encouraged); and Participation in energy efficiency programs offered by Southern California Edison.</p>
<p><sup>a</sup> It is assumed that the household size would be 4.6 persons per household for rental units and 4.46 persons per household for owner-occupied units. It is assumed that there would be one employee generated for every 375 square feet of floor area.</p> <p>Source: PCR Services Corporation, 2005.</p>	

**Table 12**  
**Comparison of Proposed Project and SCAG Forecasts**

Forecast	Proposed Project	SCAG Forecasts			Project Percentage
		2005	2010	Increase (2005–2010)	
SCAG Regionwide (Adopted)					
Population	6,969	19,967,835	21,294,093	1,326,258	0.5%
Households	1,550	6,260,842	6,758,353	497,511	0.3%
Employment	5,320	8,368,607	9,456,903	1,088,296	0.5%
South Bay Cities (Adopted)					
Population	6,969	886,234	902,121	15,887	43.9%
Households	1,550	302,450	308,547	6,097	25.4%
Employment	5,320	422,066	480,449	58,383	9.1%
Carson (Advisory City)					
Population	6,969	95,856	97,532	1,676	415.8%
Households	1,550	25,446	26,296	850	182.4%
Employment	5,320	59,739	68,552	8,813	60.4%

*Source: Southern California Association of Governments, 2004.*

A review of the consistency analyses presented in Table 11 indicates that the proposed Project includes key features that support the policy directions set forth in SCAG's RCPG. Some of the key Project features include the following:

- The proposed Project would accommodate anticipated regional growth;
- It would provide needed housing and employment opportunities;
- It would comprise a mixed-use, infill project that would cluster density at a site that is regionally accessible via the I-405 and I-110 Freeways. As such it would reduce infrastructure costs, enhance access between jobs and housing opportunities, support pedestrian and bicycle travel, and provide opportunities to enhance linkages with public transportation.

On the basis of the discussion in Table 11, it is concluded that the proposed Project would be compatible with the existing land use plans, policies or regulations intended to prevent an impact to the environment, and impacts related to SCAG policies would be less than significant.

**(c) Los Angeles County Congestion Management Plan (CMP)**

The traffic impacts associated with the proposed Project relative to the CMP are evaluated in Section IV.C, Traffic of this Draft EIR. As described therein, Project development would result in a significant impact at seven CMP locations.

**(d) South Coast Regional Management District Air Quality Management Plan**

Air quality impacts associated with the proposed Project would result from stationary and non-stationary sources associated with Project construction and operations. Section IV.G, Air Quality, of this Draft EIR evaluates the air quality impacts of the proposed Project and describes air quality mitigation measures that would reduce potential air quality impacts to a less than significant level to the extent feasible. The proposed Project would not result in an increase in the frequency or severity of an existing air quality violation or create a new violation, and the proposed Project is consistent with the population, housing and employment growth assumptions contained in the AQMP. As such, the proposed Project would be consistent with the policies and goals of the AQMP, and no significant impacts relative to AQMP land use policies and regulations would occur.

**(3) Impacts on Existing Land Use Patterns****(a) Citywide Impacts**

The Proposed Project would fill in a vacant site that is located in an area that lies between districts of highly varied use and character. The existing land uses on the four sides of the Project site are very distinct from one another, and do not comprise a single integrated neighborhood or community. Development to the south and southwest consists of residential neighborhoods. Development to the west, beyond Main Street, is made up of a predominantly light-industrial district with scattered commercial uses and development to the south consists of residential neighborhoods. The existing development on the eastern side of the Project site, a distinct commercial area, is substantially separated from the Project site by an infrastructure corridor that includes the I-405 Freeway, open space, and the Dominguez Channel. The area north of the Project site has a distinct character with open space, the Dominguez Hills Golf Course, a pocket of residential development, and the same infrastructure corridors that were just described as they extend north of the Project site, with open space and recreational areas beyond.

The implementation of the proposed Project would provide an in-fill development amongst these varied land uses. It would remediate and convert a brownfield site that has been identified as containing hazardous materials to a new developed community that would generally complement and balance Citywide development. The residential uses would add residential neighborhoods to a City that is in need of additional residential development. Further, the

entertainment and commercial/retail uses would serve local residents as well as regional visitors, and contribute to the diversity of uses in the City.

The Project Development would be centrally located within the City. It would have visibility along the I-405 Freeway which bisects the City, and would contribute, with the South Bay Pavilion, located across the I-405 Freeway, to a central City identity with regard to a place to go for shopping and entertainment. As a mixed-use project, it would provide a transitional use between the lower density residential units to the south and southwest, light industrial uses to the west and commercial/regional commercial uses to the east. As such, it would complement and balance the organization of land uses in the City.

#### **(b) Impacts on Adjacent Land Uses**

At a more localized level, the proposed Project site would become developed with uses that would face or be within close proximity of existing development on its four sides. The land uses relationships that would occur along each of the Project site edges are as follows:

- **The Residential Neighborhoods to the South and Southwest.** The residential neighborhoods located south and southwest of the Project site are made up of single family residential units and three mobile home parks that are interspersed among the single-family units. These residential units are located on the other side of the Torrance Lateral relative to the Project site. With implementation of the Proposed Project, existing residential units would be separated from proposed development by a minimum of approximately 185 feet, inclusive of the intervening Torrance Lateral (75 feet wide with service roads) and a landscaped slope that runs along this face of the Project site. The landscaped slope would rise approximately 8 feet to 16 feet (13 feet to 16 feet for most of its length) to the Project site's finished grade level and Project development. As such, the proposed Project would lie within a distinct area, separate from the residential development from the south, within an intervening open-space buffer.
- **The Eastern Project Edge.** The I-405 Freeway along the eastern edge of the Project site is a large-scale infrastructure facility. It does not represent a sensitive use.
- **The Northern Edge.** The uses along the northern edge of the Project site include a nursery lying within an open space easement, and beyond that the Dominguez Hills Golf Course and Practice Range. Project uses along this edge of the Project site would be Residential and/or mixed use residential/commercial. The Project's on-site activity would not interfere with the activities at the off-site locations, nor would off-site uses interfere with Project activities.

- **The Main Street Light-Industrial Edge.** The northwest boundary of the Project site faces Main Street, with development areas located on either side of Del Amo Boulevard. Main Street currently demarcates a boundary between the largely light industrial district to the west and non-industrial uses to the east. Project Development along this edge of the Project site would be mixed use, with residential and/or commercial uses. The existing uses in the vicinity of the Project site are not sensitive uses, and their on-site activities would not be interfered with due to the introduction of Mixed Use–Residential uses to the area.

#### **(c) Conclusions Regarding Impacts on the Land Use Pattern**

As described above, development on the Project site would not disrupt important linkages between existing districts surrounding the Project site. Further, the Project’s proposed uses would not place uses of a nature or proximity that would alter the character of the existing land uses surrounding the Project site. As such, Project development would not result in the division, disruption or isolation of an existing established community or neighborhood. Impacts would be less than significant.

At the same time, it may be noted that the proposed Project would be close enough to the off-site residential area to the south and southwest to potentially have some impacts on off-site residential development. Potential impacts resulting from this proximity are addressed in Sections IV.C, Aesthetics; IV.H, Noise; IV.G, Air Quality; and IV.B, Transportation and Circulation.

#### **(4) Impacts on the Sustainability of Existing Uses**

The Proposed Project would contribute up to 1,995,125 square feet of commercial space with a mix of retail, entertainment and hotel uses. This development would support commercial economic activity that would become part of a larger economic fabric in the areas surrounding the Project site. While the Proposed Project’s economic activity would contribute to the overall well being of the City and region, it would contribute to a competitive market framework which could potentially have an adverse economic effect at some competitive retail locations. Such economic effects could result in secondary impacts on the physical environment if they were to lead to abnormally high retail vacancies, abandoned, non-maintained buildings and/or a general deterioration. When this occurs, there can be affects on land use relationships in the area (i.e., aesthetics and security/safety). When these effects are substantial, they may potentially cause conditions generally referred to by terms such as “blight” or “urban decay.”

As described in the State CEQA Guidelines, Section 15131(a), “Economic or social effects of a project shall not be treated as significant effects on the environment. An EIR may trace a chain of cause and effect from a proposed decision on a project through anticipated

economic or social changes resulting from the project to physical changes caused in turn by the economic or social changes.... The focus of the analysis shall be on the physical changes.”

As the Proposed Project introduces a large amount of commercial retail development within a highly urbanized area, a study was undertaken to identify the proposed Project’s affects on the sustainability of existing retail areas within a 2.5- and 5-mile radius of the Project site (see Appendix J of the Draft EIR).<sup>27</sup> This report analyzed the Project’s potential impacts on the commercial activities within a 2.5-mile radius of the Project site (a typical area of effect for large-format grocery stores) and within a 5.0-mile radius (a typical area of effect for regional centers). As concluded in the study, within specific retail sectors, Project development would have a short-term negative effect upon existing retail uses within the market area served by the proposed Project. An adverse impact on vacancies and sales could occur, most likely in smaller, older retail centers. However, this impact would be alleviated in the mid-term (i.e., by 2020) as the local market grows and matures. The addition of the Project’s new retail activities would not likely cause any widespread, prolonged urban decay.

Further, the Economic Study also concluded that short-term vacancies and/or closures that may occur among the smaller, older retail stock could likely result in retail renovations or upgrades, an effect which would be beneficial to the City and its residents, or some of the space could transition from retail to non-retail uses, such as office or residential uses in response to market demands that are prevalent in the future.

Therefore, no districts are expected to fall into large-scale physical disrepair, unable to recover with natural increases in economic demand in the future. Impacts on the physical environment from Project induced vacancies or effects on sales would thus be less than significant.

#### **4. MITIGATION MEASURES**

As no significant land use impacts would occur, no mitigation measures would be necessary.

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<sup>27</sup> *Stanley R. Hoffman Associates, Inc., October 2005.*



## **5. CUMULATIVE IMPACTS**

### **a. Compatibility with Land Use Plans, Policies and Regulations**

The potential for cumulative impacts occurs when the impacts of a proposed project and the impacts of related projects together yield impacts that are greater than the impacts that would occur separately. The identified related projects within the City of Carson are subject to compliance with City regulations and subject to review by the City for compliance with the General Plan and its zoning regulations. It is reasonable to assume that future projects approved in the surrounding area would have been found, as part of their respective approval processes, to be in compliance with local and regional planning goals and policies. If a related project was found to be in conflict with applicable land use plans, policies and regulations, it is reasonable to assume that its approval would involve findings that the related development did not have adverse land use impacts or that mitigation measures were incorporated into the development to reduce potential land use impacts to less than significant levels. In any case, as described above, the proposed Project would be compatible with City policies, land use plans, and regulations. Therefore, the proposed Project would not contribute to a cumulative effect of multiple projects having adverse effects on the environment due to their incompatibility with regulatory requirements. Thus, cumulative impacts regarding the land use regulatory framework would be less than significant.

### **b. Impacts on the Existing Land Use Pattern**

A list of Related Projects is provided in Section III.B, Cumulative Development, Table 9 on page 117, with their locations identified on Figure 8 on page 119. The list includes a total of 36 related projects. These projects are diverse, varying in function, size, and location. As such, they would provide urban in-fill within the local area of each project, but would not comprise a major change in the land use patterns within the City or region.

None of the Related Projects are located in the immediate vicinity of the proposed Project; therefore, the proposed Project would not contribute with other projects to land use effects in the Project vicinity. The nearest related projects are located along Avalon Boulevard. These projects are located northeast of the I-405 Freeway, and would not have a nearby relationship to the proposed Project. Most of those related projects are fill projects in the area of the South Bay Pavilion, and contribute to the town center discussed above. Many of the related projects are located south of the Project site, in an area that is buffered from the Project site by the existing residential neighborhoods. Therefore, cumulative effects would not cause the division, disruption, or isolation of an existing established community or neighborhood.

**c. Impacts on the Sustainability of Existing Uses**

The analysis of the Project's impacts on the sustainability of existing uses, above, is based on a methodology that incorporates anticipated growth, inclusive of Related Projects. Such growth is combined with that of the proposed Project in estimating the amount of future retail services. Therefore, the impacts that have been conservatively attributed to the proposed Project are, in fact, cumulative impacts. As indicated above, within specific retail sectors, Project development is forecasted to have a short-term negative effect upon existing retail uses within the market area served by the proposed Project. It is further forecasted that this impact would be alleviated in the mid-term (i.e., by 2020) as the local market grows and matures.

**6. LEVEL OF SIGNIFICANCE AFTER MITIGATION**

Land use impacts prior to mitigation are less than significant. No mitigation measures are required.