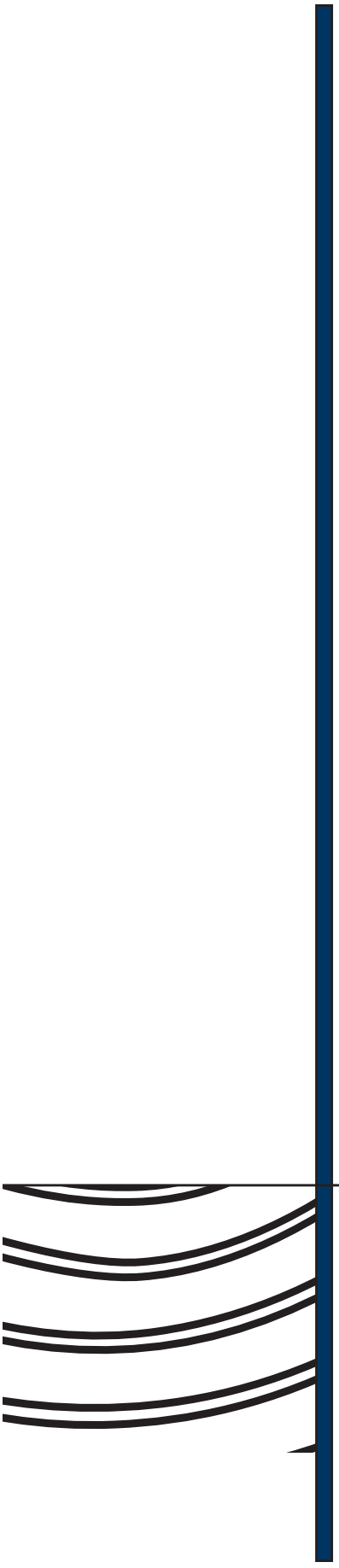

VI. Other Environmental Considerations

VI. OTHER ENVIRONMENTAL CONSIDERATIONS

A. SIGNIFICANT UNAVOIDABLE IMPACTS

Section 15126.2(a) and (b) of the CEQA Guidelines requires that an EIR identify the significant impacts of the Project as well as the Project's significant impacts that cannot be reduced to less than significant levels. With regard to these requirements, Project impacts can be categorized into the following three general categories: (1) impacts concluded to be less than significant; (2) significant impacts that are reduced to less than significant levels via mitigation; and (3) impacts that are significant after mitigation. Project impacts with regard to land use, hazards and hazardous materials, surface water quality, water and solid waste are less than significant. Project impacts with regard to geology and soils; fire protection, police, schools, parks, libraries, and wastewater are reduced to less than significant levels via mitigation. The following is a summary of those Project impacts that are concluded to be significant after mitigation:

1. Aesthetics

The conversion of the Project site from its current vacant state to a developed use causes a loss of spaciousness that contributes to the aesthetic quality of the Project site and its surroundings. This is a significant impact that cannot be mitigated. All other significant aesthetics impacts are reduced to less than significant levels via mitigation.

2. Traffic and Circulation

The Project would have the following significant impacts that cannot be mitigated to less than significant levels: (1) significant impact at the intersection of Figueroa Street & I-110 Northbound Ramps (Intersection No. 12) during the P.M. peak hour; (2) significant impact on four segments of the San Diego Freeway (I-405) and three segments of the Harbor Freeway (I-110); and (3) significant impact on public transportation. All other significant traffic and circulation impacts are reduced to less than significant levels via mitigation.

3. Air Quality

The Project would have the following significant impacts that cannot be mitigated to less than significant levels: (1) significant impact with regard to regional and localized emissions during Project construction; (2) significant impact with regard to regional air quality during operations; (3) significant impact with regard to regional air quality due to concurrent construction and operations; and (4) significant impact with regard to localized emissions of PM10 to the future on-site residents during Project operations. All other significant air quality impacts are reduced to less than significant levels via mitigation.

4. Noise

The Project would have significant noise impacts after mitigation during construction. All other significant noise and vibration impacts are reduced to less than significant levels via mitigation.

5. Secondary Impacts

In addition to the Project's direct significant impacts, implementation of the Project's mitigation measure would have impacts at off-site locations. These impacts are discussed in Section VI.C, below. As indicated, implementation of the off-site mitigation measures would have significant impacts during construction and operations.

B. SIGNIFICANT IRREVERSIBLE IMPACTS

Section 15126.2(c) of the CEQA Guidelines requires that an EIR evaluate significant irreversible environmental changes that would be caused by implementation of a proposed project to ensure that such changes are justified. Irreversible changes include the use of nonrenewable resources during the construction and operation of a project to such a degree that the use of the resource thereafter becomes unlikely. A significant environmental change can result from a primary and/or secondary impact that generally commits future generations to similar uses. Irreversible environmental change can also result from environmental accidents associated with the project.

Construction of the proposed Project would require the use of nonrenewable resources, such as wood, the raw materials in steel, metals such as copper and lead, aggregate materials used in concrete and asphalt such as sand and stone, water, petrochemical construction materials such as plastic, and petroleum based construction materials. In addition, fossil fuels used to power construction vehicles would also be consumed.

Operation of the proposed Project would involve the ongoing consumption of nonrenewable resources, such as electricity, petroleum-based fuels, fossil fuels, and water, which are commonly consumed in the existing surrounding urban environment. Energy resources would be used for heating and cooling of buildings, lighting, and transporting of patrons to and from the Project Site. Operation of the Project would occur in accordance with Title 24, Part 6 of the California Code of Regulations, which sets forth conservation practices that would limit the amount of energy consumed by the Project. Nonetheless, the use of such resources would continue to represent a long-term commitment of essentially nonrenewable resources. Operation of the Project would also result in an increased commitment of public maintenance services such as waste disposal and treatment as well as an increased commitment of the infrastructure that serves the Project site.

The limited use of potentially hazardous materials contained in typical cleaning agents and pesticides for landscaping, would occur on the site. Such materials would be used, handled, stored, and disposed of in accordance with applicable government regulations and standards, which would serve to protect against a significant and irreversible environmental change resulting from the accidental release of hazardous materials.

The commitment of the nonrenewable resources required for the construction and operation of the Project would limit the availability of these resources and future development of the Project site with other uses during the life of the Project. However, due to the prior use of the major portion of the Project site as a landfill and the presence of hazardous materials in its underlying soils, postponement of the use of the property to a future time would not provide remediation of the property or assure a better future use. In addition, the use of such resources as building materials and energy for operation would be of a relatively small scale in relation to the Project's fulfillment of DTSC remediation goals and the City's development goals for the area. As such, the use of such resources would not be considered significant.

B. GROWTH-INDUCING IMPACTS

1. Introduction

CEQA Sections 15126(d) and 15126.2(d) require that an EIR discuss the ways in which a project could foster economic or population growth or the construction of additional housing, either directly or indirectly, in the surrounding environment. Growth can be induced or fostered in several general ways listed as follows:

- Direct growth associated with a project;
- Creation of demand not satisfied within a project;

- Creation of surplus infrastructure capacity not utilized by a project; and
- Creation of capacity by an agency not required by a project.

Examples of growth-inducement are the removal of obstacles to population growth, such as the expansion of a major wastewater treatment plant that would allow more development in a service area, or construction of new roads and highways that would provide access to areas that were previously inaccessible. In addition, some projects may encourage and facilitate other activities that could significantly affect the environment, such as creating the demand for goods and services not previously available in an area. Relative to the Project, each of these general categories is described under separate subtitles below.

2. Direct Growth Associated with the Project

The proposed land uses, related facilities and the respective populations that directly utilize them represent an increment of direct on-site growth. Such growth would add approximately 1,550 residential units (1,150 for-sale units and 400 rental residential units), a 300-room hotel, and 1,995,125 square feet of commercial floor area on the 168-acre Project site. The Project would generate/support a population increase of approximately 6,969 persons, which would be within SCAG's forecasted growth of 15,887 persons between 2005 and 2010 within the South Bay Cities Subregion, comprising 44 percent of the growth. It is also well within the range of growth, 53,400 persons, that is expected between 2005 and 2020, comprising 13 percent of the growth. The Project site is an in-fill Project within a larger metropolitan area. Its development would serve growth which is on-going and anticipated in the Southern California area and the South Bay Cities Subregion in particular.

This increment of direct growth has been the subject of each of the analyses of Project impacts upon the various environmental categories presented in Section IV, Environmental Impact Analysis, of this Draft EIR. The impacts of Project implementation would include effects on or from land use, traffic and circulation, parking, visual resources, hazards and hazardous materials, geology, surface water quality, air quality, noise, public services, and utilities. Further, the Section IV analyses identify other related project growth that is already occurring within the Project vicinity due to on-going growth in the area and accounted for the cumulative effects of these projects on the environment in conjunction with the proposed Project.

Therefore, the impacts of direct growth on the physical environment is accounted for in Section IV of this Draft EIR; and the direct growth attributable to this Project would not be classified as induced growth beyond expected levels in the region or the subregion.

3. Creation of Demand Not Satisfied Within the Project

The Project's resident and employee populations may produce demand for goods, services or facilities not directly provided or satisfied within the proposed Project. For example, the Project's residents and employees would generate new demand for goods and services such as specialty retail, grocery, entertainment, banking, medical, and other commercial services that may only partially be provided within the Project. Notwithstanding, the Project's potential impacts on off-site demand, particularly at the local level, would be eased by the Project's mixed-use design. The potential demand of site residents for goods and services would be substantially served by the on-site commercial facilities. At the same time, a portion of the demand for housing in the City could be accommodated by the Project's residential component.

The Project site is surrounded by a broad urban area, which currently provides a range of goods and services. The larger area provides a complex network of housing, employment and commercial opportunities. The employment base is regionally oriented. Parts of the on-site resident and employee populations are expected to seek employment and housing, respectively, in areas surrounding the Project site and at greater distance, just as existing off-site residents and employees should be expected to seek employment or housing within the Project. Such locational decisions are considered by SCAG in the preparation of their forecasts.

Further, both the residential and the commercial components are consistent with SCAG's subregional projections, and would help to absorb existing demand, rather than create new demand. The potential effect of the Project's effect on commercial development in the area has been addressed in the "Carson Marketplace, City of Carson, Retail Impact Study," Appendix J of the Draft EIR. That study concluded that 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. The study also forecasted that this impact would be alleviated in the mid-term (i.e., by 2020) as the local market grows and matures. Therefore, it can be concluded that the Project would tend to be a disincentive to some of the growth of new retail activity rather than inspire it.

The need for new housing in the region has been documented in the SCAG and City regional housing needs assessments. As discussed above, Project housing and population are within the SCAG forecasts for the South Bay Cities Subregion. It may also be noted that the SCAG projections for the Subregion, and for the City as well, indicate that employment opportunities between 2005 and 2010 are growing at a much faster rate than housing opportunities. For example, the Subregion ratio of jobs to housing in 2005 is 1.4. The ratio of the increase is 9.6. Likewise, for the City, the 2005 ratio is 3.43 and the 2005 to 2010 increase is 10.4. Hence, the demand for housing will increase notably in the future.

Therefore, the mix of Project uses and Project generated residential, employment, and commercial population would not be considered growth inducing. The Project would not provide uses that are not otherwise already occurring in the area as part of the overall anticipated growth pattern, but rather provide a mixed use development that provides for some demand to be met internally, and the Project would absorb, and therefore minimally reduce anticipated demand, rather than create new demand.

The Project would also cause an increase in the demand for public services that could indirectly induce off-site growth in service facilities, if the existing supply of such public services in the area were not adequate to provide for the Project's residents and employees. Service agencies in the area are already providing, subject to mandates and funding, improvements in services to meet the needs of on-going, anticipated growth. These improvements can often require the provision of new physical facilities whose development can have impacts on the physical environment. The Project's large scale and unique operating characteristics (e.g. large number of residential units, large public visitor /shopping areas, etc.) would cause the Project to be a contributor to the growing demand for public services.

Section IV.I of this Draft EIR analyzed the Project's impacts on public services. The analysis identified potentially significant impacts of the Project on police, fire, park, school and library services. Each of the analyses identified mitigation measures to reduce impacts to levels that would be less than significant. The mitigation measures were intended to off-set Project impacts. They require a variety of on-site improvements and in some cases payment of funds that would be used to enhance services. At the discretion of the service agencies, these funds may be used to provide new facilities whose construction would have impacts on the physical environment. For example, the Project's demand and payment of fees may contribute to the development of new parks in the area or a new fire station. The potential impacts of such improvements are discussed in Section VI.C, Potential Secondary Effects. As described therein, such improvements would not be expected to have long term significant impacts on the physical environment, or short-term significant impacts from construction, except as follows: construction of off-site park facilities may have a significant noise impact on adjacent sensitive uses (although such impact may be avoidable through appropriate design) significant short-term regional air quality impacts during the construction of these facilities to the extent that these impacts occur concurrent with peak or near peak on-site construction activities, and noise impacts during construction to the extent that sensitive receptors are located in proximity to the locations of the park improvements.

To the extent that new physical facilities are developed to meet the Project's demand for public services, the development of facilities would likely be sized to meet demands greater than just that of the Project. For example, some service facilities, e.g. fire stations are built to meet area-wide needs, rather than on a project by project basis. To the extent facilities exceed the needs of the Project, the excess capacity in many cases may be needed to meet existing short-

falls in the preferred levels of service, and in some cases may be used to support further growth in the area. In such cases, the excess demand would be considered growth inducing. However, such incentive to growth would be short-term as the small increments of additional capacity would be quickly consumed by otherwise anticipated development. Further, such excess capacity could factor into people's decision to locate in an area, but would not be considered sufficient to notably alter regional growth patterns which are otherwise occurring, and are currently anticipated in SCAG projections.

4. Creation of Surplus Infrastructure Capacity not Utilized by the Project

The area surrounding the Project site is currently developed with water, wastewater, power, natural gas, telephone, and transportation infrastructure. As discussed in Section IV.J, Utilities, the Project's demand for water, sewer and solid waste services would be met through existing facilities and/or improvements otherwise planned to meet regional growth. However, at the time site plans for the Project are submitted to the utility providers, additional facilities may be required, e.g. additional off-site water lines, or an electrical substation. The provision of new utilities in an efficient manner would likely require sizing of improvements to meet the needs beyond any single project. Further, mitigation measures recommended for the Project's traffic impacts in Section IV.C are required to address the Project's traffic impacts. Implementation of those mitigation measures would add additional lanes and turning movements at the impacted intersections. Such improvements increase roadway capacity. As this capacity may be greater than that needed to offset the Project's impacts at that particular intersection, the capacity that is in excess of what is need to address the Project's impacts may be considered growth inducing as increases in traffic can occur through the intersection without degrading the intersection's level of service. Further, the proposed reconfiguration and improvement of the I-405 interchange at Avalon Boulevard would be triggered by the Project to improve mobility with regard to freeway access, to and from Avalon Boulevard. It would increase capacity of the existing ramp system to meet the demand of the Project as well as demand from population in the area. To the extent that these utility and transportation improvements would serve additional development in the Project area, beyond that required by the Project, the excess capacity would be considered growth inducing.

However, as noted in the discussion of services above, such excess capacity would add small incremental improvements to an existing system, which would accommodate a small amount of additional growth that is otherwise on-going, and anticipated. Furthermore, the new infrastructure that would be implemented for the Project would occur within the existing infrastructure network. It would not open new areas for development, whose development is only precluded by the need for an expanded infrastructure network. Thus, improvements to infrastructures systems would, therefore, support small increments of additional growth, that would occur over the near-term horizon.

5. Creation of Capacity by an Agency Not Required by the Project

In considering the infrastructure needs of the Project, public agencies could increase infrastructure capacity under their jurisdictions beyond that required by the Project in order to achieve economies of scale. Such agencies may look longer term, and beyond the services required by this Project, or needs otherwise described above. According to the discretion of the public agencies, new facilities, which would be sized larger than the requirements of the Project, may be intended to provide more efficient service to existing users, in which case, such construction would not be considered growth-inducing. However, public agencies may also choose to create additional capacity in infrastructure in anticipation of future growth, in which case, such development would be growth-inducing. However, it is not anticipated that the public service agencies would seek to create additional capacity, beyond that required for currently anticipated growth.

6. Conclusions Regarding Growth Inducing Impacts

As discussed above, the proposed Project is a component of anticipated, on-going regional growth. Further, the Project does not include features that would notably cause new growth not otherwise anticipated that would cause substantial increases in population. While the Project would consist of a mix of uses that would be attractive for potential future residents as well as retail, restaurant and entertainment uses, the Project would also capture a large portion of the existing demand for such uses in the area. Some additional capacity in existing service and utility systems beyond that required by the Project may be created. Such additional capacity would be considered growth inducing impacts. However, such capacity would be short-term, would add only small incremental enhancements to existing systems, and would not create a new capacity that would open new areas for development. Therefore, these impacts would not be substantial in nature and thus, are concluded to be less than significant.

C. POTENTIAL SECONDARY EFFECTS

1. Introduction

Section 15126.4(a)(1)(D) of the CEQA Guidelines requires that, "If a mitigation measure would cause one or more significant effects in addition to those that would be caused by the project as proposed, the effects of the mitigation measure shall be discussed but in less detail than the significant effects of the project as proposed." Therefore, the following analysis is provided to identify the extent of potential secondary, off-site impacts associated with the Project.

Most of the Project mitigation measures are intended to address the environmental impacts of proposed development within the Project site in a manner that would reduce the level of Project impacts. These measures have been discussed, and their effects on Project impacts have been noted in the analyses for each of the environmental topics in Section IV of the Draft EIR. These measures would have no off-site effects other than reducing the impact they were aimed at.

However, some mitigation measures clearly identify the need for off-site improvements, and some mitigation measures create a condition under which additional off-site improvements could occur. Mitigation Measures C-3 through C-14 require roadway improvements at 12 intersections in the Project area. Mitigation Measure C-15 limits Project development, based on anticipated improvements to the I-405 ramps on Avalon Boulevard. Development of the ramps is being pursued by the City as a separate project that would serve as an off-site improvement for the Carson Marketplace project. As a separate project, the I-405 ramp improvements at Avalon Boulevard would be subject to its own environmental review. Because of the importance of this improvement relative to area circulation patterns, the Project's traffic analysis incorporates the assumption that the ramp improvements would be implemented concurrently with the proposed Project.

In addition, there are several mitigation measures that establish requirements that could lead to off-site improvements that would have secondary impacts on the physical environment. Specifically, Mitigation Measure I.1-13 requires the Applicant to fund its fair share of fire service improvements, which may take the form of a new fire station at an off-site location. Mitigation Measure I.4-1 requires the Applicant to meet park and recreation requirements sufficient to meet a standard of three acres per 1,000 population that could be met through the provision of on-site space, on-site improvements and/or the payment of in-lieu fees. If in-lieu fees are paid, they may be used for the purchase of new parks or the construction of additional facilities at existing parks. Mitigation Measure I.5-1 requires the payment of library fees in order for facilities to be expanded to meet Project needs. Mitigation Measures J.1-3 (regarding water service), J.1-8 (regarding fire flow), J.2-2 (regarding waste water), and J.2-4 (regarding reclaimed water) address the provision of utility lines to the Project site. Specific off-site improvements have not been identified at this time, but may be required upon final site plan review. Further, it is expected that off-site work would be required to connect to the infrastructure main lines in the Project area, especially in regard to a tie-in to the existing recycled water system infrastructure.

All of the mitigation measures identified above can be grouped into four categories of off-site improvements for the purposes of analyzing their potential impacts. The four categories area s follows:. (1) intersection improvements, (2) provision of the new Avalon Boulevard ramps to the I-405 freeway, (3) public service facilities, and (4) utility improvements.

2. Off-site Impacts of Intersection Improvements

To facilitate an understanding of the potential impacts of the Project's traffic mitigation measures the following is a restatement of the intersection mitigation measures set forth in Section IV.C, Transportation and Circulation:

- Mitigation Measure C-3, Vermont Avenue and Del Amo Boulevard (Intersection No. 5), would require the re-striping of the westbound departure lanes to shift northward. The improvement would require moving the median island southward on the east leg of the intersection, but would be feasible within the existing right-of-way

- Mitigation Measure C-4, Hamilton Avenue & Del Amo Boulevard (Intersection No. 6), would require the installation of a traffic signal and re-striping the northbound approach to provide a right-turn lane. These improvements are feasible within the existing right-of-way.

- Mitigation Measure C-5, Figueroa Street & Del Amo Boulevard (Intersection No. 7), would require would require re-striping on the southbound approach; moving the median island southward and re-striping to provide the additional left-turn lane on the westbound approach; and re-striping the eastbound approach lanes. Also, the westbound departure lanes would be re-striped to shift northward. These improvements are feasible within the existing right-of-way.

- Mitigation Measure C-6, Main Street and Del Amo Boulevard (Intersection No. 8), would require and re-striping all four approaches and moving the median islands. Improvements would require roadway widening from the Project site on the east side of the Main Street, north and south of Del Amo Boulevard. The improvements would also require removal of existing underutilized curb-side parking along the west side of the north leg and the east side of the south leg.

- Mitigation Measure C-7, Hamilton Avenue & I-110 Southbound Ramps (Intersection No. 11), would require re-striping the southbound approach. The improvement is feasible within the existing right-of way.

- Mitigation Measure C-8, Figueroa Street & I-110 Northbound Ramps (Intersection No. 12) could require a combination of partial widening on the west side of the north leg of the intersection, along with modifying the median islands and re-striping the lanes on both the north and south legs to shift them easterly;

and re-striping on the eastbound approach to provide for the addition of a right-turn lane. These improvements are feasible within the existing right-of-way.

- Mitigation Measure C-9, Figueroa Street & Torrance Boulevard (Intersection No. 15), would require moving the median islands and re-striping the lanes on the north and south legs of the intersection. The improvement would also require removal of existing curb-side parking along the east side of the north leg. This improvement is feasible within the existing right-of-way.

- Mitigation Measure C-10, Main Street & Torrance Boulevard (Intersection No. 16), would require restriping of the roadway and is feasible within the existing right-of-way.

- Mitigation Measure C-11, Vermont Avenue & Carson Street (Intersection No. 22), would require re-striping the westbound departure lanes and possible removal of the existing curb-side parking provided on the north side of the west leg to about 350 feet west of the intersection. This parking is currently prohibited during peak periods.

- Mitigation Measure C-12, Figueroa Street and Carson Street (Intersection No. 23), would require moving the median island and re-striping on the north leg of the intersection. The improvement would also require removal of existing curb-side parking along the west side of the north leg. This improvement is feasible within the existing right-of-way.

- Mitigation Measure C-13, Main Street & Carson Street (Intersection No. 24), would require the removal of the median islands on the east and west approaches and re-striping on the east and west legs of the intersection.

- Mitigation Measure C-14, Avalon Boulevard & Carson Street (Intersection No. 25), would require dedication and possible reduction or removal of median island and roadway widening on the west side of the north leg of the intersection; dedication and possible reduction or removal of median island and roadway widening on the north side of the east leg of the intersection; dedication and possible reduction or removal of the median island and roadway widening on the east side on the south leg of the intersection; and dedication and possible reduction or removal of the median island and roadway widening on the south side on the west leg of the intersection.

These improvements are not, feasible within the existing right-of-way and would require acquisition or roadway widening of right-of-way from adjacent parcels. The adjacent land uses include the Carson City Hall on the northeast corner of the intersection and commercial uses on the remaining three corners of the intersection. The necessary width can be obtained adjacent to City Hall on the north side of Carson Street through reduction of a portion of the existing landscaped area, allowing construction of the right-turn lane on the westbound Carson Street approach. Information from the City of Carson indicates that the parcels on the southeast and northwest corners may redevelop, at which point it may be possible to obtain the necessary right-of-way on the east side of Avalon Boulevard south of Carson Street and on the west side of Avalon Boulevard, north of Carson Street, allowing construction of the right-turn lanes on the northbound and southbound Avalon Boulevard approaches.

Implementation of these mitigation measures would require minor construction activities at each of the mitigated intersections identified above. Proposed improvements would consist of relocated medians and roadway widening that would require the demolition of existing pavement and curbs, clearing and grubbing of vegetated areas, the laying of roadbed and new pavement, the construction of new curbs and sidewalks. Related re-striping of roadways would involve removal of the old striping by sandblasting, if necessary, and then provision of new striping. All of this work would be done at the near surface, without a need for deep excavation.

Some of the roadway modifications may also include installation or modification of traffic signals required, with a combination of new signage, controller cabinets, poles, mast arms, detectors, and/or signal heads. In addition, the modifications could involve relocation of existing utility features, storm drains, signage, planters, streetlights etc.

The intersection improvements identified above would offer enhanced traffic flows and would otherwise operate under the same general conditions that occurred prior to implementation of the improvements. The air quality and noise analyses presented in Section IV of this Draft EIR address the potential impacts at those locations where potential impacts are most likely to occur. As such, no further analysis is required. Through compliance with existing regulations, all other potential impacts associated with long-term operations of these improvements are addressed and result in less than significant impacts. However, construction of these intersection improvements would have short-term construction impacts on several of the environmental issues that are analyzed in Section IV of this Draft EIR. Foremost among these topics are air quality and noise. To the extent that these intersection improvements occur concurrent with peak or near peak on-site construction activity, the construction of these intersection improvements would incrementally add to the Project's significant impact on regional air quality emissions. Localized air quality impacts are not anticipated to be significant since the magnitude and location of the construction (including earthwork) of these intersection improvements would not

be of a sufficient magnitude to cause or contribute to the Project's impacts. To the extent that sensitive noise receptors are located within proximity of these intersection improvements, the construction of these improvements may cause significant short-term noise impacts.

Construction of these improvements would also have impacts on traffic at the indicated intersections. For example, in some cases the construction of the intersection improvements would disrupt intersection operations and/or create congestion. However, such impact would be short-term and mitigated via standard, work management procedures for reducing travel impacts during construction; and would therefore be less than significant. Disruptions to traffic flows could also cause impacts on emergency access for fire and police services. Such disruptions would also be short term and reduced through the implementation of the work management procedures. These impacts would also be further reduced through coordination with the service providers; and again would be less than significant.

Construction impacts associated with the physical changes at the intersections would be limited. Impacts on geology/soils, hydrology, and hazards would be addressed through compliance with regulations that control construction activities that maintain the integrity of the infrastructure and protect the public. Likewise, if utilities should require relocation at any of the indicated intersections, standard engineering practices would be followed. Compliance with existing regulations and standard construction practices would avoid significant impacts relative to this group of environmental issues.

Construction impacts on the remaining environmental issues analyzed in this EIR would be minor, and less than significant. Specifically, there would be no impacts on land use or public services, i.e. schools, libraries, parks, police or fire services, except in regard to emergency access, as discussed above. Changes to the aesthetic setting during the construction of these improvements would be apparent due to equipment and debris, but not cause a substantial change in aesthetic conditions, and again would be of short duration. Thus, impacts with regard to this set of issues would also be less than significant.

3. Off-site Impacts of the Avalon/I-405 Ramp Improvements

Mitigation Measure C-15 requires that no Certificate of Occupancy shall be issued for commercial development in District 2, or for commercial development in Districts 1 and 3 that is greater than the amount of commercial development shown in the Applicant's Conceptual Plan, (i.e., 150,000 square feet and 50,000 square feet, respectively) prior to the completion of the I-405 ramp improvements at Avalon Boulevard. While this mitigation measure does not directly require physical changes to the environment, the actual implementation of the ramp improvements would result in a range of potential impacts to the physical environment, and as such warrant acknowledgment in this Draft EIR. It is important to note that the implementation of the ramp improvement program is being pursued by the City as a separate Project that will be

subject to its own environmental review. That review will be conducted in accordance with all applicable requirements including identifying mitigation measures to reduce potential significant impacts, as necessary. At this time only a conceptual design for the ramp improvements is available. Based on this conceptual design, the proposed interchange improvements include the following: (1) the extension of Lenardo Drive; (2) realignment and reconfiguration of the I-405 southbound on/off-ramps that currently intersect with Avalon Boulevard; (3) a new I-405 southbound on-ramp on the east leg of the new Avalon Boulevard/Lenardo Drive intersection, and (4) reconfiguration of the I-405 northbound off-ramp to allow left-turn movements to southbound Avalon Boulevard.

Implementation of these new roadways would require physical widening and realignment of the existing ramps, with construction of a bridge over the Torrance Lateral, as well as modifications to structural elements necessary to accommodate the anticipated improvements. Structural work would be required on the I-405 bridge over Avalon Boulevard, with modifications to the bridge and its supports. Structural work would also be required on the bridge over 213th Street to accommodate the proposed southbound on-ramp improvements. While it is anticipated that all potential environmental impacts associated with these ramp improvements would be mitigated to less than significant levels, the absence of sufficient details regarding the actual design requires the conservative conclusion that implementation of the ramp improvement program would result in potential significant impacts on the environment.

4. Off-site Impacts of New Public Service Facilities

Mitigation Measures I.1-13, I.1-14 and I.5-1 require the Applicant to fund its fair share of public service improvements. Such funding could result in the construction of new a fire station; new park space, or additional facilities at an existing park or additional facilities at the Carson Library. Any such infrastructure improvements would become projects of the implementing agencies. It is also anticipated that these improvements would be developed per standard design guidelines of those agencies; and would likely be subject to CEQA review. For the purposes of this analysis, at this time it is unknown how or where these improvements might occur. However, there is a potential for the location of such facilities adjacent to sensitive populations, such as residential areas or schools. Provided below is an overview of the impacts that could occur with the addition of new public service facilities.

Potential Fire Station

The development of a fire station within the Project area would be typical of fire stations located throughout the City of Carson. As an essential public service, it is anticipated that such a facility would be an acceptable land use that would occur, if actually constructed, without altering existing land use patterns. Furthermore, it is also anticipated that a fire protection facility would be a relatively small structure, designed pursuant to standard practices for

appearance and landscaping. As a result, aesthetic impacts would be less than significant. The new fire protection facility, if one is constructed, would generate very few vehicle trips, and those that it did generate would be, to some extent, a shift of trips on the transportation network from other locations. Thus, transportation impacts would be less than significant. Furthermore, the new facility would be developed in accordance with all engineering, building and safety standards to avoid potential hazards and to reduce potential geotechnical and hydrology impacts to less than significant levels. The operation of the facility would not have notable impacts on air quality and noise impacts, except for possible adverse affects of sirens, would similarly be less than significant. Such occurrences, on an occasional emergency basis are anticipated and considered acceptable for public safety. Construction of the fire station would enhance the quality of fire protection services offered and not have adverse affects on other public services. Utility service would be provided in accordance with standard practice and with the imposition of standard mitigation measures, impacts would be reduced to less than significant levels.

Construction impacts would be limited to those that would be expected with the development of a stand alone building. To the extent that construction occurs in proximity to sensitive receptors, significant impacts relative to noise could occur, although these impacts are not anticipated to be additive to those of the Project due to distance and presence of intervening structures between the Project site and the location of the new facility. To the extent construction of this facility occurs concurrent with the Project, regional air quality emissions would be slightly increased over the significant levels noted for the Project. However, localized air quality impacts are not anticipated to be significant since the magnitude and location of the construction (including earthwork) would not be of sufficient magnitude to cause or contribute to the Project's impacts. Other construction impacts via compliance with applicable regulations would be less than significant.

Potential Park and Library Improvements

Development of park and recreation facilities, as well as libraries, are typically considered neighborhood amenities and encouraged in land use planning, as important community resources. By providing open space and landscaping, parks offer relief from development, and are typically considered attractive environmental features. Structural facilities, when they are present within park sites, are typically elements of a larger site, and are integrated into the site design. Libraries tend to be conservative in their design and would not detract from the aesthetics of their surroundings. Therefore, the impacts of new park and library facilities on aesthetics would be less than significant. Vehicle trips associated with these facilities generally occur during non-peak travel periods. Furthermore, these vehicle trips are accounted for in the trip generation rates for the Project's residential uses and thus would not generate traffic impacts beyond those identified in Section IV.C., Transportation and Circulation, of this Draft EIR. Therefore, these uses would not cause significant impacts beyond those associated with the proposed Project. New park and library facilities would also be developed in accordance with all

engineering, building and safety standards to avoid potential hazards and to reduce geotechnical and hydrology impacts to less than significant levels. As these facilities would not generate traffic volumes greater than those identified in Section IV of this Draft EIR, regional air quality impacts associated with the operations of these facilities would be less than significant. Local air quality impacts for the Project are less than significant, as would be the local air impacts associated with the park and library trips. Libraries by their nature tend to sensitive to noise, so it is not anticipated that there would be operational noise impacts due to potentially expanded library facilities. However, noise from park facilities could result in a significant impact if there are sensitive uses located in close proximity to the new park facilities. However, it is anticipated that such impacts would be addressed via the design of the facilities. Notwithstanding, it is conservatively concluded that the creation of new off-site park facilities, should such facilities be actually constructed, could result in significant noise impacts if the new park facilities are located immediately adjacent to sensitive uses. Impacts of parks on and libraries on public services are less then significant as both types of improvements offer direct enhancements to the quality of public services, although they may result in incremental, and less than significant impacts with regard to increased demand for police and fire protection services. Utility services for parks and libraries would be provided in accordance with standard practices and with the imposition of standard mitigation measures, impacts would be reduced to less than significant levels.

Construction impacts for park and library facilities would be limited to those that would be expected with the typical development of such uses. To the extent that construction occurs in proximity to sensitive receptors, significant impacts relative to noise could occur. To the extent construction occurs concurrent with the Project, regional air quality emissions would be slightly increased over the significant levels noted for the Project. However, localized air quality impacts are not anticipated to be significant since the magnitude and location of the construction (including earthwork) would not be of sufficient magnitude to cause or contribute to the Project's impacts. Other construction impacts (i.e., geotechnical, hydrology, hazardous materials, etc.) would be reduced to less than significant levels via compliance with applicable regulations.

5. Off-site Impacts of Utility Connections

Mitigation measures J.1-3 (regarding water service), J.1-8 (regarding fire flow), J.2-2 (regarding waste water), and J.2-4 (regarding reclaimed water) address the provision of utility lines to the Project site. These measures require site plan review and final identification of connections to the existing infrastructure network in the Project vicinity. Depending on final design, it may be necessary to add new infrastructure connections to the water and sewer lines located in Main Street and Del Amo Boulevard. The service agencies have indicated that other off-site infrastructure, such as by-pass lines are not anticipated at this time. However, upon final review they may require additional line improvements. Further, the Project site may connect to a

reclaimed water system. The nearest reclaimed water line location is on the northern side of the I-405 Freeway and Dominguez Channel.

The implementation of connections between the Project site and these off-site utility lines would involve minor, short-term construction activities. It would require trenching in the streets, making the connections, backfilling of the trenches, and repaving the roadways. If other line work is required, although not currently expected, the construction process would be similar, but more extensive street paving could be required. Some roadway trenching would also be required along Del Amo Boulevard adjacent to the Project site.

Impacts of all of these activities would be similar to those described for the intersections above. Upon completion of construction activities, roadways would be restored to their former operating characteristics. During construction, temporary, short-term construction impacts on air quality, noise, and transportation would result from the surficial excavation, shallow trenching, and paving activities. These impacts would occur from construction activity within the roadways, and the operations of heavy equipment such as backhoes and jackhammers. The impacts would be typical of such activities encountered regularly in urban areas and would be of extremely short duration

In addition, there may be additional impacts associated with connecting the Project site to the existing reclaimed water system. Within the Project area, the reclaimed water system currently extends to the Goodyear Blimp site. Thus, the line would need to be extended southward along Main Street and easterly on Del Amo Boulevard before it would connect to the Project site. A design for this extension has not been completed. As such, impacts with the extension of this line to the Project site would be the same as those described above.