



III. CORRECTIONS AND ADDITIONS TO THE DRAFT EIR

III. CORRECTIONS AND ADDITIONS TO THE DRAFT EIR

INTRODUCTION

Corrections and Additions to the Draft EIR are a function of the comments received on the Draft EIR during the public review period of November 1, 2005 through December 15, 2005. Comments were provided by Agencies, the general public, and members of the Planning and Public Works Commissions. Where comments resulted in additional study or modification of information contained in the Draft EIR this information is presented as a Correction and Addition to the Draft EIR. The Corrections and Additions section provides a means by which the corrections and changes in the Draft EIR are presented in one place.

II. PROJECT DESCRIPTION

- a. Volume I, Section I, Subsection 9.4.a, Hazards and Hazardous Materials, page 31, first paragraph. The first sentence is replaced with the following:

“The remediation of the 157-acre landfill is being implemented in compliance with the approved Final Remedial Action Plans (RAPs).”

- b. Volume I, Section II., Project Description, page 72, fourth paragraph. The third (last) sentence is replaced with the following:

“The two RAPs are discussed further below.”

- c. Volume I, Section II., Project Description, page 73, first paragraph. Replace the entire paragraph with the following:

“The proposed Project is predicated upon the remediation of the Project site and contemplates the subsequent development of urban uses.”

- d. Volume I, Section II., Project Description, page 73, after the first paragraph. Delete the subheading “a. Urban Land Use Development.”

- e. Volume I, Section II., Project Description, page 82, 3rd paragraph. Replace the first sentence with the following:

“The Project site would be accessed at seven points. Two access points would occur on Main Street (at the northern and southern Project edges), four access

points would occur along Del Amo Boulevard (with access on the northern and southern sides of the street at Stamps Drive and access on the north and south sides of the street between Main Street and Stamps Drive), additional access the Avalon Boulevard/I-405 interchange.”

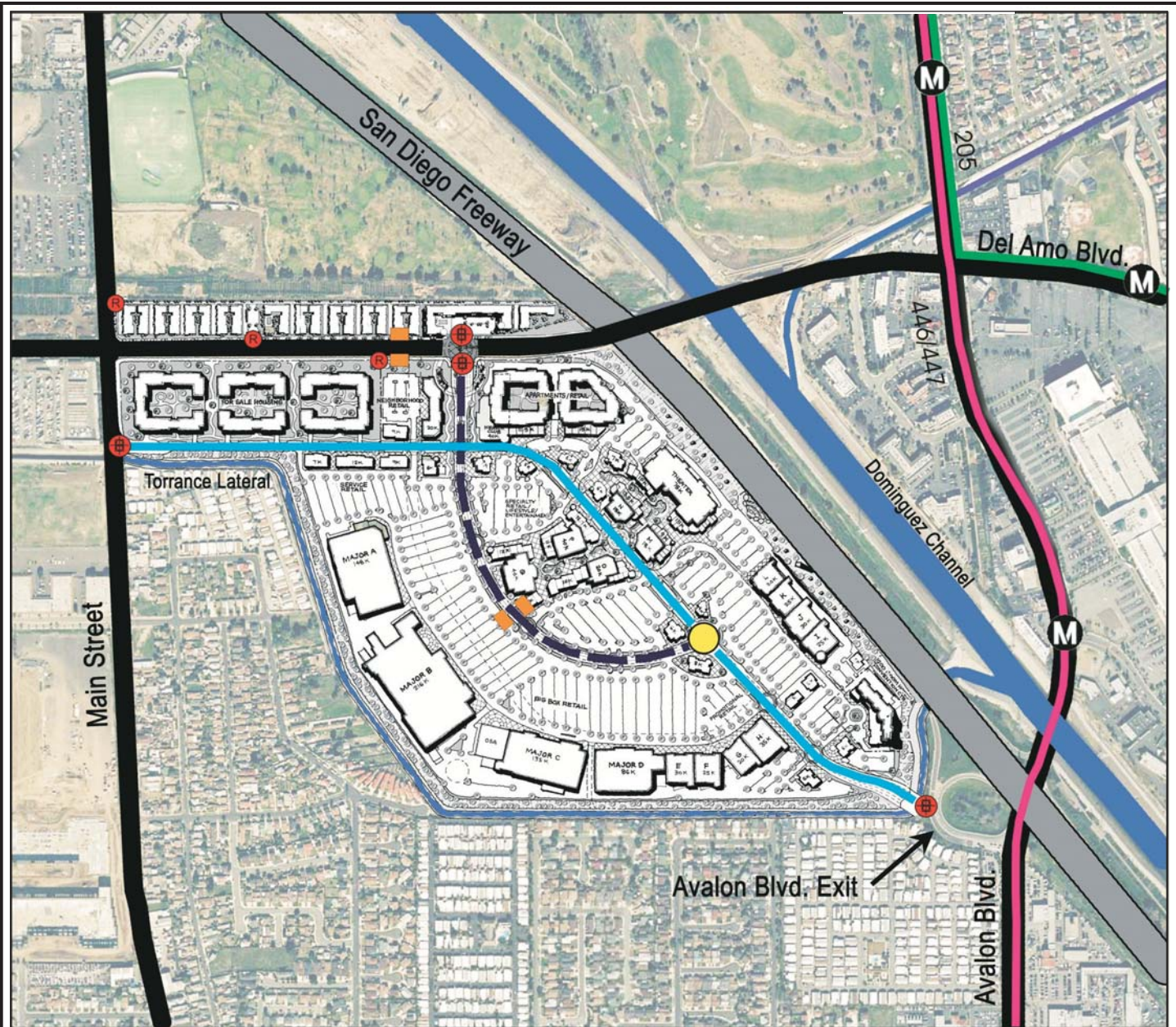
- f. Volume I, Section II., Project Description, page 86, Figure 5. Replace Figure 5, Vehicular Circulation Plan, with the revised Figure 5, as shown on page 106.
- g. Volume I, Section II., Project Description, page 90, Figure 7. Replace Figure 7, Landscape Plan, with the revised Figure 7, as shown on page 107.
- h. Volume I, Section II., Project Description, page 97, top of page. Re-designate the heading to read “E. SITE REMEDIATION.” Replace the first sentence under the heading with the following:

“The proposed Project will be developed following the remediation of the former landfill on the 157-acre portion of the Project site that is located south of Del Amo Boulevard in compliance with the Final Remedial Action Plans (RAPs).”

- i. Volume I, Section II., Project Description, page 99, heading between the first and second paragraphs. Re-designate the heading to read “F. PROJECT CONSTRUCTION AND SCHEDULE.”
- j. Volume I, Section II., Project Description, page 99, second paragraph. Replace the paragraph with the following:

“Construction and occupancy of the proposed Project is anticipated to be completed by the end of 2010. The Carson Marketplace Project will be developed following the site remediation work pursuant to the RAPS for the site as approved by and subject to the oversight of the DTSC. Following implementation of the RAP (site remediation), the principal construction activities include site preparation, off-site improvements, and site construction. While several construction activities are identified, it is anticipated that there would be some overlapping of activities in order to integrate remediation systems with proper developments.”

- k. Volume I, Section II., Project Description, page 100, heading after the first paragraph. Re-designate the heading to read: “G. USE OF THE EIR, RESPONSIBLE AGENCIES, AND DISCRETIONARY ACTIONS.”



LEGEND

- | | | | |
|---|---------------------------|---|-----------------------|
|  | Corridor Road |  | MTA Bus Route 205 |
|  | Loop Road |  | MTA Bus Route 446/447 |
|  | Signalized Access |  | Potential Bus Pullout |
|  | Right-In/Right-Out Access | | |
|  | Roundabout | | |

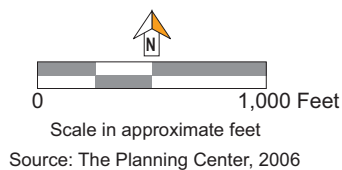
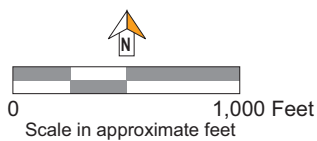


Figure 5
Vehicular Circulation Plan



LEGEND

- Entry Landscape
 - Interior Streetscape
 - Torrance Lateral Edge
 - Freeway Edge
- Lifestyle/Entertainment
 - Parking Lot
 - Del Amo/Main Street Edge



Source: The Planning Center, 2006

Figure 7
Landscape Plan

1. Volume I, Section II, Project Description, page 101, 2nd bullet. Revise the bullet to read as follows:

“Building and Grading-related permits such as general building, foundation, plumbing, sewer, HVAC, electrical, landscaping, fencing, paving, etc.;;”

III.A OVERVIEW OF ENVIRONMENTAL SETTING

There are no corrections and additions to this section of the Draft EIR.

III.B CUMULATIVE DEVELOPMENT

There are no corrections and additions to this section of the Draft EIR.

IV.A LAND USE AND PLANNING

There are no corrections and additions to this section of the Draft EIR.

IV.B VISUAL QUALITIES

- a. Volume I, Section IV.B, Visual Resources, page 198, continuing paragraph at the top of the page. Replace the last sentence with the following:

“As was the case along other project edges, impacts would be limited by the Specific Plan requirements including: varied and articulated building footprints and wall facades, and the use of colorful stucco, and natural or synthetic stone as accents for the exterior treatment of buildings.”

- b. Volume I, Section IV.B, Visual Resources, page 207, third paragraph. IN the seventh sentence replace the incorrect spelling of “Deloris Street” with “Delores Street.”
- c. Volume I, Section IV.B, Visual Resources, page 207, third paragraph. In the seventh sentence replace the incorrect spelling of “Deloris Street” with “Delores Street.”

IV.C TRAFFIC

- a. Section IV.C.2.d, Public Transportation, page 226 of Draft EIR. Modify the first paragraph to read as follows:

“The Project study area is served by 12 bus lines operated by two different transportation agencies. The City of Carson operates eight of the 12 bus lines. The Los Angeles County Metropolitan Transportation Authority (MTA) operates the other four bus lines. All of these bus lines have stops near the project site. The bus routes serving the Project area are described as follows:”

- b. Section IV.C.2.d(1), City of Carson Circuit Transit System, page 226 of Draft EIR. Add the following to the end of the section at the bottom of page 226:

“In addition to the Carson Circuit routes, the City of Carson also operates the Carson Shuttle. It is described as follows:

- Carson North/South Shuttle – The Carson North/South Shuttle operates along Main Street adjacent to the Project site. It runs between Victoria Street to the north and Lomita Boulevard to the south, with a northern loop including portions of Victoria Street, Coltman Avenue and Lifford Street, and a southern loop including portions of Lomita Boulevard, Neptune Avenue, Panama Avenue, Avalon Boulevard, Sepulveda Boulevard, Figueroa Street, and Torrance Boulevard.”

- c. Section IV.C.2.d(2), Metropolitan Transportation Authority, page 227 of Draft EIR. Modify the first bullet to read as follows:

- MTA Line 205 – Line 205 operates between Willowbrook and San Pedro, passing through Compton, Carson, and Wilmington. In the vicinity of the Project site, this line operates Avalon Boulevard, and Del Amo Boulevard east of Avalon Boulevard.”

- d. Volume I, Section IV.C, Traffic and Circulation, page 237, last paragraph. Replace the last sentence of the paragraph with the following:

“A third access would occur along the northern edge of District 3 at Main Street north of Del Amo Boulevard. This access point would also include right turn-in/right-turn-out movements only.”

- e. Volume 1, Section IV.C, Traffic and Circulation, page 263. At the bottom of the page add the following mitigation measure:

“Mitigation Measure C-17: The Applicant shall provide a fair share contribution for funding of the Carson North-South Shuttle operations.”

- f. Volume 1, Section IV.C, Traffic and Circulation, page 266, 4th paragraph. At the end of the paragraph add the following:

“However, there is some uncertainty regarding the implementation of Mitigation Measure C-14 that mitigates impacts at the intersection of Avalon Boulevard & Carson Street. In the event that Mitigation Measure C-14 is not fully implemented, Project impacts would remain significant at that intersection as well. However, if all improvements identified under Mitigation Measure C-14 are implemented, Project impacts at the Avalon Boulevard & Carson Street intersection would be reduced to less than significant.”

IV.D HAZARDS AND HAZARDOUS MATERIALS

- a. Volume I, Section IV.D, Hazards and Hazardous Materials, page 292, 2nd bullet at top of page. Replace “annual” with “annular.”

IV.E GEOLOGY AND SOILS

- a. Volume I, Section E, Geology and Soils, page 314, last paragraph. “Change “Chapter 33” to Chapter “34.”
- b. Volume I, Section E., Geology and Soils, page 324. Replace Figure 32 with the revised version, as shown on page 111.
- c. Volume I, Section E, Geology and Soils, page 326, 3rd paragraph [paragraph c.(1). Revise the first sentence to read:

“The Project’s structural design would comply with the design standards set forth in the Carson Municipal Code, which incorporates, by reference, Los Angeles County Code, Title 26, including Chapter 16, Seismic Design Standards.4, last paragraph; and with the Seismic Provisions for Structural Steel Buildings, of the American Institute of Steel Construction, Parts I and III and Supplement No. 2.”

IV.F SURFACE WATER QUALITY

There are no corrections and additions to this section of the Draft EIR.

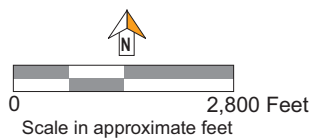
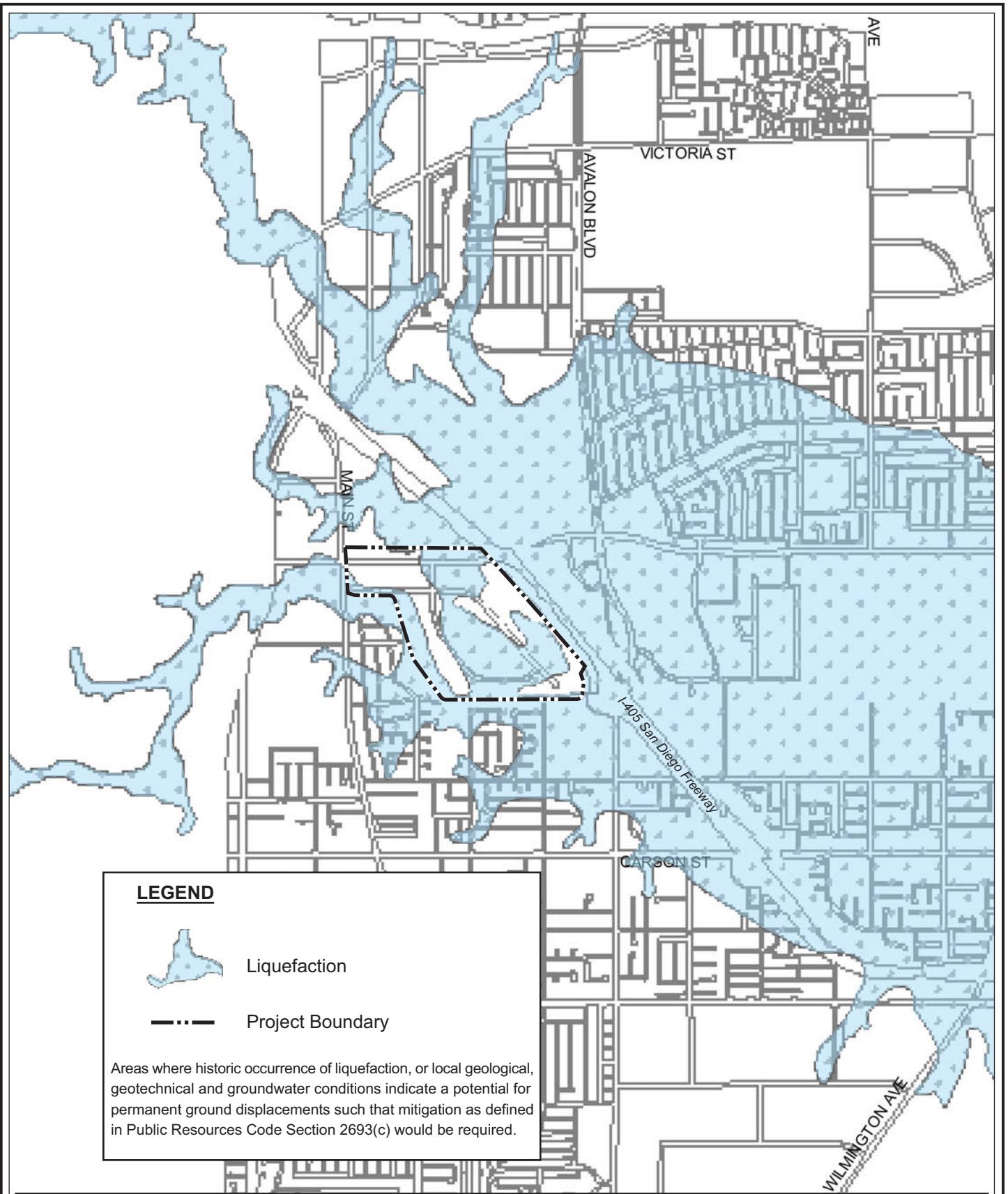


Figure 32
Liquefaction Hazard Zones

Source: City of Carson and PCR Services Corporation, 2006

IV.G AIR QUALITY

- a. Volume I, Section IV.G, Air Quality, page 358, Footnote c of Table 32. In the first sentence replace “ROCs” with “Reactive Organic Compounds (ROCs).”
- b. Volume I, Section IV.G, Air Quality, page 387, Third Paragraph. Include the following sentence before the second sentence to read as follows:

“The Applicant plans to generally maintain approximately five feet of cover soil on top of the waste to avoid waste and landfill gas exposure. In the unlikely event that waste exposure does occur, the Applicant would comply with SCAQMD Rule 1150 – Excavation of Landfill Sites.”

- c. Volume I, Section IV.G, Air Quality, page 402, second paragraph. In the last sentence replace “ROC” with “Reactive Organic Compounds (ROC).”
- d. Volume I, Section IV.G, Air Quality, page 410, first paragraph. In the last sentence replace “concurrent construction and operational” with “concurrent construction and operation.”
- e. Volume I, Section IV.G, Air Quality, page 407, Mitigation Measures G-5 through G-8. Revise the mitigation measures to read as follows:

“**Mitigation Measure G-5:** All construction vehicles shall be prohibited from idling in excess of five minutes, both on- and off-site.

Mitigation Measure G-6: Project heavy-duty construction equipment shall use alternative clean fuels, such as low sulfur diesel with sulfur content of 15 ppm by weight or less or compressed natural gas with oxidation catalysts or particulate traps, to the extent feasible.

Mitigation Measure G-7: The Applicant shall utilize coatings and solvents that are less than required by applicable SCAQMD rules and regulations, and encourage water-based coatings or other low-emitting alternatives, restrict the number of gallons of coatings used per day, or where feasible, paint contractors should use hand applications instead of spray guns.”

IV.H NOISE

- a. Volume I, Section H., Noise, page 450, 1st paragraph. Replace the paragraph to read as follows:

“To mitigate potential impacts of construction vibration during the site compaction (DDC) activities and pile driving activities, the following Mitigation Measures are recommended:”

- b. Volume I, Section I, Summary, page 46, Mitigation Measure H-2; and Volume I, Section H., Noise, page 450, Mitigation Measure H-2. Replace Mitigation Measure H-2 to read as follows:

“Mitigation Measure H-2: The Applicant, prior to initiating DDC or pile driving activities on a site-wide basis, shall conduct a pilot program (Pilot Program). The Pilot Program shall be implemented via the following guidelines:

- Prior to the initiation of the Pilot Program, the Applicant shall locate vibration monitors at the following locations: (1) along the Project’s fenceline opposite the off-site residential uses located to the south and southwest of the Project site (i.e., within the Project site), and (2) along the far side of the Torrance Lateral Channel in line with the monitors placed within the Project site itself.
- Continuous monitoring shall be conducted on an ongoing basis during the Pilot Program. All vibration levels measured by the monitors shall be logged with documentation of the measurements provided to the City.
- Initial DDC drops shall be limited in weight, height and/or location dictated by calculations which demonstrate that the potential vibration levels are below the 0.2 inches per second PPV threshold limit.
- Increases in DDC weight, height and/or location shall incur in small increments, with continuous monitoring to assure compliance with the 0.2 inches per second PPV threshold limit.
- If vibration levels at any time during the Pilot Program exceed the 0.2 inches per second PPV threshold level, DDC or pile driving activity shall immediately stop, until new drop parameters are established that would reduce the vibration levels to less than the 0.2 inches per second PPV threshold level.”

- c. Volume I, Section I, Summary, page 46, Mitigation Measure H-3; and Volume I, Section H., Noise, page 450, Mitigation Measure H-3. Replace Mitigation Measure H-3 to read as follows:

“Mitigation Measure H-3: The monitors located on the far side of the Torrance Lateral Channel as part of the Pilot Program shall remain in place throughout the

DDC and pile driving phases of Project construction. Continuous monitoring shall be conducted on an ongoing basis. All vibration levels measured by the monitors shall be logged with documentation of the measurements provided to the City. If DDC or pile driving vibration levels at any time exceed the 0.2 inches per second PPV threshold level, DDC or pile driving activity shall immediately stop, until new parameters are established that would reduce the vibration levels to less than the 0.2 inches per second PPV threshold level.”

- d. Volume I, Section IV.H, Noise, page 452, Mitigation Measure H-7. Revise the mitigation measure to read as follows:

“During operation of a building (following construction), truck deliveries within 250 feet of an off-site residential use shall not occur between 10:00 P.M. and 7:00 A.M.”

IV.I-1 FIRE PROTCTION

- a. Volume I, Section IV.I.1, Public Services, page 461, 2nd paragraph. Delete the second and third sentences. The second paragraph now reads:

“The proposed Project would fund its fair share for new fire service facilities. In addition, with the occupancy of the proposed development, the Project would generate annually recurring revenue to the Los Angeles County General Fund in the form of taxes and other miscellaneous charges (e.g., sales tax, property tax, etc.) and to a lesser extent, via revenues generated by a direct property tax assessment.”

- b. Volume I, Section IV.I.1, Public Services, page 463, 2nd paragraph. Revise the paragraph to read as follows:

“The Project would pay a fair share contribution for new fire facilities or expansion of existing facilities and equipment as determined by the Los Angeles County Fire Department and the City of Carson.”

- c. Volume I, Section IV.I.1, Public Services, page 466, Mitigation Measure I.1-13. Revise the Mitigation Measure to read as follows:

“The Applicant shall pay a fair share contribution for the improvement of fire service facilities and equipment that is required to off-set impacts of the Project, as determined by the County of Los Angeles Fire Department and the City of Carson.”

IV.I.2 POLICE

- a. Volume I, Section IV.I.2, Public Services – Police, Mitigation Measure I.2-4. Replace Mitigation Measure I.2-4 with the following:

“Mitigation Measure I.2-4: The Applicant shall develop jointly with the Sheriff’s Department a community policing plan, subject to final review and approval by the Sheriff’s Department.”

IV.I.3 SCHOOLS

There are no corrections and additions to this section of the Draft EIR.

IV.I.4 PARKS AND RECREATION

- a. Volume I, Section IV.I.4, Parks and Recreation, page 495, 1st paragraph. Revise the second sentence to read:

“External bicycle access to the Project site would primarily occur via Class II Bicycles Lanes (separate lanes within the roadways) and Class III Bicycle Routes (signed routing, but no separate lanes), along Main Street and Del Amo Boulevard.”

IV.I.5 LIBRARIES

There are no corrections and additions to this section of the Draft EIR.

IV.J.1 WATER SUPPLY

There are no corrections and additions to this section of the Draft EIR.

IV.J.2 WASTEWATER

- a. Volume I, Section IV.J.2, Wastewater, page 519. Replace the second paragraph with the following:

“The Los Angeles County Public Works Department (LACPWD) maintains the local sewer lines that run in the street to the trunk sewer lines. The County

Sanitation Districts of Los Angeles County own, operate and maintain the large trunk sewers that form the backbone of the regional wastewater conveyance system. The Project site is located within the jurisdictional boundaries of District No. 8.”

IV.J.3 SOLID WASTE

There are no corrections and additions to this section of the Draft EIR.

V. ALTERNATIVES TO THE PROPOSED PROJECT

- b. Volume I, Section V., Alternatives, page 591 4th paragraph continuing on to the top of page 592. Replace the 3rd through 6th sentences with the following:

“However, the two locations vary in terms of available fire access. The Project site’s first is station would be Station 36 located on Main Street and 223rd Street, approximately 1.5 miles south of the Project site. In contrast, the Alternative site would be served by a station located at the corner of that site at Del Amo Boulevard and Wilmington Avenue. The immediate proximity of a fire station at the Alternative site would reduce response times for emergency situations and would be a distinct advantage for the provision of fire services.”

VI. OTHER ENVIRONMENTAL CONSIDERATIONS

There are no corrections and additions to this section of the Draft EIR.

VII. REFERENCES

There are no corrections and additions to this section of the Draft EIR.

VIII. LIST OF PREPARERS

There are no corrections and additions to this section of the Draft EIR.

APPENDICES

- a. Volume II, Appendix C, Table B. Revise Table B on page 118 to read as follows:

Table B
Carson Marketplace
Trip Generation Equivalencies Based on Net Trip Generation Rates ^{a,b}

TO THIS USE ↓ FROM THIS USE →

Land Use	1A. Equivalency to 1 KSF of Shopping Center (Regional)	1B. Equivalency to 1 KSF of Shopping Center (Neighborhood)	2. Equivalency to 1 KSF of General Office	3A. Equivalency to 1 KSF of Supermarket (Regional >45,000 sq.ft.)	3B. Equivalency to 1 KSF of Supermarket (Neighborhood <45,000 sq.ft.)	4. Equivalency to 1 KSF of Electronic Superstore	5. Equivalency to 1 KSF of Home Improvement Superstore	6. Equivalency to 1 KSF of Office Supply Store	7. Equivalency to 1 KSF of Home Furnishing Superstore	8. Equivalency to 1 KSF of Discount Club	9. Equivalency to 1 KSF of Pet Supply Store	10. Equivalency to 1 KSF of Free Standing Discount Superstore	11. Equivalency to 1 KSF of High-Turnover (Sit Down) Restaurant	12. Equivalency to 1 KSF of Fast Food Restaurant	13. Equivalency to 1 KSF of Quality Restaurant	14. Equivalency to 1 Room of Hotel	15. Equivalency to 1 KSF of Multiplex Movie Theater	16. Equivalency to 1 KSF of Bowling Alley	17. Equivalency to 1 KSF of Fitness Center	18. Equivalency to 1 KSF of Multi Purpose Recreation Center	19. Equivalency to 1 DU of Apartments	20. Equivalency to 1 DU of Condominiums
Shopping Center (Regional)	--	1.67 KSF	0.26 KSF ¹	1.96 KSF	2.67 ¹	1.53 KSF	0.76 KSF ¹	0.83 KSF	1.21 KSF ¹	1.1 KSF	1.68 KSF	1.92 KSF ²	2.62 KSF ²	6.93 KSF ²	1.73 KSF ²	0.22 KSF ²	0.78 KSF ¹	0.92 KSF ¹	1.24 KSF	0.79 KSF ²	0.2 KSF ²	0.13 KSF ²
Shopping Center (Neighborhood)	0.59 KSF	-	0.16 KSF ¹	1.15 KSF	1.41 KSF ²	0.9 KSF	0.46 KSF ¹	0.49 KSF	0.73 KSF ¹	0.65 KSF	0.99 KSF	1.15 KSF ²	1.56 KSF ²	4.14 KSF ²	1.03 KSF ²	0.13 KSF ²	0.47 KSF ¹	0.55 KSF ¹	0.73 KSF	0.47 KSF ²	.12 KSF ²	0.07 KSF ²
General Office	0.84 KSF ²	1.41 KSF	--	1.99 KSF ²	1.99 KSF ²	1.34 KSF ²	0.67 KSF ²	0.82 KSF ²	1.14 KSF ²	0.96 KSF ²	1.44 KSF ²	1.62 KSF ²	2.2 KSF ²	5.83 KSF ²	1.46 KSF ²	0.18 KSF ²	1.08 KSF ²	1 KSF ²	1.29 KSF ²	0.66 KSF ²	0.17 KSF ²	0.11 KSF ²
Supermarkets (Regional >45,000 sq.ft.)	0.38 KSF ¹	0.63 KSF	0.1 KSF ¹	--	1.0 KSF ⁴	0.62 KSF ¹	0.29 KSF ¹	0.41 KSF ²	0.45 KSF ¹	0.46 KSF ¹	0.7 KSF ¹	0.74 KSF ¹	1.11 KSF ²	2.91 KSF ¹	0.73 KSF ²	0.09 KSF ²	0.29 KSF ¹	0.34 KSF ¹	0.63 KSF	0.33 KSF ²	0.09 KSF ²	0.05 KSF ²
Supermarkets (Neighborhood < 45,000 sq.ft.)	0.32 KSF	0.55 KSF	0.1 KSF ¹	0.64 KSF	-	0.49 KSF	0.28 KSF	0.27 KSF	0.45 KSF ¹	0.36 KSF	0.54 KSF	0.75 KSF	1.11 KSF ²	2.91 KSF ¹	0.73 KSF ²	.09 KSF ²	.29 KSF ¹	.34 KSF ¹	0.4 KSF	0.33 KSF ²	0.09 KSF ²	0.05 KSF ²
Electronic Superstore	0.61 KSF ¹	1.01 KSF	0.16 KSF ¹	1.28 KSF	1.48 KSF ²	--	0.46 KSF ¹	0.55 KSF	0.73 KSF ¹	0.72 KSF ³	1.07 KSF ²	1.2 KSF ⁴	1.64 KSF ²	4.34 KSF ²	1.08 KSF ²	0.13 KSF ²	0.47 KSF ¹	0.56 KSF ¹	0.81 KSF	0.49 KSF ²	0.13 KSF ²	0.08 KSF ²
Home Improvement Superstore	1.17 KSF	1.99 KSF	0.35 KSF ¹	2.29 KSF	2.96 KSF ²	1.78 KSF	--	0.97 KSF	1.59 KSF ¹	1.29 KSF	1.96 KSF	2.41 KSF ²	3.28 KSF ²	8.69 KSF ²	2.17 KSF ²	0.27 KSF ²	1.03 KSF ¹	1.21 KSF ¹	1.45 KSF	0.99 KSF ²	0.25 KSF ²	0.16 KSF ²
Office Supply Store	0.83 KSF ¹	1.38 KSF	0.22 KSF ¹	2.21 KSF ¹	2.21 KSF ¹	1.36 KSF ¹	0.63 KSF ¹	--	1 KSF ¹	1.03 KSF ¹	1.53 KSF ¹	1.63 KSF ¹	2.67 KSF ²	6.43 KSF ¹	1.76 KSF ²	0.21 KSF ¹	0.65 KSF ¹	0.76 KSF ¹	1.43 KSF ¹	0.8 KSF ²	0.21 KSF ²	0.13 KSF ²
Home Furnishing Superstore	0.62 KSF	1.05	0.22 KSF ¹	1.21 KSF	1.74 KSF ²	0.94 KSF	0.53 KSF	0.51 KSF	--	0.68 KSF	1.04 KSF	1.42 KSF ²	1.93 KSF ²	5.11 KSF ²	1.28 KSF ²	0.16 KSF ²	0.65 KSF ¹	0.7 KSF	0.77 KSF	0.58 KSF ²	0.15 KSF ²	0.09 KSF ²
Discount Club	0.81 KSF ¹	1.34 KSF	0.21 KSF ¹	1.78 KSF	2.07 KSF ²	1.33 KSF ¹	0.61 KSF ¹	0.76 KSF	0.97 KSF ¹	--	1.5 KSF ⁴	1.59 KSF ¹	2.29 KSF ²	6.06 KSF ²	1.51 KSF ²	0.19 KSF ²	0.63 KSF ¹	0.74 KSF ¹	1.13 KSF	0.69 KSF ²	0.18 KSF ²	0.11 KSF ²
Pet Supply Superstore	0.54 KSF ¹	0.9 KSF	0.14 KSF ¹	1.17 KSF	1.38 KSF ²	0.89 KSF ¹	0.41 KSF ¹	0.49 KSF	0.65 KSF ¹	0.66 KSF	--	1.07 KSF ¹	1.53 KSF ²	4.05 KSF ²	1.01 KSF ²	0.13 KSF ²	0.42 KSF ¹	0.49 KSF ¹	0.74 KSF	0.46 KSF ²	0.12 KSF ²	0.07 KSF ²
Free-Standing Discount Superstore	0.43 KSF	0.73 KSF	0.13 KSF ¹	0.85 KSF	1.23 KSF ²	0.66 KSF	0.37 KSF	0.36 KSF	0.61 KSF ¹	0.48 KSF	0.73 KSF	--	1.36 KSF ²	3.61 KSF ²	0.9 KSF ²	0.11 KSF ²	0.4 KSF ¹	0.46 KSF ¹	0.54 KSF	0.41 KSF ²	0.11 KSF ²	0.07 KSF ²
High-Turnover (Sit Down) Restaurant	0.23 KSF ¹	0.38	0.06 KSF ¹	0.51 KSF	0.6 KSF ¹	0.37 KSF ¹	0.17 KSF ¹	0.22 KSF	0.27 KSF ¹	0.28 KSF ¹	0.42 KSF ¹	0.45 KSF ¹	--	1.75 KSF ¹	0.66 KSF ²	0.06 KSF ¹	0.18 KSF ¹	0.21 KSF ¹	0.32 KSF	0.3 KSF ²	0.08 KSF ³	0.05 KSF ³
Fast Food Restaurant (Open after 9 A.M.)	0.05 KSF	0.09 KSF	0.03 KSF ³	0.1 KSF	0.16 KSF	0.08 KSF	0.05 KSF	0.04 KSF	0.09 KSF	0.06 KSF	0.09 KSF	0.12 KSF	0.2 KSF	--	0.16 KSF	0.02 KSF	0.06 KSF	0.06 KSF	0.07 KSF	0.09 KSF	0.02 KSF	0.01 KSF
Quality Restaurant	0.27 KSF ¹	0.44 KSF	0.07 KSF ¹	0.64 KSF	0.71 KSF ¹	0.44 KSF ¹	0.2 KSF ¹	0.27 KSF	0.32 KSF ¹	0.33 KSF ¹	0.49 KSF ¹	0.53 KSF ¹	1.18 KSF ¹	2.07 KSF ¹	--	0.07 KSF ¹	0.21 KSF ¹	0.24 KSF ¹	0.41 KSF	0.37 KSF ¹	0.1 KSF	0.07 KSF ⁵
Hotel	2.61 Rooms	4.43 Rooms	1.02 Rooms ¹	5.11 Rooms	8.04 Rooms	3.98 Rooms	2.23 Rooms	2.17 Rooms	4.22 Rooms	2.87 Rooms	4.38 Rooms	6.04 Rooms	9.98 Rooms	30.08 Rooms ¹	7.94 Rooms	--	2.89 Rooms	2.94 Rooms	3.23 Rooms	3.66 Rooms ²	0.78 Rooms	0.55 Rooms
Multiplex Movie Theater	0.78 KSF ²	1.3 KSF	0.34 KSF ¹	1.77 KSF	1.84 KSF ²	1.24 KSF ²	0.62 KSF ²	0.75 KSF	1.05 KSF ²	0.89 KSF ²	1.33 KSF ²	1.49 KSF ²	2.03 KSF ²	5.38 KSF ²	1.34 KSF ²	0.17 KSF ²	--	0.93 KSF ²	1.12 KSF	0.61 KSF ²	0.16 KSF ²	0.1 KSF ²
Bowling Alley	0.84 KSF ²	1.3 KSF	0.29 KSF ¹	1.74 KSF	1.98 KSF ²	1.34 KSF ²	0.67 KSF ²	0.74 KSF	1.14 KSF ²	0.96 KSF ²	1.44 KSF ²	1.61 KSF ²	2.19 KSF ²	5.81 KSF ²	1.45 KSF ²	0.18 KSF ²	0.85 KSF ¹	--	1.1 KSF	0.66 KSF ²	0.17 KSF ²	0.1 KSF ²
Fitness Center	0.58 KSF ¹	0.96 KSF	0.15 KSF ¹	1.54 KSF ⁴	1.54 KSF ⁴	0.95 KSF ¹	0.44 KSF ¹	0.64 KSF ²	0.7 KSF ¹	0.72 KSF ¹	1.07 KSF ¹	1.14 KSF ¹	1.7 KSF ²	4.49 KSF ¹	1.13 KSF ²	0.14 KSF ²	0.45 KSF ¹	0.53 KSF ¹	--	0.51 KSF ²	0.13 KSF ²	0.08 KSF ²
Multi-Purpose Recreational Center	0.6 KSF	1.01 KSF	0.19 KSF ¹	1.17 KSF	1.84 KSF	0.91 KSF	0.51 KSF	0.5 KSF	0.88 KSF ¹	0.66 KSF	1 KSF	1.38 KSF	2.28 KSF	5.65 KSF ¹	1.82 KSF	0.19 KSF ¹	0.57 KSF	0.67 KSF ³	0.74 KSF	--	0.18 KSF	0.12 KSF
Apartments	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	--	0.62 DU ²
Condominiums	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	1.44 DU	--

^a All of the rates reflect pass-by and internal trip capture estimates for the Carson Marketplace Project. The values in this table represent conversion rates from one land use to another. The values are based on conversions rates that would result in the same number of Project trips, with conversions of one use to another. The trip equivalency is based on the type of trip which would be the most restrictive: average daily trips (ADT), P.M. in-bound trips, or P.M. out-bound trips. Each type of trip may be more or less restrictive, depending on the travel characteristics of the two uses. All of the conversion rates in the table reflect ADT, unless noted as follows:

¹ P.M.-inbound trips
² P.M.-outbound trips
³ ADT and P.M.-outbound trips are equally limiting
⁴ P.M.-inbound trips and P.M.-outbound trips are equally limiting
⁵ ADT, P.M.-inbound trips and P.M.-outbound trips are equally limiting

^b Conversion factors for land uses permitted under the Carson Marketplace Specific Plan that are not specified in this table shall be determined by the City's Traffic Engineer.