

# INITIAL STUDY

## MITIGATED NEGATIVE DECLARATION

The following Environmental Checklist and discussion of potential environmental effects were completed in accordance with Section 15063(d)(3) of the CEQA Guidelines to determine if the proposed project may have any significant effect on the environment.

A brief explanation is provided for all determinations. A “No Impact” or “Less than Significant Impact” determination is made when the proposed project will not have any impact or will not have a significant impact on the environment for that issue area based on a project-specific analysis.

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**1. Project Title:**

Cinemark Theater at the SouthBay Pavilion (DOR No. 1494-13 / Mod. No. 12 to DOR No. 831-03)

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**2. Lead Agency Name and Address:**

City of Carson  
701 East Carson Street  
Carson, CA 90745

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**3. Contact Person and Phone Number:**

John F. Signo, AICP, Senior Planner  
City of Carson Planning Division  
(310) 952-1700 ext. 1327

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**4. Project Location:**

20700 South Avalon Boulevard  
Carson, CA 90746

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**5. Project Sponsor’s Name and Address:**

VCG SouthBay Pavilion, LLC  
Attn: Jerry Garner  
11611 San Vicente Boulevard, 10<sup>th</sup> Floor  
Los Angeles, CA 90049

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**6. General Plan Designation:**

Mixed Use – Residential

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**7. Zoning:**

CR-MUR-D (Commercial, Regional – Mixed Use Residential – Design Overlay)

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**8. Project Description:**

The South Bay Pavilion was built in 1972 and was originally named Carson Mall. The total site is approximately 70.9 acres. Extensive remodeling and improvements occurred in the early 1990s for the IKEA department store, and again throughout the 2000s to demolish the southern portion of the mall, construct the Target building, add pad tenants along Avalon Boulevard, and change the exterior façade of the mall building. Currently, the mall has 1,006,023 square feet of building area and provides 4,640 parking spaces.

The proposed project requires demolition of 41,433 square feet of building area for construction of the 57,352-square-foot movie theater. Once completed, the proposed project would bring the overall size

of the mall to 1,028,942 square feet. Since the proposed project includes substantial improvements to the mall including a net increase of 15,919 square feet, further CEQA documentation is needed.<sup>1</sup>

The proposed movie theater would bring 14 screens including seating for 2,474 people to the SouthBay Pavilion.<sup>2</sup> The movie theater is proposed for an area currently used by Chuck E. Cheese and New Millennium Secondary School. As such, the proposed project would require several relocations and tenant improvements within the interior of the mall. Chuck E. Cheese will be relocated to the front of the mall; New Millennium Secondary School will reopen elsewhere in the City of Carson.

The proposed project includes a request to add a dedicated, theater-specific, 34-foot-high pylon sign to be located at the major mall entrance on Avalon Boulevard. There is an existing pylon sign for the SouthBay Pavilion located at the northeastern corner of Avalon Boulevard and Dominguez Street in front of the Chili's restaurant building. Other signs for the movie theater are included in the project.

The SouthBay Pavilion is bounded by Del Amo Boulevard to the north, Avalon Boulevard to the west, East Dominguez Street to the south and Leapwood Avenue to the east in the City of Carson, Los Angeles County, California (see Figure 1).

The SouthBay Pavilion shopping center is composed of multiple contiguous parcels on an approximately 71-acre site that is located less than one-quarter mile northeast of Interstate 405 (I-405). The shopping center includes four main anchor stores: Sears, JCPenney, IKEA, and Target. The shopping mall also contains various other commercial retail and restaurant facilities including stand-alone buildings and the main mall building (see Figure 2). The proposed project is shown in Figure 3 and the project components are detailed in Table 1.

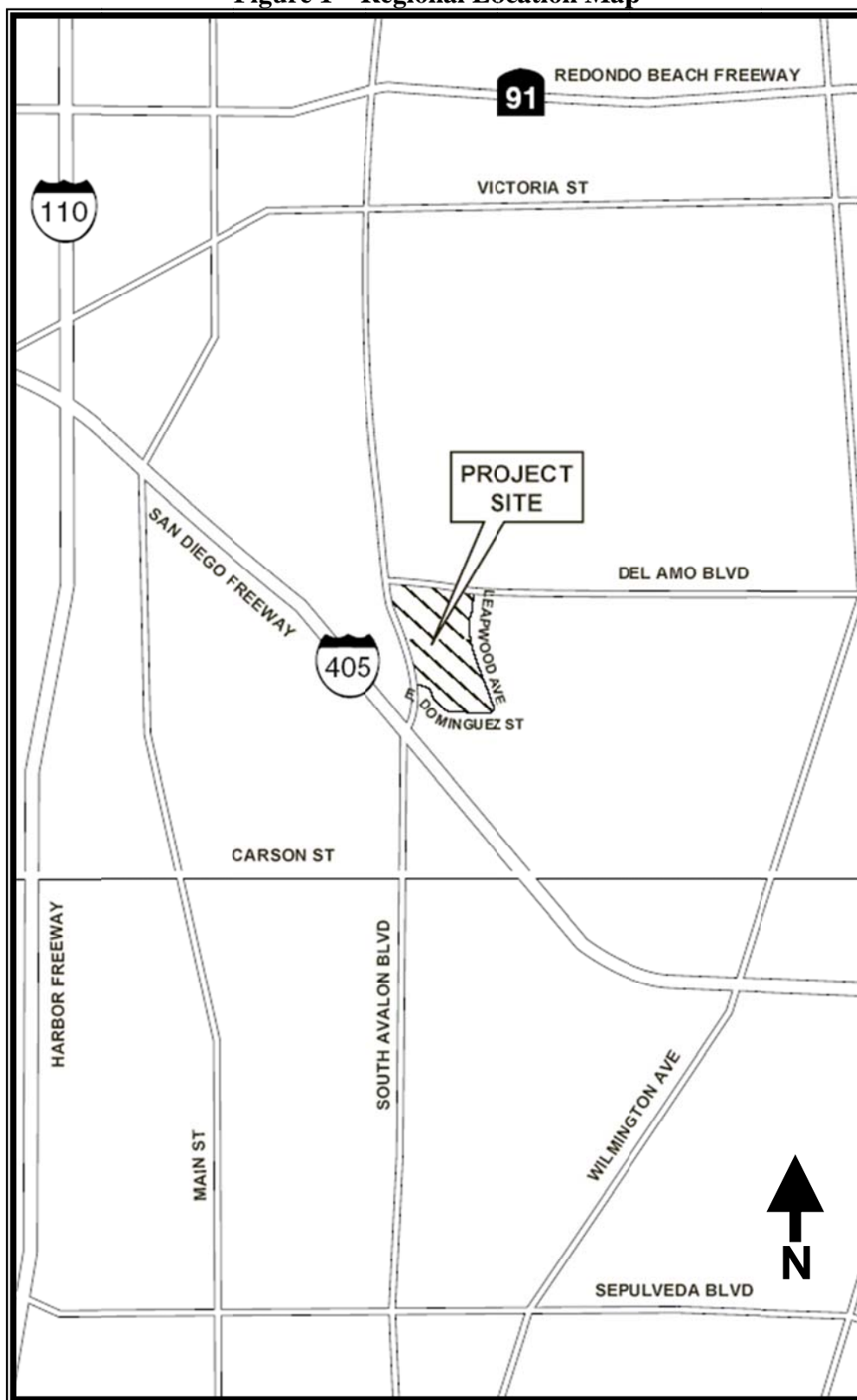
**Table 1 – Building Size Summary**

<i>Project Site Areas</i>	<i>Building Area (SF)</i>
24 Hour Fitness	32,921
IKEA	206,500
Target	146,475
Chili's	6,204
Mall stores	188,353
Chase Bank	4,000
Tony Roma's	5,820
JCPenney	189,224
JCPenney TBA building	16,274
Bank of America	9,720
Sears	172,360
Sears TBA	20,635
Olive Garden	7,537
Buffalo Wild Wings	7,000
<b>Cinemark Theater (proposed project)</b>	<b>57,352</b>
<b>Demolish mall stores</b>	<b>-41,433</b>
<b>TOTAL SIZE OF SOUTHBAY PAVILION WITH PROPOSED PROJECT</b>	<b>1,028,942</b>

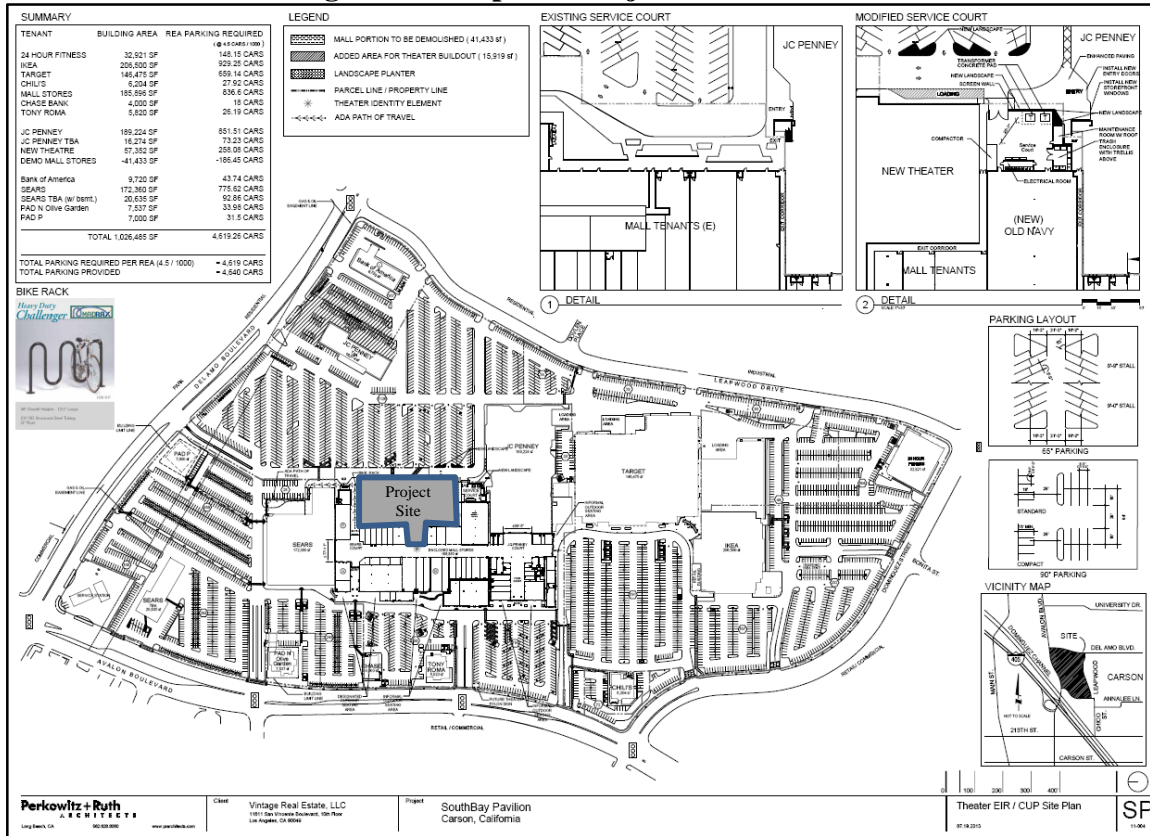
<sup>1</sup> Since the preparation of this initial study, the proposed project has been revised to create exit corridors from the theaters that are open to the sky. This reduces the building size by 2,457 square feet and the overall mall size to 1,026,485 square feet. Since the original proposal would result in a greater impact, it is used throughout this document. The revised project would not result in any new impacts.

<sup>2</sup> After further analysis, the theater is expected to have 2,412 seats. However, for purposes of this initial study the higher number will be used. Also, the originally proposal included an arcade (CUP No. 935-13), which has been eliminated.

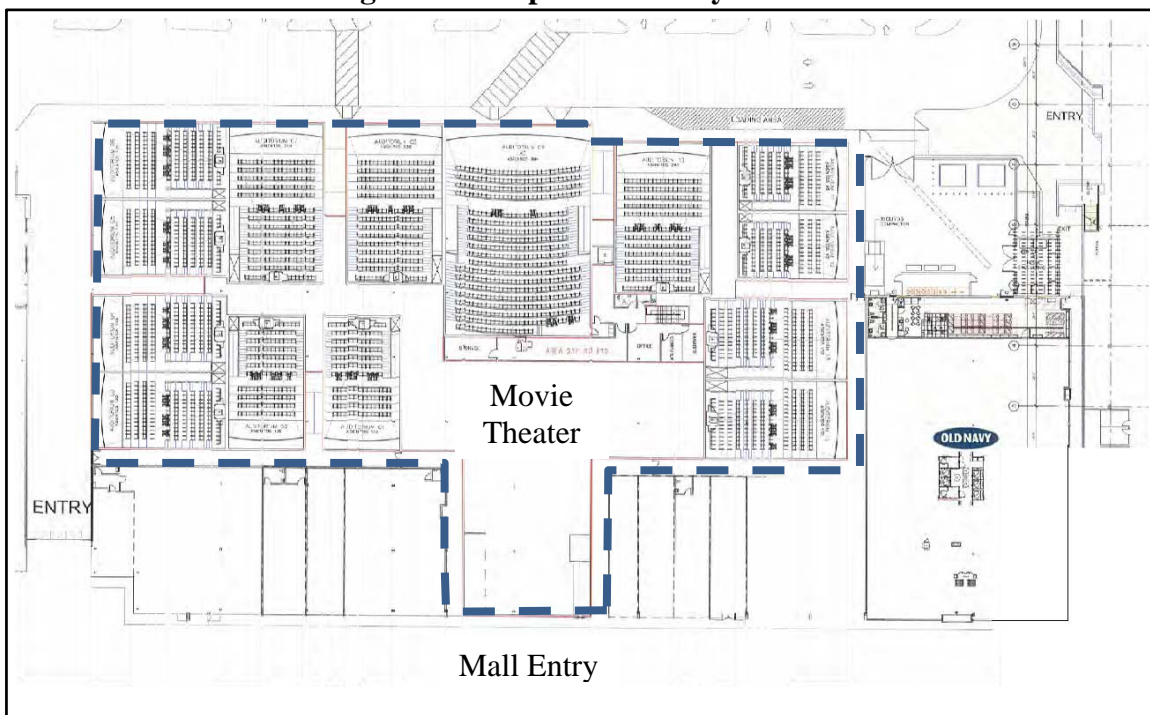
Figure 1 – Regional Location Map



**Figure 2 – Proposed Project Site Plan**



**Figure 3 – Proposed Site Layout**



Source: Perkowitz & Ruth Architects

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**9. Surrounding Land Uses and Setting:**

The project site is located in an urban area developed with residential, recreational, commercial and light industrial uses. Adjacent properties to the north and northeast (across Del Amo Boulevard and Leapwood Avenue) include single-family residences, apartments, Del Amo Park, and commercial businesses. Adjacent properties to the south and west (across East Dominguez Street and South Avalon Boulevard) include commercial businesses. Adjacent properties to the east and southeast (across Leapwood Avenue) include light industrial businesses. Interstate 405 (I-405) and the adjacent Dominguez Channel are located less than 1/4-mile southwest of the project site.

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**10. Schedule:**

Construction for the proposed project is expected to take approximately 246 days beginning January 2014 and ending in December 2014.<sup>3</sup>

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**11. Other agencies whose approval is required:****Responsible Agencies**

- County of Los Angeles, Building and Safety Division

**Reviewing Agencies**

- California Department of Fish and Game
- South Coast Air Quality Management District
- Los Angeles Regional Water Quality Control Board
- Los Angeles County Sheriff's Department
- Los Angeles County Fire Department
- County Sanitation Districts of Los Angeles County
- City of Carson Department of Public Works
- City of Carson Department of Public Safety

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<sup>3</sup> Rincon, Air Quality Study, South Bay Pavilion Movie Theater Project, April 2013.

## ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

- |   |   |  |
|---|---|--|
| <input type="checkbox"/> Aesthetics                                 | <input type="checkbox"/> Agriculture Resources                | <input checked="" type="checkbox"/> Air Quality              |
| <input type="checkbox"/> Biological Resources                       | <input checked="" type="checkbox"/> Cultural Resources        | <input checked="" type="checkbox"/> Geology / Soils          |
| <input checked="" type="checkbox"/> Hazards and Hazardous Materials | <input checked="" type="checkbox"/> Hydrology / Water Quality | <input type="checkbox"/> Land Use /Planning                  |
| <input type="checkbox"/> Mineral Resources                          | <input checked="" type="checkbox"/> Noise                     | <input type="checkbox"/> Population / Housing                |
| <input checked="" type="checkbox"/> Public Services                 | <input type="checkbox"/> Recreation                           | <input checked="" type="checkbox"/> Transportation / Traffic |
| <input type="checkbox"/> Utilities / Service Systems                | <input type="checkbox"/> Mandatory Findings of Significance   |  |

## DETERMINATION (To be completed by the Lead Agency):

On the basis of this initial evaluation:

I find that the proposed project could not have a significant effect on the environment, and a Negative Declaration has been prepared. ☐

I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by, or agreed to by, the project proponent. A MITIGATED Negative Declaration has been prepared. ☒

I find that the proposed project may have a significant effect on the environment, and an Environmental Impact Report is required. ☐

I find that the proposed project may have a “potentially significant impact” or a “potentially significant unless mitigated” impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An Environmental Impact Report is required, but it must analyze only the effects that remain to be addressed. ☐

I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (1) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (2) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required. ☐

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Signature

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Date

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Printed Name

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Title

## LIST OF MITIGATION MEASURES:

- MM AQ-1:** Low-VOC Architectural Coatings. The applicant should use low-VOC architectural coatings for all buildings. At a minimum, all architectural coatings shall comply with the most recent standards in SCAQMD Rule 1113 – Architectural Coatings. Architectural coatings shall not be applied to more than 5,357 square feet of construction per day, including both interior and exterior surfaces.
- MM CR-1:** In the event that previously unknown archaeological remains are uncovered during construction, land alteration work in the general vicinity of the find shall be halted and a qualified archaeologist shall be consulted. The qualified archeologist shall then promptly evaluate the finds for potential significance and, depending on the nature of the finds, shall recommend an appropriate course of action. The City of Carson shall implement such actions as recommended by the archaeologist to protect significant archaeological resources. Pursuant to CEQA Guidelines Section 15604 (c)(4), effects of the proposed project on archaeological resources that are neither unique nor historical shall not be considered a significant effect on the environment.
- MM GEO-1:** In an effort to minimize the potential for structural damage at the project site, the contractor shall use geogrid reinforced earth and surcharge, a geogrid reinforced earth and structural slab, helical pier anchors and a structure slab, or a driven pre-stressed, pre-cast concrete pile foundation system. To minimize the potential for soil movement, the contractor shall ensure that the upper 24 inches of soil within the building or exterior flatwork areas be non-expansive fill or lime-treated clayey soils.
- MM HAZ-1:** The applicant shall utilize licensed subcontractors and assure that any ACMs, PCBs and lead-based paints encountered during demolition activities are removed, transported, and disposed of in full compliance with all applicable federal, state and local regulations.
- MM HAZ-2:** In the event USTs, obvious or suspected contamination, or other features or materials that could present a threat to human health or the environment are discovered during grading or excavation of the site, work shall cease immediately. A risk management plan shall be prepared that: (1) identifies the contaminants of concern and the potential risk each contaminant would pose to human health and the environment during construction and post-development; and (2) describes measures to be taken to protect workers and the public from exposure to potential site hazards. Such measures could include a range of options, including, but not limited to, physical site controls during construction, remediation, long-term monitoring, post-development maintenance or access limitations, or some combination thereof. Depending on the nature of contamination, if any, appropriate agencies shall be notified (e.g., City of Carson Fire Department, the Los Angeles County Department of Public Works Environmental Programs Division, SCAQMD, and the Department of Toxic Substances Control (DTSC)). A site health and safety plan that meets OSHA requirements shall be prepared and in place prior to commencing work in any contaminated areas. The City, through its contractor, shall ensure proper implementation of the health and safety plan.
- MM HAZ-3:** If deemed necessary, following the completion of demolition activities, the City shall conduct additional soil sampling in the areas currently occupied by structures to determine whether lead-based paints in those structures may have resulted in elevated levels of lead in the soil in the area adjacent to those structures.
- MM HYD-1:** The proposed project shall comply with the applicable provisions of the SUSMP, and if required by the SUSMP, shall include structural or other measures to collect and treat any potential stormwater runoff from the site, and control peak flow discharge.

- MM N-1:** Exterior construction activities at the project site shall be limited to the hours of 7 a.m. to 7 p.m. Monday through Saturday and shall exclude public holidays. Interior construction activities that do not generate exterior noise are exempt from this measure.
- MM N-2:** Construction Equipment. If electrical service is available within 150 feet, electrical power shall be used to run air compressors and similar power tools. Internal combustion engines shall be equipped with a muffler of a type recommended by the manufacturer and in good repair. All diesel equipment should be operated with closed engine doors and should be equipped with factory-recommended mufflers. Construction equipment that continues to generate substantial noise at the project boundaries should be shielded with temporary noise barriers, such as barriers that meet a sound transmission class (STC) rating of 25, sound absorptive panels, or sound blankets on individual pieces of construction equipment. Stationary noise-generating equipment, such as generators and compressors, shall be located as far as practically possible from the nearest residential property lines.
- MM N-3:** Neighbor Notification. Provide notification to residential occupants adjacent to the project site at least 24 hours prior to initiation of construction activities that could result in substantial noise levels at outdoor or indoor living areas. This notification should include the anticipated hours and duration of construction and a description of noise reduction measures being implemented at the project site. The notification should include a telephone number for local residents to call to submit complaints associated with construction noise. The notification shall be posted on Leapwood Avenue and Del Amo Boulevard adjacent to the project site, and shall be easily viewed from adjacent public areas.
- MM N-4:** The project sponsor shall designate a “disturbance coordinator” who shall be responsible for responding to any local complaints regarding construction noise. The coordinator (who may be an employee of the developer or general contractor) shall determine the cause of the complaint and shall require that reasonable measures warranted to correct the problem be implemented.
- MM N-5:** The construction entrance shall be located away from the residential homes to the extent feasible.
- MM N-6:** The contractor shall minimize the number of construction equipment operating at the same time at the site, to the extent feasible.
- MM PS-1:** Prior to certificate of occupancy, the applicant shall pay fair share funding for a new retail enforcement car as determined by the Sheriff’s Department and the City.
- MM PS-2:** Security for the movie theater shall be coordinated with mall security. Security officers shall patrol the mall area at least 30 minutes after close of the last movie showing.
- MM PS-3:** Digital security cameras with remote internet access by the LA County Sheriff’s Office shall be installed to monitor the premises. This includes surveillance of exit corridors, adjacent parking lot areas, and entryways as determined by the Planning Division. Cameras shall be maintained in working order and surveillance footage shall be maintained for a minimum of 30 days on digital media and shared with law enforcement upon request.
- MM T-1:** Modify the existing median along Avalon Boulevard and restripe to provide a second northbound left-turn lane. Modify existing traffic accordingly to current City of Carson standards and design requirements. The proposed project is required to pay a fair share contribution in the amount of \$17,750 to implement this improvement.



## EVALUATION OF ENVIRONMENTAL IMPACTS:

- 1) A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.
- 4) “Negative Declaration: Less Than Significant With Mitigation Incorporated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less Than Significant Impact.” The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from “Earlier Analyses,” as described in (5) below, may be cross-referenced).
- 5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
  - a) Earlier Analysis Used Identify and state where they are available for review.
  - b) Impacts Adequately Analyzed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were analyzed by mitigation measures based on the earlier analysis.
  - c) Mitigation Measures. For effects that are “Less than Significant with Mitigation Measures Incorporated,” describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
- 7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project’s environmental effects in whatever format is selected.
- 9) The explanation of each issue should identify a) the significance criteria or threshold, if any, used to evaluate each question; and b) the mitigation measure identified, if any, to reduce the impact to less than significance.

## I. AESTHETICS

Would the project:

- a) Have a substantial adverse effect on a scenic vista? ☐ ☐ ☐ ☒

### ***Discussion:***

The proposed project would not affect any scenic vistas. The proposed project involves adding a movie theater to the existing SouthBay Pavilion shopping center, and therefore, could actually improve the views of this area. No impact would occur and no mitigation is required.

- b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? ☐ ☐ ☒ ☐

### ***Discussion:***

The project site is currently developed with a regional shopping center. The site does not contain outcroppings or historic buildings, nor is it located within a state scenic highway. Landscaping, includes trees, will be removed, however it is ornamental and does not provide a scenic resource. As previously mentioned, implementation of the proposed project would include development of a movie theater, which would likely upgrade the quality of the existing shopping center. As such, the proposed project would not substantially damage scenic resources and impacts would be less than significant. No mitigation is required.

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

### ***Discussion:***

The project site is the SouthBay Pavilion shopping center, which is surrounded by a mix of residential, recreational, commercial, and light industrial properties. Other than the existing design of the SouthBay Pavilion and adjacent buildings, the site does not contain any unique aesthetic features. The project includes expansion and renovation designs that would complement existing structures. The project includes a 34-foot tall pylon sign along Avalon Boulevard. Therefore, some changes in visual character or quality are anticipated, however, these impacts are not considered substantial since the site is development with a regional mall. To the extent feasible, existing mature trees and vegetation in the expansion portions of the project site would be removed. However, proposed landscaping would ensure that the loss of vegetation does not adversely affect the visual quality of the area. Impacts would be less than significant and no mitigation is required.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

***Discussion:***

Night lighting around the site would be increased and this would generally increase ambient light levels on portions of the site and surrounding area. However, the site is currently lit at night for the existing shopping center, including illuminated signs, and the provision of new sources of light would not result in the introduction of substantial new sources of light or glare that would adversely affect day or nighttime views in the area. The proposed project includes an approximately 100-foot sign tower, however, this would not serve as a source of substantial light or glare. There are apartments to the northeast of the proposed project, however, exterior lighting would be directed downward onto the project site and adjacent parking lots, and where appropriate, would include features (i.e., hoods) to minimize light spill-over onto adjacent parcels. Impacts are anticipated to be less than significant and no mitigation is required.

## II. AGRICULTURAL AND FORESTRY RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Involve other changes in the existing environment, which due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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***Discussion:***

The proposed project area is fully urbanized and the project site is not zoned for agricultural uses. It does not include any cultivated areas that are designated as prime farmland, unique farmland, or farmland of statewide importance. No lands are enrolled under the Williamson Act. Thus, no impacts to agricultural resources or farmland would result. No mitigation is required.

### III. AIR QUALITY

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

- a) Conflict with or obstruct implementation of the applicable air quality plan? ☐ ☐ ☒ ☐

***Discussion:***

Regional planning efforts to improve air quality include a variety of strategies to reduce emissions from motor vehicles and minimize emissions from stationary sources. The South Coast Air Quality Management District (SCAQMD) is the agency principally responsible for comprehensive air pollution control in the South Coast Air Basin. The SCAQMD has responded to this requirement by preparing a series of Air Quality Management Plans (AQMPs). The most recent of these was adopted by the Governing Board of the SCAQMD on December 7, 2012. This AQMP, referred to as the 2012 AQMP, was prepared to ensure continued progress towards clean air and comply with state and federal requirements. The 2012 AQMP incorporates the 2012 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and updated emission inventory methodologies for applicable source categories. The 2012 AQMP also includes the new and changing federal requirements, implementation of new technology measures, and the continued development of economically sound, flexible compliance approaches.

A project may be consistent with the AQMP if it does not exceed the population, housing or employment growth forecasted in the AQMP. The proposed project involves the demolition of 41,433 square feet of existing mall space and the construction of 57,352 square feet of a new movie theater. As such, the proposed project would not result in the development of residential uses that would cause a direct increase in the City's population. However, the proposed project could cause an indirect increase in the City's population through an increase in employment as a result of development of a movie theater. According to the applicant, the proposed movie theater will have up to 80 employees with a maximum of 25 employees per shift.

Projects that are consistent with the projections of employment and/or population forecasts identified in the Growth Management Chapter of the Southern California Association of Government's (SCAG) Regional Comprehensive Plan and Guide (RCPG) are considered consistent with the AQMP growth projections. This is because the Growth Management Chapter forms the basis of the land use and transportation control portions of the AQMP. Thus, this is considered a less than significant impact and no mitigation is required.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

### Discussion:

Air pollutant emissions would result from construction and operation of the proposed project. The analyses described below were conducted to calculate the potential construction and operational impacts of the proposed project. The emissions that are evaluated in this analysis include reactive organic gases (ROG), nitrogen oxides (NO<sub>x</sub>), carbon monoxide (CO), and particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>) as recommended by the SCAQMD in their *CEQA Air Quality Handbook*.

Construction activities are expected to take 246 days beginning in January 2014 and ending in December 2014. Three basic types of activities would be expected to occur and generate emissions during construction. First, some existing mall stores would be demolished, and existing surface features cleared. Following demolition, portions of the site would be re-graded to accommodate the new building foundations and parking areas. The new movie theater would then be constructed and readied for use.

Because of the construction time frame, overlapping of building phases, and the normal day-to-day variability in construction activities, it is difficult, if not impossible, to precisely quantify the daily emissions associated with each phase of the proposed construction activities. Table AQ-1 nonetheless identifies daily emissions associated with typical equipment for the different construction phases envisioned for the project with the thresholds of significance recommended by the SCAQMD.

**Table AQ-1 Estimated Maximum Daily Construction Emissions**

Construction Phase	Maximum Emissions (Pounds per Day)				
	ROG	NO <sub>x</sub>	CO	PM <sub>10</sub>	PM <sub>2.5</sub>
2014 Maximum lbs/ day	77.55	40.54	26.06	8.88	4.37
<b>Overall Maximum lbs/day</b>	<b>77.55</b>	<b>40.54</b>	<b>26.06</b>	<b>8.88</b>	<b>4.37</b>
SCAQMD Regional Thresholds	75	100	550	150	55
<b>Threshold Exceeded?</b>	<b>Yes</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
Maximum lbs/ day (on-site only)	n/a	35.99	22.84	7.27	4.37
Local Significance Thresh. (on-site only)	n/a	87	1,611	37	13
<b>Threshold Exceeded?</b>	<b>n/a</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

Source: Rincon, 2013. Air Quality Study. Table 4.

Calculations made using CalEEMod software developed by SCAQMD.

As shown, construction related daily emissions would not exceed the recommended thresholds, with exception to ROG. Therefore, the potential air quality impacts during construction of the *proposed project would be significant unless mitigated*. Implementation of **Mitigation Measure AQ-1** would reduce this impact to a less-than-significant level.

**MM AQ-1: Low-VOC Architectural Coatings.** *The applicant should use low-VOC architectural coatings for all buildings. At a minimum, all architectural coatings shall comply with the most recent standards in SCAQMD Rule 1113 – Architectural Coatings. Architectural coatings shall not be applied to more than 5,357 square feet of*

Potentially  
Significant  
Impact

Potentially  
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Unless  
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Potentially  
Significant  
Impact

Less Than  
Significant  
Impact

No  
Impact

*construction per day, including both interior and exterior surfaces.*

Operational emissions would be generated by both stationary and mobile sources as a result of normal day-to-day activities at the project site after occupation. Stationary area source emissions would be generated by the consumption of natural gas for cooking, and space and water heating devices, and by the use of landscape maintenance equipment. Mobile emissions would be generated by the motor vehicles traveling to and from the project site. As indicated in the Air Quality Study prepared by Rincon, the net change in emissions due to the proposed project would not exceed the SCAQMD thresholds for ROG NO<sub>x</sub>, CO, SO<sub>x</sub>, PM<sub>10</sub> or PM<sub>2.5</sub>.

The analysis of daily operational air quality impacts is based on the net increase in emissions associated with the proposed project above the emissions generated by the existing retail uses at the project site. The daily emissions associated with stationary sources and motor vehicles have been calculated utilizing the CalEEMod computer model. The results of these calculations are presented in Table AQ-2 along with the daily operational thresholds of significance recommended by SCAQMD. As shown, the net increase in operational emissions associated with the proposed project would not exceed the SCAQMD's recommended thresholds. Therefore, this impact would be *less than significant*.

**Table AQ-2 Estimated Operational Emissions  
(Existing and Proposed)**

<i>Emissions Source</i>	<i>Estimated Emissions in Pounds per Day</i>					
	<i>ROG</i>	<i>NO<sub>x</sub></i>	<i>CO</i>	<i>SO<sub>x</sub></i>	<i>PM<sub>10</sub></i>	<i>PM<sub>2.5</sub></i>
<b>EXISTING DEVELOPMENT</b>						
Area	1.08	0.00	0.00	0.00	0.00	0.0
Energy	0.00	0.02	0.02	0.00	0.00	0.00
Mobile	2.51	5.45	22.96	0.04	4.03	0.25
<i>Maximum lbs/day</i>	<i>3.59</i>	<i>5.47</i>	<i>22.98</i>	<i>0.04</i>	<i>4.03</i>	<i>0.25</i>
<b>PROPOSED PROJECT</b>						
Area	1.31	0.00	0.00	0.00	0.00	0.00
Energy	0.03	0.28	0.24	0.00	0.02	0.02
Mobile	7.51	15.92	66.94	0.10	11.43	0.71
<i>Maximum lbs/day</i>	<i>8.85</i>	<i>16.20</i>	<i>67.18</i>	<i>0.10</i>	<i>11.45</i>	<i>0.73</i>
<b>NET INCREASE IN EMISSIONS</b>						
<b>Net Change (Proposed-Existing)</b>	<b>5.26</b>	<b>10.73</b>	<b>44.20</b>	<b>0.06</b>	<b>7.42</b>	<b>0.48</b>
<b>SCAQMD Thresholds</b>	<b>55</b>	<b>55</b>	<b>550</b>	<b>150</b>	<b>150</b>	<b>55</b>
<b>Threshold Exceeded?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

Source: Rincon, 2013. Air Quality Study. Table 5.

Calculations made using CalEEMod software developed by SCAQMD.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### ***Discussion:***

The SCAQMD's *CEQA Air Quality Handbook* identifies possible methods to determine the cumulative significance of land use projects. These methods differ from the methodology used in other cumulative impact analyses in which all foreseeable future development within a given service boundary or geographical area is predicted and its impacts measured. The SCAQMD has not identified thresholds to which the total emissions of all cumulative development can be compared. Instead, the SCAQMD's methods are based on performance standards and emission reduction targets necessary to attain the federal and State air quality standards as predicted in the AQMP.

As discussed previously, the 2012 AQMP was prepared to accommodate growth, to reduce the high levels of pollutants within the Basin, to meet federal and State air quality standards, and to minimize the fiscal impact that pollution control measures have on the local economy. According to the *CEQA Air Quality Handbook*, projects which are consistent with the AQMP performance standards and emission reduction targets should be considered less-than-significant unless there is other pertinent information to the contrary.

The SCAQMD's *CEQA Air Quality Handbook* identifies the following three methods that could be used to analyze the cumulative impacts of a proposed project. Only the method that is applicable (if any) to the proposed project should be analyzed:

- Reduce the rate of growth in vehicle miles traveled (VMT and trips)
- One percent reduction in project emissions
- 1.5 average vehicle ridership (AVR), or average vehicle occupancy (AVO) if a transportation project

However, SCAQMD staff permits alternative methods of evaluation of the cumulative air quality impacts of a proposed project that is applicable to the proposed project. SCAQMD staff provides that a development project shall not be considered cumulatively considerable for air quality if the development project: (i) does not generate significant air quality impacts on its own, (ii) does not propose any greater number of units or building space than what is allowed under the existing general plan for the site, and (iii) is consistent with AQMP forecasts. As discussed previously in this topic discussion, the net increase in daily emissions associated with the operation of the proposed project would not exceed the SCAQMD's recommended thresholds of significance with exception to ROG which can be mitigated to a less-than-significant level, the project would be consistent with the existing land use designations for the site, and the proposed project would be consistent with AQMP forecasts. Therefore, the net increase in emissions generated by the proposed project would not be cumulatively considerable. No mitigation is required.

d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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**Discussion:**

The closest sensitive receptors to the project site are the El Cordova Apartments to the east and single-family homes to the northeast. Construction activities occurring under the proposed project would generate airborne odors associated with the operation of construction vehicles (i.e., diesel exhaust) and the application of architectural coatings. These emissions would occur during daytime hours only and would be isolated to the immediate vicinity of the construction site and activity. As such, this is considered a less than significant impact.

- |   |                          |                          |                                     |                          |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| e) Create objectionable odors affecting a substantial number of people? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

**Discussion:**

The proposed movie theater would not be expected to create or emit objectionable odors affecting a substantial number of people. Therefore, this impact would be less than significant.

#### IV. BIOLOGICAL RESOURCES

Would the project:

- |  |                          |                          |                          |                                     |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors or impede the use of native wildlife nursery sites?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |



Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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***Discussion:***

The proposed project site exists within a fully urbanized environment. No endangered, threatened, or rare species or their habitats (including but not limited to plants, fish, insects, animals, and birds) are known to exist on the site. There are no known riparian habitats or sensitive natural communities located in the general vicinity of the project site. No wetland habitat has been identified on the project site. Wildlife corridors do not exist on or near the project site. Since the entire project site has been developed, any existing plants or vegetation are not indigenous to the area and are not expected to provide a suitable habitat for a diverse terrestrial community. Therefore, the proposed project would not result in any disruption to wildlife movement or migration patterns. There are no known sensitive biological resources in the area. Any landscaping materials that exist on the project site and that would be removed or impacted during construction are not considered sensitive species and their removal would not result in significant impacts. The proposed project is not anticipated to conflict with any local policies, ordinances or conservation plans protecting such resources. Therefore, no impacts to biological resources would result and no mitigation is required.

**V. CULTURAL RESOURCES**

Would the project:

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

***Discussion:***

Project implementation requires demolition of approximately 41,433 SF of existing shopping mall structures. The structures and areas to be demolished are less than 50 years old and not associated with any particular trend, era, event or series of events, or historical patterns but, rather, represent development over the course of several decades. None of the existing structures display any unique or outstanding architectural features. No structures that would be demolished as a result of the project are eligible for the National Register, California Historic Landmarks, or Local Points of Interest. No historical resources have been identified on the project site. The proposed project would not excavate previously undisturbed areas as part of the project. No impact would occur and no mitigation is required.

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

***Discussion:***

The project site is underlain by soils that have been disturbed during development of the SouthBay Pavilion shopping center. However, the City has a history of agricultural use that could yield archaeological resources, and buried deposits may be located within the project site. By the turn of the 20<sup>th</sup> century, water provided to the area by the Dominguez Water Company allowed dairy farming to replace the cattle ranching and sheep grazing that previously dominated the landscape.<sup>4</sup> When the City was incorporated in 1968 more modern land uses, including residential, commercial,

<sup>4</sup> City of Carson, *General Plan*, December 23, 2002.

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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and industrial uses, became prominent. Given this agricultural history, the fact that throughout previous development no resources have been recovered, there is a small probability that wells, privies, trash deposits, structural foundation remains, or other features may be present below the surface. However, while not expected, there is a chance that ground disturbance could affect unknown, intact deposits. Therefore, there could be adverse effects to any unknown archaeological resources that would be discovered as a result of construction activities. Should this occur, implementation of **Mitigation Measure CR-1** would reduce this impact to a less-than-significant level.

**MM CR-1:** *In the event that previously unknown archaeological remains are uncovered during construction, land alteration work in the general vicinity of the find shall be halted and a qualified archaeologist shall be consulted. The qualified archeologist shall then promptly evaluate the finds for potential significance and, depending on the nature of the finds, shall recommend an appropriate course of action. The City of Carson shall implement such actions as recommended by the archaeologist to protect significant archaeological resources. Pursuant to CEQA Guidelines Section 15604 (c)(4), effects of the proposed project on archaeological resources that are neither unique nor historical shall not be considered a significant effect on the environment.*

- c) Directly or indirectly destroy a unique paleontological resource or site unique geologic feature? ☐ ☒ ☐ ☐

**Discussion:**

The project site is located near the Dominguez Channel and may contain paleontological resources. Damage to these resources would be a significant impact. Excavation is not anticipated to affect a unique geologic resource. Nonetheless, adherence to mitigation measure CR-1 would reduce any potential impacts to a less than significant level.

- d) Disturb any human remains, including those interred outside of formal cemeteries? ☐ ☒ ☐ ☐

**Discussion:**

The project site is not located on or near a formal cemetery or known burial ground. Excavation activities would occur within previously disturbed soil. The possibility of encountering archaeological artifacts or burials in the project area is remote. Nonetheless, implementation of mitigation measure CR-1 would minimize any potential impacts to a less-than-significant level.

## VI. GEOLOGY AND SOILS

Would the project:

- a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to the California Division of Mines and Geology Spec. Pub. 42)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Discussion:**

As with the rest of California, the project site is located within a seismically active area. However, there are no known active faults projecting toward or extending across the project site, nor is the site situated within a currently designated State of California Earthquake Fault Zone.<sup>5</sup> The project site is not located within the boundaries of any State-designated Alquist-Priolo Special Studies Zone.<sup>6</sup> No impact would occur and no mitigation is required.

ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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**Discussion:**

As previously mentioned, the project site area is located within a seismically active area. The Palos Verdes Fault Zone, Compton Thrust, Newport-Inglewood, and Elysian Park Thrust Fault Zones are located within the vicinity of the site. As is the case for most areas of Southern California, ground shaking resulting from earthquakes associated with nearby and distant faults may occur at the project site. Seismic activity associated with these active faults in the area may generate moderate to strong ground shaking at the site during the life of the project. However, the potential for seismic activity at the project site would not be greater than for much of the City of Carson.

All project structures and elements would be constructed in compliance with earthquake-resistant standards required by Title 24 of the State Building Code. All demolition activities would also be required to comply with California Building Code (CBC) Chapter 33 standards for demolition. Compliance with these requirements would ensure implementation of appropriate measures, such as reinforcement and shoring, designated construction zones, barriers, and other methods, to anticipate and avoid the potential for significant and adverse impacts caused by building site instability and falling debris during construction activities (as caused by a seismically induced event). Therefore, this project is not expected to increase the risk of exposure of people to impacts involving seismic ground shaking. Nonetheless, implementation of the mitigation measure **GEO-1** would ensure that any potential seismic impacts are less than significant.

**MM GEO-1:** *In an effort to minimize the potential for structural damage at the project site, the contractor shall use geogrid reinforced earth and surcharge, a geogrid reinforced earth and structural slab, helical pier anchors and a structure slab, or a driven pre-stressed, pre-cast concrete pile foundation system. To minimize the potential for soil movement, the contractor shall ensure that the upper 24 inches of soil within the building or exterior flatwork areas be non-expansive fill or lime-treated clayey soils.*

<sup>5</sup> Rincon Consultants, Inc., 1996 Sixth Amendment to Project Area No.1 Final Environmental Impact Report Volume I, prepared for the City of Carson Community Development Department, July 2, 1996.

<sup>6</sup> *Ibid.*

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Discussion:**

Depending on the levels of groundshaking, groundwater conditions, the relative density of soils, and the age of the geologic units in the area, the potential for liquefaction may vary in the City of Carson. Seismic-induced liquefaction occurs when a saturated, granular deposit of low relative density is subject to extreme shaking and loses strength or stiffness due to increased pore water pressure. The consequences of liquefaction are expected to be predominantly characterized by settlement, uplift on structures and increase in lateral pressure on buried structures. If building foundations are not designed properly the effects of severe liquefaction during seismic conditions could produce failure, leading to substantial structural damage and injury or loss of life.

However, due to the cohesive nature of the soils encountered at the project site during investigations, liquefaction potential at the site is considered low.<sup>7</sup> Based on investigations of the site, if excavations in certain areas of the project site are extended to below 12 feet, groundwater levels could interfere with the excavation.<sup>8</sup> If this were the case, that specific area of the site would be dewatered using sump pumps or well pumps. Dewatering would be maintained continuously until the completion of the foundation work. Impacts would be less than significant and no mitigation is required.

iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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**Discussion:**

The on-site topography is generally flat and the site would not be exposed to the hazard of landslides.<sup>9</sup> Therefore, impacts would be less than significant and no mitigation is required.

b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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**Discussion:**

The proposed project would require demolition and grading followed by construction of buildings and landscaping of open spaces. Trenching, grading, and compacting activities associated with construction of structures, and landscape/hardscape installation could temporarily increase soil exposure to wind and water erosion. However, the project site is generally flat, which would reduce potential erosion by water. Additionally, earth-disturbing activities associated with demolition and construction activities would be temporary and are not anticipated to result in a permanent or significant alteration of natural topographic features that exacerbate erosion. As such, this is considered a less than significant impact.

<sup>7</sup> Krazan and Associates, Inc., *Geotechnical Engineering Investigation*, June 28, 2001.

<sup>8</sup> *Ibid.*

<sup>9</sup> *Ibid.*

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

***Discussion:***

The site soils underneath the proposed fills are disturbed, with low strength characteristics, and are highly compressible when saturated with a moderate potential for expansion when recompacted.<sup>10</sup> Further, on-site soils consist of highly compressible organic clay with low strength characteristics. One of the most common phenomena during seismic shaking accompanying any earthquake is the induced settlement of loose unconsolidated soils. Based on site subsurface conditions, and the moderate to high seismicity of the region, any loose fill materials at the project site could be vulnerable to induced (or differential) settlement. Lateral spreading, subsidence, and collapse would not present geotechnical problems, because the sites were graded when the shopping center was built. Adherence of the project design to applicable building codes, including current seismic design standards, would minimize the potential for damage to structures and safety risks to building occupants. Thus, impacts would be less than significant.

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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***Discussion:***

On-site soils are disturbed as the site has been graded with development of the shopping center. Adherence of the project design to applicable building codes, including current seismic design standards, would minimize the potential for damage to structures and safety risks to building occupants. Thus, impacts would be less than significant.

e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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***Discussion:***

No septic tanks or alternative wastewater disposal systems would be utilized as part of the proposed project. Therefore, no impacts would result and no mitigation is required.

<sup>10</sup> Krazan and Associates, Inc., *Geotechnical Engineering Investigation*, June 28, 2001.

## VII. GREENHOUSE GAS EMISSIONS:

Would the project:

- |   |                          |                          |                                     |                          |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Generate greenhouse emissions, either directly or indirectly, that may have a significant impact on the environment?           | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

### ***Discussion:***

Construction of the proposed project would generate temporary greenhouse gas (GHG) emissions primarily due to the operation of construction equipment and truck trips. Site preparation and grading typically generate the greatest amount of emissions due to the use of grading equipment. Emissions associated with the construction period were estimated in the Air Quality Study prepared by Rincon based on the projected maximum amount of equipment that would be used onsite at one time. Construction activity is assumed to occur over a period of approximately one year (246 working days), beginning in January 2014 and concluding in December 2014. Based on CalEEMod results, construction activity for the project would generate an estimated 338 metric tons of carbon dioxide equivalent (CO<sub>2</sub>E). Amortized over a 30-year period as recommended by SCAQMD would generate approximately 11 metric tons of CO<sub>2</sub>E per year. As shown in Table 12 of the Rincon Air Quality Study, the proposed project would be consistent with applicable GHG reduction strategies set forth by the 2006 Climate Action Team (CAT) as well as the 2008 Attorney General's GHG reduction measures.

Long-term emissions relate to energy use, solid waste, water use, and transportation, which would amount to 1,321.5 metric tons of CO<sub>2</sub>E per year. When combined with the amortized construction emissions, the total would be approximately 1,333 metric tons of CO<sub>2</sub>E per year. This total represents less than 0.001% of California's total 2009 emissions of 453 million metric tons. The majority (83%) of the project's GHG emissions are associated with motor vehicle travel. Based on SCAQMD's recommended/preferred option threshold of 3,000 metric tons of CO<sub>2</sub>E per year for all land use types, the 1,333 metric tons of CO<sub>2</sub>E per year generated by the proposed project would not exceed the threshold. Therefore, impacts from GHG emissions would be less than significant.

## VIII. HAZARDS AND HAZARDOUS MATERIALS

Would the project:

- |   |                          |                                     |                          |                          |
|---|--------------------------|-------------------------------------|--------------------------|--------------------------|
| a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|-------------------------------------|--------------------------|--------------------------|

### ***Discussion:***

Demolition of existing structures could potentially expose construction personnel and the public to hazardous materials, including asbestos containing materials (ACMs), light ballasts containing polychlorinated biphenyl's (PCBs), or lead-based paints unless proper precautions are taken to minimize potential exposure. Various regulations and guidelines pertaining to abatement of, and

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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protection from, exposure to asbestos and lead have been adopted for demolition activities. In California, asbestos and lead abatement must be performed and monitored by contractors with appropriate certifications from the State Department of Health Services. In addition, the California Occupational Safety and Health Administration (“Cal/OSHA”) has regulations concerning the use of hazardous materials, including requirements for safety training, availability of safety equipment, hazardous materials exposure warnings, and emergency action and fire prevention plan preparation. All demolition that could result in the release of lead and/or asbestos would be conducted according to Cal/OSHA and South Coast Air Quality Management District (SCAQMD) standards.

Construction activities would be temporary in nature and are not anticipated to pose a significant risk to the employees and general public that would be visiting the shopping center. Nonetheless, construction activities would occur in compliance with applicable rules and regulations. These regulations would ensure that construction workers and the general public would not be exposed to any unusual or excessive risks related to hazardous materials during construction activities. In addition, the standards noted above have been developed to protect the general population from hazards associated with exposure to such materials. Demolition activities will comply with federal, State, and local abatement standards and the potential for ACMs, PCBs and/or lead to be released to the air in concentrations that would adversely affect such sensitive individuals would be low. However, implementation of mitigation measures **HAZ-1** through **HAZ-3**, described below, would ensure that potential impacts are less than significant.

Additionally, seven permitted underground storage tanks (USTs) were identified as previously operating on the project site.<sup>11</sup> Four of these USTs were identified as containing waste oil and three USTs were identified as containing gasoline. One of the waste oil USTs, previously part of the Broadway Auto Center, was removed when the IKEA store was built. None of the on-site USTs have been listed for incidences of leaks or spills. Therefore, potential impacts from on-site USTs are anticipated to be less than significant. Nonetheless, implementation of the following mitigation measures would reduce potential impacts resulting from exposure to hazardous materials during construction to a less-than-significant level.

**MM HAZ-1:** *The applicant shall utilize licensed subcontractors and assure that any ACMs, PCBs and lead-based paints encountered during demolition activities are removed, transported, and disposed of in full compliance with all applicable federal, state and local regulations.*

**MM HAZ-2:** *In the event USTs, obvious or suspected contamination, or other features or materials that could present a threat to human health or the environment are discovered during grading or excavation of the site, work shall cease immediately. A risk management plan shall be prepared that: (1) identifies the contaminants of concern and the potential risk each contaminant would pose to human health and the environment during construction and post-development; and (2) describes measures to be taken to protect workers and the public from exposure to potential site hazards. Such measures could include a range of options, including, but not limited to, physical site controls during construction, remediation, long-term*

<sup>11</sup> Remedial Management Corporation, *Phase I Environmental Assessment*, October 31, 1998.

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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*monitoring, post-development maintenance or access limitations, or some combination thereof. Depending on the nature of contamination, if any, appropriate agencies shall be notified (e.g., City of Carson Fire Department, the Los Angeles County Department of Public Works Environmental Programs Division, SCAQMD, and the Department of Toxic Substances Control (DTSC)). A site health and safety plan that meets OSHA requirements shall be prepared and in place prior to commencing work in any contaminated areas. The City, through its contractor, shall ensure proper implementation of the health and safety plan.*

**MM HAZ-3:** *If deemed necessary, following the completion of demolition activities, the City shall conduct additional soil sampling in the areas currently occupied by structures to determine whether lead-based paints in those structures may have resulted in elevated levels of lead in the soil in the area adjacent to those structures.*

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

***Discussion:***

Demolition of existing structures on the project site could result in the exposure of construction workers and the general public to ACMs, PCBs, and lead-based paints. Implementation of mitigation measures **HAZ-1** and **HAZ-2** would reduce impacts from demolition activities and disposal of hazardous materials to a less-than-significant level. No hazardous materials, other than cleaning supplies typical of institutional uses, would be used in the operation of the proposed project. Further, the proposed project would not require the use or storage of significant quantities of hazardous substances; therefore, no accidental explosion or major release of hazardous substances would occur. Hazardous materials would be stored in accordance with the Hazardous Materials Management Act (HMMA) and appropriate state and federal regulations. Therefore, any potential impacts would be less than significant.

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

***Discussion:***

The project site is the current location of the New Millennium Secondary School (NMSS), which will be relocated as a result of this project. NMSS has found a new location and is currently in the process of relocating for the Fall 2013 semester. Thus, schoolchildren and teachers will not be exposed to potential hazardous emissions, material, or substances generated by the proposed project. Also, the SouthBay Pavilion is located across the street from the Golden Wings Academy, a private child care center located at 20715 South Avalon Boulevard. However, the project site will be located on the east side of the shopping center and is not expected to impact the Golden Wings Academy. Nonetheless, implementation of mitigation measures **HAZ-1** and **HAZ-2** would reduce impacts from demolition activities and disposal of hazardous materials to a less-than-significant level.



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Discussion:**

A search of regulatory databases revealed that the project site is listed on the Resource Conservation and Recovery Act (RCRA) Generators, Hazardous Waste Information System (HWIS) and permitted UST lists.<sup>12</sup> This indicates that various tenants at the project site have generated hazardous waste, transported and disposed of hazardous wastes offsite, and have or had permitted USTs on-site. One area property located within a ¼-mile radius of the project site is listed as a hazardous materials site. This property, known as Mobil, is located to the northwest of the project site and had a waste oil leak incident occur in 1986. As of 1998, the Los Angeles Regional Water Quality Control Board was managing the case. Impacts are anticipated to be less than significant and no mitigation is required.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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**Discussion:**

The project site is not located within an airport land use plan, or within two miles of a public airport or public use airport. As such, no impacts would occur and no mitigation is required.

f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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**Discussion:**

The project site is not located in the vicinity of a private airport or airstrip. As such, no impacts would occur and no mitigation is required.

<sup>12</sup> Remedial Management Corporation, *Phase I Environmental Assessment*, October 31, 1998.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

***Discussion:***

The proposed project would not physically interfere with the City's emergency response plan. The City designates Del Amo Boulevard located immediately north of the project site, Avalon Boulevard located immediately west of the project site, and the two major freeways nearest to the site (I-405 to the southwest and I-110 to the west) as evacuation routes. Development of the proposed project would not require modification of the existing adopted emergency response plan, as the site itself will not be expanded. Impacts would be less than significant and no mitigation is required.

h) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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***Discussion:***

Implementation of the proposed improvement project would not expose any users to fire hazard from flammable brush, grass or trees because the project site is located in an urban area. On-site landscaping would be controlled through trimming and watering so as to reduce fire hazard impacts. Therefore, no impacts are anticipated and no mitigation is required.

## IX. HYDROLOGY AND WATER QUALITY

Would the project:

a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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***Discussion:***

The proposed construction activities associated with the new movie theater would not generate significant amounts of wastewater or urban runoff into existing storm drains. Under the Clean Water Act, the National Pollutant Discharge Elimination System (NPDES) program, which is implemented by the Environmental Protection Agency (EPA), regulates direct stormwater discharges. The proposed project will add approximately 15,000 square feet of new building area and would be subject to the water quality standards and waste discharge requirements.

The City of Carson is divided by the Dominguez Channel, a regional flood control system operated and maintained by the County of Los Angeles Department of Public Works. Stormwater flows in the City are conveyed by several networks of large drainage facilities to Dominguez Channel. The Dominguez Channel is immediately west of the SouthBay Pavilion shopping center.

The City's storm drain system is an extensive network of underground pipes and open channels that were designed to prevent flooding. Runoff drains from the street into the gutter and enters the system through an opening in the curb called a catch basin. Curbside catch basins are the primary points-of-entry for urban runoff. From there, runoff flows into underground tunnels that empty into flood control channels such as the Dominguez Channel. The storm drain system receives no

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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treatment or filtering process and is completely separate from the City's sewer system.

The LARWQCB adopted a Standard Urban Stormwater Mitigation Plan (SUSMP) for use by builders, land developers, engineers, planners, and others to develop post construction best management practices (BMPs) and urban stormwater runoff mitigation plans for projects that fall into selected categories, including certain projects greater than 10,000 square feet, which applies to the proposed project. The SUSMP requires that the specified projects be designed so as to collect and treat the first ¾-inch of stormwater runoff, and control peak flow discharge to provide stream channel and overbank flood protection. The City of Carson will ensure compliance with the requirements of the SUSMP. Implementation of mitigation measure **GEO-2** (discussed previously) and **HYD-1** would ensure a less-than-significant impact.

**MM HYD-1:** *The proposed project shall comply with the applicable provisions of the SUSMP, and if required by the SUSMP, shall include structural or other measures to collect and treat any potential stormwater runoff from the site, and control peak flow discharge.*

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

***Discussion:***

The demand for water created by the proposed project is expected to be a negligible amount of the City of Carson's total water consumption and as such would not contribute to the depletion of groundwater supplies. The visitors and employees of the shopping center are currently consuming water from similar local groundwater sources. The California Water Service (CalWater) supplies water to the project site. CalWater has two principal sources, local groundwater and purchased imported water. CalWater estimates that under normal conditions and projections of growth, it will have sufficient water supplies to meet annual customer demand through 2015.<sup>13</sup>

In addition, construction activities involve grading, and no substantial excavation activities are anticipated. The proposed project is not anticipated to lower the local groundwater table level by depleting groundwater supplies or interfering with groundwater recharge. No impacts are expected to occur, and no mitigation is required.

<sup>13</sup>City of Carson, *General Plan*, December 23, 2002.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner, which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount or surface runoff in a manner, which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water, which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Discussion:**

The existing drainage pattern of the area would not be significantly altered by site modifications. Currently, runoff from the existing uses is directed by roof drains, curbs, and other on-site improvements where it percolates into planter areas or enters the storm drain system. Development of the proposed project would not significantly modify these local drainage patterns. Landscaping that is removed will be replaced with landscaping in the parking area and stormwater will be directed toward these areas for percolation to the extent feasible.

Based on investigations of the site, if excavations in certain areas of the project site are extended to below 12 feet, groundwater levels could interfere with the excavation.<sup>14</sup> If this were the case, then specific area of the site would be dewatered using sump pumps or well pumps. Dewatering would be maintained continuously until the completion of the foundation work, and is not expected to contribute runoff water that would exceed the capacity of existing or planned storm water drainage systems. No significant amounts of erosion, siltation, or flooding on- or off-site are anticipated to occur. Additionally, the applicant would prepare and implement a SWPPP, which would include site design features, to control runoff from the project site during operation. Therefore, this would be a less than significant impact. No mitigation is required.

- |   |                          |                          |                                     |                          |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| f) Otherwise substantially degrade water quality? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

**Discussion:**

The proposed project is not anticipated to substantially degrade water quality. The applicant would conform to best management practices relative to runoff from parking lots or other on-site facilities. Potential short-term erosion effects could occur during site preparation and construction activities. However, due to the size of the project site and area of ground disturbance, this effect is expected to be minimal. The proposed project could contribute to minimal additional sources of polluted runoff. The proposed facility would contain a parking area and other surficial areas that could collect urban pollutants. During wet weather conditions, these pollutants could be transported to the stormwater drainage system. However, it is expected that these flows would be minimal and could be adequately accommodated by the existing stormwater drainage system. No other potential sources

<sup>14</sup> Krazan and Associates, Inc., *Geotechnical Engineering Investigation*, June 28, 2001.

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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would contribute to water degradation. No significant impacts are anticipated. Therefore, no mitigation is required.

- |  |                          |                          |                          |                                     |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

**Discussion:**

No housing would be developed as part of the proposed project. According to the Federal Emergency Management Agency's (FEMA) National Flood Insurance Program (NFIP), the project site is located in Zone "C", an area of minimal flooding.<sup>15</sup> Recent improvements in the City's flood protection system prompted FEMA to re-designate the entire City of Carson as being located outside a flood zone. The project site is not located in the 100-year flood hazard area.<sup>16</sup> Therefore, no impact would occur and no mitigation is required.

- |  |                          |                          |                          |                                     |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

**Discussion:**

According to the City of Carson's Standardized Emergency Management Plan (SEMS) Multi-Hazard Functional Plan, the City is not subject to inundation associated with dam failure.<sup>17</sup> Furthermore, there are no sources upstream that would result in site inundation as a result of flooding. Therefore, the proposed project would not expose people or structures to risk involving flooding and no mitigation is required.

- |   |                          |                          |                          |                                     |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| j) Inundation by seiche, tsunami, or mudflow? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

**Discussion:**

The project site is not in close proximity to a body of water. The City, has not been vulnerable to storm surge inundation associated with hurricanes and/or tropical storms. In addition, since the topography of the project site is relatively flat, there is no potential for mudflows to occur. As such, no impacts associated with a seiche, tsunami, or mudflow would result. No mitigation is required.

<sup>15</sup> City of Carson, *General Plan*, December 23, 2002.

<sup>16</sup> *Ibid.*

<sup>17</sup> *Ibid.*

## X. LAND USE AND PLANNING

Would the project:

- a) Physically divide an established community? ☐ ☐ ☐ ☒

### ***Discussion:***

The proposed project consists of construction and renovation of an existing shopping center, and therefore, would not physically divide an established community. All construction and activities involved with this project would be contained within the property boundaries of the shopping center. The proposed project would not result in any division of the community. No impact would occur and no mitigation is required.

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

### ***Discussion:***

The project site is located in a primarily commercial area that has been zoned as such since the late 1970s. Therefore, since the project components consist solely of commercial uses, no changes to zoning designations are required. Furthermore, the proposed project site is designated as “Regional Commercial” on the Zoning Map.<sup>18</sup> The “Regional Commercial” designation is intended to serve a broad population base that offer a wide range of services to both the community and the region. This use includes major department stores, specialty shops, restaurants, other retail and service uses, and movie theaters. The “Regional Commercial” designation is intended to provide for the City’s primary regional shopping center and its peripheral area. The project would be consistent with land use plans governing the area.<sup>19</sup> There would be no impacts and no mitigation is required.

- c) Conflict with any applicable habitat conservation plan or natural community conservation plan? ☐ ☐ ☐ ☒

### ***Discussion:***

The proposed project would be consistent with the existing regional commercial use of the shopping center. No known habitat or natural communities conservation plans exist for the project area. Therefore, the proposed project would not conflict with any conservation plans. No impact would occur and no mitigation is required.

<sup>18</sup> City of Carson, *Zoning Ordinance and Zoning Map*, 2013.

<sup>19</sup> *Ibid.*

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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## XI. MINERAL RESOURCES

Would the project:

- |  |                          |                          |                          |                                     |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?                                 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

### ***Discussion:***

Development of the proposed project would involve the use of construction materials, which include negligible quantities of non-renewable resources. Construction of the proposed project would follow industry standards and would not use non-renewable resources in a wasteful or inefficient manner. Furthermore, there are no known locally important mineral resources within the project area.<sup>20</sup> The proposed project would have no known effects on the availability of a mineral resource. Therefore, the proposed project would not result in the loss of availability of any mineral resource. Consequently, there is no potential for impacts and no mitigation is required.

<sup>20</sup> Krazan and Associates, Inc., *Geotechnical Engineering Investigation*, June 28, 2001.

## XII. NOISE

Would the project result in:

- |   |                          |                                     |                          |                          |
|---|--------------------------|-------------------------------------|--------------------------|--------------------------|
| a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|-------------------------------------|--------------------------|--------------------------|

### ***Discussion:***

Except where amended in Chapter 5 Noise Control Ordinance, City of Carson Municipal Code, the City has adopted the Los Angeles County Noise Control Ordinance, Chapter 12.08. The maximum allowable 30-minute exterior noise levels for residential land use receptors 50 dBA  $L_{50}$  during the daytime and 45 dBA  $L_{50}$  during the nighttime. The  $L_{50}$  limit is increased by 5 dBA for the  $L_{25}$ , by 10 dBA for the  $L_{8.3}$ , by 15 dBA for the  $L_{1.7}$  and by 20 dBA for the  $L_{max}$ . The limits would be increased to match the ambient sound level (in terms of  $L_{50}$ ,  $L_{25}$ ,  $L_{8.3}$ ,  $L_{1.7}$  or  $L_{max}$ ) if the ambient sound level is above the limit corresponding to that descriptor.

Maximum construction noise levels for long-term construction at single-family residential receiving properties are limited to 65 dBA from 7 a.m. to 7 p.m. daily except Sundays and legal holidays and 55 dBA at all other times.

Project construction would require the use of equipment for structure demolition, site excavation, and building fabrication. Construction would also involve the use of smaller power tools, generators, and other sources of noise. During each stage of construction there would be a different mix of equipment operating and noise levels would vary based on the amount of equipment in operation and the location of the activity. Construction activities are anticipated to occur only during normal daytime working hours.

The U.S. Environmental Protection Agency (U.S. EPA) has compiled data regarding the noise generating characteristics of specific types of construction equipment and typical construction activities. These data are presented in Table N-1 and Table N-2. These noise levels diminish rapidly with distance from the construction site at a rate of approximately 6 to 7.5 dBA per doubling of distance. For example, a noise level of 84 dBA measured at 50 feet from the noise source to the receptor would reduce to 78 dBA at 100 feet from the source to the receptor, and reduce by another 6 dBA to 72 dBA at 200 feet from the source to the receptor.

Construction activities would primarily impact the existing retail buildings within the South Bay Pavilion. The nearest residential units are located over 500 feet to the east of the construction site. Construction noise levels could temporarily reach up to 65 dBA  $L_{eq}$  during the daytime at nearby homes. As such, construction noise levels could reach the City's standard for construction noise levels during the daytime, Monday through Saturday. Impacts would be potentially significant only if construction activities were to occur in close proximity to the homes anytime other than 7 a.m. to 7 p.m. This is considered a significant impact. However, implementation of the mitigation measures would reduce impacts to less than significant.



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**Table N-1 Noise Ranges of Typical Construction Equipment**

<i>Construction Equipment</i>	<i>Noise Levels in dBA Leq at 50 feet<sup>1</sup></i>
Front Loader	73-86
Trucks	82-95
Cranes (moveable)	75-88
Cranes (derrick)	86-89
Vibrator	68-82
Saws	72-82
Pneumatic Impact Equipment	83-88
Jackhammers	81-98
Pumps	68-72
Generators	71-83
Compressors	75-87
Concrete Mixers	75-88
Concrete Pumps	81-85
Back Hoe	73-95
Pile Driving (peaks)	95-107
Tractor	77-98
Scraper/Grader	80-93
Paver	85-88

1. Machinery equipped with noise control devices or other noise-reducing design features does not generate the same level of noise emissions as that shown in this table.

**Source:** U.S. EPA 1971 as presented in City of Los Angeles 1998

**Table N-2 Typical Outdoor Construction Noise Levels**

<i>Construction Phase</i>	<i>Noise Levels at 50 Feet (dBA L<sub>eq</sub>)</i>	<i>Noise Levels at 50 Feet with Mufflers (dBA L<sub>eq</sub>)</i>
Ground Clearing	84	82
Excavation, Grading	89	86
Foundations	78	77
Structural	85	83
Finishing	89	86

**Source:** U.S. EPA 1971 as presented in City of Los Angeles 1998

**MM N-1:** *Exterior construction activities at the project site shall be limited to the hours of 7 a.m. to 7 p.m. Monday through Saturday and shall exclude public holidays. Interior construction activities that do not generate exterior noise are exempt from this measure.*

When completed and operational, the proposed project would not generate noise levels on site that generate noise levels that exceed City standards at the nearby residential units. Noise levels associated with project operations would be similar to those currently generated at the retail project site.

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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**MM N-2:** *Construction Equipment. If electrical service is available within 150 feet, electrical power shall be used to run air compressors and similar power tools. Internal combustion engines shall be equipped with a muffler of a type recommended by the manufacturer and in good repair. All diesel equipment should be operated with closed engine doors and should be equipped with factory-recommended mufflers. Construction equipment that continues to generate substantial noise at the project boundaries should be shielded with temporary noise barriers, such as barriers that meet a sound transmission class (STC) rating of 25, sound absorptive panels, or sound blankets on individual pieces of construction equipment. Stationary noise-generating equipment, such as generators and compressors, shall be located as far as practically possible from the nearest residential property lines.*

**MM N-3:** *Neighbor Notification. Provide notification to residential occupants adjacent to the project site at least 24 hours prior to initiation of construction activities that could result in substantial noise levels at outdoor or indoor living areas. This notification should include the anticipated hours and duration of construction and a description of noise reduction measures being implemented at the project site. The notification should include a telephone number for local residents to call to submit complaints associated with construction noise. The notification shall be posted on Leapwood Avenue and Del Amo Boulevard adjacent to the project site, and shall be easily viewed from adjacent public areas.*

**MM N-4:** *The project sponsor shall designate a “disturbance coordinator” who shall be responsible for responding to any local complaints regarding construction noise. The coordinator (who may be an employee of the developer or general contractor) shall determine the cause of the complaint and shall require that reasonable measures warranted to correct the problem be implemented.*

**MM N-5:** *The construction entrance shall be located away from the residential homes to the extent feasible.*

**MM N-6:** *The contractor shall minimize the number of construction equipment operating at the same time at the site, to the extent feasible.*

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

☐
☐
☒
☐

### ***Discussion:***

Vibration is sound radiated through the ground. The rumbling sound caused by the vibration of room surfaces is called groundborne noise. The ground motion caused by vibration is measured as particle velocity in inches per second and is referenced as vibration decibels (VdB). The background vibration velocity level in residential and commercial areas is usually around 50 VdB. The vibration velocity level threshold of perception for humans is approximately 65 VdB. A vibration velocity level of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels for many people.

This analysis uses the Federal Railway Administration’s vibration impact thresholds for residences and buildings where people normally sleep. These thresholds are 80 VdB during construction and 72 VdB for the long-term. No thresholds have been adopted or recommended for commercial uses.

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Construction activities that would occur with the proposed project have the potential to generate low levels of groundborne vibration. Various vibration velocity levels for the types of construction equipment that would operate at the project site during construction are identified in Table N-3. Construction activities would primarily impact the existing retail buildings within the South Bay Pavilion. The nearest residential units are located approximately 500 feet east of the nearest construction site. Based on the information presented in Table N-3, vibration levels at the nearest homes would be less than 80 VdB when large bulldozers and large loaded trucks operate at the site. Therefore, construction activities would not expose nearby residences to excessive groundborne vibration. When completed, background vibration levels would be expected to average around 50 VdB, as discussed above, and would not impact nearby residents or land uses. No mitigation is required.

**Table N-3 Vibration Source Levels for Construction Equipment**

Construction Equipment	Approximate VdB				
	25 Feet	50 Feet	60 Feet	75 Feet	100 Feet
Large Bulldozer	87	81	79	77	75
Loaded Trucks	86	80	78	76	74
Jackhammer	79	73	71	69	67
Small Bulldozer	58	52	50	48	46

**Source:** Federal Railroad Administration 1998; EIP Associates 2003

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

☐
☐
☒
☐

**Discussion:**

For the purpose of this analysis, permanent (i.e., long term operational) increase of 3 dBA CNEL over ambient noise levels at any noise-sensitive land use location is considered to be substantial and, therefore, a significant noise impact. Noise is measured on a logarithmic scale, and for a three dBA increase in noise levels to occur, vehicular traffic would need to double on the nearby roadway. According to the project traffic engineer, the proposed project would add approximately 3,698 net average weekday vehicle trips to the area street system above the number of vehicle trips associated with the existing retail development. The surrounding streets carry several thousand vehicles per day. Consequently, the proposed project would not result in a perceptible increase in ambient noise due to increased traffic volumes. No mitigation is required.

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

☐
☒
☐
☐

**Discussion:**

Based on the Noise Study prepared for the proposed project, the average noise levels associated with the use of heavy equipment at construction sites can range from 76 to 95 dBA at 25 feet from the source, depending upon the types of equipment in operation at any given time and phase of construction. The sensitive receptors nearest the proposed construction site are multi-family residences located approximately 650 feet to the east. At this distance, noise levels from construction could be as high as 67 dBA. Based on the City's exterior noise limits for long-term construction, noise levels in this range would not exceed the 70 dBA standard daytime (7 a.m. to 7

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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p.m.) standard for multi-family residences, but would exceed the nighttime (7 p.m. to 7 a.m.) standard. Because project construction would be a substantial source of noise for nearby residences, mitigation is required for construction activities associated with the proposed project. Implementation of the mitigation measures would reduce impacts to less than significant.

- |   |                          |                          |                          |                                     |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

***Discussion:***

The proposed project site is not located within the planning area or in the vicinity of any public airport, public use airport, or private airport. It is also not subject to low-flying aircraft. As such, the site is not subject to excessive noise from any airport or aircraft operations. No mitigation is required.

### XIII. POPULATION AND HOUSING

Would the project:

- |  |                          |                          |                                     |                          |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Induce substantial population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extensions of roads or other infrastructure)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

***Discussion:***

Development of commercial land uses would be considered employment generating. The development of a 57,352-square-foot 14-screen movie theater would generate up to 80 employees with a maximum of 25 employees per shift according to the applicant. However, many of the newly created jobs would be replacing jobs that have been displaced or relocated as the project would require demolition of 41,433 square feet of existing mall space resulting in a net increase of 15,919 square feet. As such the jobs/housing ratio for the City is not anticipated to vary significantly and potential impacts of the proposed project due to population growth are anticipated to be less than significant. No mitigation is required.

- |   |                          |                          |                          |                                     |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?           | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

***Discussion:***

The proposed project area does not include construction or demolition of residential units. Therefore, residents will not be displaced or need to be relocated. No impact would occur and no mitigation is required.

#### XIV. PUBLIC SERVICES

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

- i) Fire protection?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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**Discussion:**

Fire protection services in the City of Carson are provided by the Los Angeles County Fire Department. There are six primary County fire stations that provide services throughout the City. Fire stations include: Fire Station Numbers 10, 36, 95, 105, 116, and 127. The average emergency response time within the City is 5.0 minutes.<sup>21</sup> Fire Station No. 36, located at 127 West 223rd Street, is currently overburdened by nearly double the number of incidents, responses, and inspections performed by this station. This is primarily because this station serves an area nearly double the average jurisdictional area.

The increase in the number of structures and the daytime population of the area through increased employment could potentially place increased demands on the current level of fire services provided in the project area. However, buildout of the proposed project would not significantly increase demands on the fire department as a whole. The modernization of the new building would equip structures with modern fire-code features such as sprinklers, etc., that may not currently be in existence. Because the project area is already heavily developed and not characterized as a high fire area, the addition of approximately 15,919 SF of new development does not place a new, unacceptable burden on the fire department. All requirements of the fire department will be met. Impacts would be less than significant and no mitigation is required.

- ii) Police Protection?

<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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**Discussion:**

The Los Angeles County Sheriff's Department provides police protection services throughout the City of Carson. The California Highway Patrol (CHP) also provides law enforcement along the freeways that are located in close proximity to the project site (i.e., I-405 and I-110) and can provide back-up assistance in emergency situations.

No substantial population change is anticipated as a result of the proposed project. However, the proposed movie theaters would increase commercial use and the number of guests at the shopping center and thus would increase demand for police services. The increase in employment may also attract employees to relocate within the city limits, thereby indirectly increasing the demand on police services. Furthermore, movie theaters typically remain open later than other commercial uses, usually to the early morning. In light of the recent violence occurring at movie theaters throughout

<sup>21</sup> *Ibid.*

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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the nation, security is of utmost importance. As such, impacts are considered potentially significant and mitigation measures have been included to reduce impacts to less than significant.

**MM PS-1:** *Prior to certificate of occupancy, the applicant shall pay fair share funding for a new retail enforcement car as determined by the Sheriff's Department and the City.*

**MM PS-2:** *Security for the movie theater shall be coordinated with mall security. Security officers shall patrol the mall area at least 30 minutes after close of the last movie showing.*

**MM PS-3:** *Digital security cameras with remote internet access by the LA County Sheriff's Office shall be installed to monitor the premises. This includes surveillance of exit corridors, adjacent parking lot areas, and entryways as determined by the Planning Division. Cameras shall be maintained in working order and surveillance footage shall be maintained for a minimum of 30 days on digital media and shared with law enforcement upon request.*

iii) Schools?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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**Discussion:**

The project site was the location of New Millennium Secondary School, a charter high school, which has been relocated to another location in the City of Carson. The Los Angeles Unified School District (LAUSD) and Compton Unified School District currently serve the City. Most schools are within, but near, their enrollment capacities. However, since significant population growth is not expected as a result of the proposed project, enrollment at schools within the City are not likely to be affected. Impacts would be less than significant. No mitigation is required.

iv) Parks?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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**Discussion:**

The current ratio of park acres to population in the city is approximately 3.5 acres per 1,000 residents.<sup>22</sup> Since no substantial population growth is expected to result from the project, the ratio of acres to person would not change. No impact would result. No mitigation is required.

v) Other public facilities?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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**Discussion:**

No other public facilities would be measurably affected by the proposed project and no impact would result. No mitigation is required.

<sup>22</sup> *Ibid.*

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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## XV. RECREATION

Would the project:

- |   |                          |                          |                          |                                     |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Would the project increase the use of existing neighborhood, and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?                        | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

### ***Discussion:***

Because the project would not substantially affect area population, use of existing parks or other recreational facilities is not expected to significantly increase. No new recreational facilities are planned as part of the proposed project. Bike racks will be installed throughout the shopping center for bicycle riders. No impact would occur and no mitigation is required.

## XVI. TRANSPORTATION/TRAFFIC

Would the project:

- |  |                          |                                     |                          |                          |
|--|--------------------------|-------------------------------------|--------------------------|--------------------------|
| a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|-------------------------------------|--------------------------|--------------------------|

### ***Discussion:***

A traffic study for the proposed project was prepared and is on file at the Planning Division. Seven intersections were identified for analysis, as they were deemed most likely to experience significant effects from implementation of the proposed project. Traffic conditions in Southern California are normally evaluated during peak hours at intersections using a methodology known as the Intersection Capacity Utilization (ICU) technique. This analysis is widely accepted and essentially measures the amount of traffic signal “green” time required for the intersection. The ICU method is based upon the concept of traffic Level of Service (LOS). The analysis of peak hour intersection LOS is the primary indicator of circulation system performance. The level of service for the peak hour at intersections ranges from LOS A (optimal conditions, little congestion) to LOS F (stop-and-go traffic, very heavy congestion).

Traffic impacts are identified if the proposed project will result in a significant change in traffic conditions on a roadway or intersection. A significant impact is normally defined when project-related traffic would cause the LOS to deteriorate to below the minimum acceptable level by a measurable amount. Impacts may also be significant if the location is already below the minimum acceptable level and project related traffic causes a further decline. According to the City of Carson traffic guidelines, an impact at an intersection is considered to be significant if a change in ICU of



Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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0.020 or greater occurs at an intersection that is projected to operate at LOS E or F for the "with project" scenario.

Traffic conditions along urban and suburban roadways and highways are most significant during peak hours at signalized intersections. Traffic conditions are thus normally analyzed at these intersections during these times. AM and PM peak period turning movement traffic counts were obtained for seven study area intersections in February 2013. The study intersections are currently operating at acceptable levels of service.<sup>23</sup>

Project implementation would result in 25 net added trips during weekday AM peak hours, 198 net added trips during weekday PM peak hours, and 247 trips produced during the Friday PM peak hour.<sup>24</sup> The proposed movie theater is expected to open in December 2014 or early 2015.<sup>25</sup>

According to the Traffic Impact Analysis, the proposed project would cumulatively impact one or the seven key study intersections in 2015. However, implementation of the following mitigation measures will reduce impacts to less than significant.

**MM T-1:** *Modify the existing median along Avalon Boulevard and restripe to provide a second northbound left-turn lane. Modify existing traffic accordingly to current City of Carson standards and design requirements. The proposed project is required to pay a fair share contribution in the amount of \$17,750 to implement this improvement.*

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

### ***Discussion:***

The Congestion Management Program (CMP) was created statewide as a result of Proposition 111 and has been implemented locally by the Los Angeles County Metropolitan Transportation Authority (LACMTA). The CMP for Los Angeles County requires traffic studies to analyze all CMP freeway-monitoring locations where the proposed project adds 150 or more trips in either direction during the AM or PM peak hours. Since there are no CMP monitoring stations located in the vicinity of the project site (the closest station is Alameda Street at Del Amo Boulevard, which is now grade separated), no analysis is required for the arterial monitoring intersections. Since the total number of project trips is less than the required 150, no further CMP analysis is required. Therefore, impacts are anticipated to be less than significant and no mitigation is required.

<sup>23</sup> Linscott, Law & Greenspan, Engineers, *Traffic Impact Analysis for SouthBay Pavilion Theatre Expansion*, April 22, 2013.

<sup>24</sup> The traffic study was based on the proposed site plan prepared in 2013 for VCG-SouthBay Pavilion, LLC. Since the preparation of the original site plan, revisions to the exit corridors have decreased the building size by approximately 2,500 square feet. This would incrementally decrease the trip generation, but not to a significant level. As such, the loss of square footage would not significantly change the results in the traffic study.

<sup>25</sup> The traffic study was based on a schedule that identifies occupancy of the proposed project to begin in 2015. However, according to the applicant an earlier opening date is anticipated in late 2014.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

***Discussion:***

The proposed project would not generate air traffic or affect such activities. As such, no impact would occur and no mitigation is required.

d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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***Discussion:***

The proposed project would not change street configurations in the project area. The internal driveway behind the movie theater will be redesigned to eliminate a curve and reduce parking, but standards for driveway widths and number of parking spaces will be met. Therefore, no hazards associated with a design feature would occur. Therefore, no impacts would occur and no mitigation is required.

e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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***Discussion:***

No changes in access to emergency facilities or nearby land uses are expected to occur as a result of project implementation. The proposed project would not hinder emergency access in the area. All site plans would be designed to the satisfaction of requirements of the City of Carson, including emergency service providers such as the City of Carson Fire Department. No impact would occur and no mitigation is required.

f) Result in inadequate parking capacity?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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***Discussion:***

The total proposed building area for the shopping center is 1,026,485 SF. The Carson Municipal Code requires 4,566 total parking spaces once the proposed project is developed. The project will provide 4,640 parking spaces, and therefore, would exceed the parking space requirement. Therefore, since provided parking is greater than that required, there are no impacts to parking capacity as a result of implementing the proposed project. No mitigation is required.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
g) Conflict with adopted policies supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Discussion:**

The shopping center is located adjacent to the City's Carson Circuit transit area on Del Amo Boulevard northwest of the project site. The Carson Circuit has eight bus routes throughout Carson and provides busses for customers and employees of the South Bay Pavilion and adjacent businesses. Seven of the eight bus routes provide access to the project site. The proposed project would not conflict with any adopted policies supporting alternative transportation. There are two MTA bus lines, which provide service to the project site: 1) MTA Line 445/447 along South Avalon Boulevard; and 2) Line 205 along Del Amo Boulevard. Impacts would be less than significant. In addition, bike racks will be provided throughout the shopping center and the City has recently adopted a new bike plan which will improve bike routes throughout the City. Parking for alternative fuel vehicles will be provided as required by the Carson Municipal Code. As a result, no conflicts with adopted policies supporting alternative transportation would result from the proposed project. No mitigation is required.

## XVII. UTILITIES AND SERVICE SYSTEMS

Would the project:

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Discussion:**

The proposed project is not anticipated to generate a significant amount of wastewater and no significant impacts to wastewater treatment are anticipated. No new wastewater and water systems would be required. The proposed project would incrementally increase impermeable surfaces with the addition of approximately 15,000 square feet of new building area, but will provide appropriate storm water treatment so runoff amounts would not be measurably affected. Existing storm drains adequately serve the project site, and would continue to do so under the proposed project.<sup>26</sup> No impacts would occur and no mitigation is required.

d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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<sup>26</sup> EIP Associates, *City of Carson Project Area No. 4 Draft Environmental Impact Report*, April 2002.

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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**Discussion:**

California Water Service (CalWater) supplies water to the project site. CalWater has two principal sources: local groundwater, which comprises 20 percent of water production and purchased imported water, comprising the remaining 80 percent. CalWater estimates that under normal conditions and projections of growth, it will have sufficient water supplies to meet annual customer demand through 2015.<sup>27</sup> Thus, the water supplies should adequately serve the project and no mitigation is required.

- |  |                          |                          |                                     |                          |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| e) Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

**Discussion:**

Wastewater generated by the proposed project would be discharged into the local wastewater treatment lines operated by the Los Angeles County Public Works Department. These lines feed into trunk lines, which are operated and maintained by the Sanitation Districts of Los Angeles County (Sanitation Districts), and wastewater is then treated at the Joint Water Pollution Control Plant (JWPCP) located at 24501 South Figueroa Street in Carson. JWPCP is one of the largest plants in the world and is designed to treat approximately 400 million gallons of wastewater per day.<sup>28</sup> The plant currently treats approximately 280 million gallons per day (mgd), and is in compliance with applicable regulations.<sup>29</sup>

Incremental increases in wastewater generation associated with the proposed project would not be significant in comparison to regional demands. Specifically, since the project results in 15,000 square feet of additional building area, the projected increase would be approximately 1,200 gallons per day, which is far below the capacity of JWPCP.<sup>30</sup> Therefore, wastewater treatment impacts associated with the proposed project are less than significant. No mitigation is required.

<sup>27</sup> City of Carson, *General Plan*, December 23, 2002.

<sup>28</sup> Sanitation Districts of Los Angeles County website, [www.lacsd.org](http://www.lacsd.org), 2013.

<sup>29</sup> *Ibid.*

<sup>30</sup> Calculated using the City of LA CEQA Guidelines (80 gpd per 1,000 sf of commercial development).

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

***Discussion:***

The proposed project would not require new solid waste facilities. Trash collection services for the City of Carson are provided by the Sanitation Districts who contract with a private refuse hauling company known as Waste Management. Construction debris would be recycled or transported to the nearest Sanitation Districts landfill site and disposed of appropriately. The nearest landfill site, which will receive solid waste from the project site, is the Puente Hills Landfill located at 2800 South Workman Mill Road in Whittier, located approximately 25 miles northeast of the project site. Puente Hills Landfill accepts compacted trash that may be encountered during excavation, construction, and day-to-day activities. The amount of debris generated during implementation of the proposed project is not expected to significantly impact the landfill capacity. Additionally, since the proposed project would involve the construction of new structures with similar uses and would not create any new types of uses, no significant impacts to solid waste generation at the completion of improvement activities are anticipated to occur. The proposed project would comply with applicable regulations related to solid waste. No mitigation is required.

g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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***Discussion:***

No substantial increases in solid waste generation are expected as a result of project implementation. The proposed project would comply with any applicable federal, state, and local statutes/regulations related to solid waste. Daily operation at the project site would be subject to the requirements set forth in State legislation which requires the local agencies to divert their solid waste from landfill disposal through source reduction, recycling and composting. Any potential impacts would be less than significant. No mitigation is required.

## XVIII. MANDATORY FINDINGS OF SIGNIFICANCE

Would the project:

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

### ***Discussion:***

The analysis conducted in this Initial Study results in a determination that the proposed project, either individually or cumulatively, would not have a significant effect on the local environment. Since the proposed project would take place on a site that is currently developed and the site is devoid of fish or significant wildlife, and/or plant populations, the proposed project would not have the potential to degrade the environment in this regard. It is hereby found that the proposed project involves no potential for any adverse effect, either individually or cumulatively, on wildlife resources. No intrusion on cultural resources is anticipated to occur. No mitigation is required.

- |  |                          |                          |                          |                                     |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulative considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

### ***Discussion:***

Due to the scale, nature, and location of the proposed project, it is not anticipated that the less-than-significant impacts would contribute to significant cumulative impacts when viewed over an extended period of time. Construction related impacts associated with the proposed project would be short-term and temporary, and therefore, would not be significant. In addition, due to the project's incorporated mitigation measures, as well as the project's de minimus impacts, the project's incremental effects are not considered to be cumulatively considerable. No mitigation is required.

- |  |                          |                          |                          |                                     |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| c) Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

### ***Discussion:***

The proposed project is expected to have an overall positive effect on the City of Carson. The proposed project would not result in the displacement of residences. Therefore, the proposed project is not anticipated to have a direct or indirect substantial adverse impact on human beings. No mitigation is required.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Does the project have the potential to achieve short-term goals to the disadvantage of long-term goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Discussion:**

Both the short-term and long-term goals of the proposed project are to provide an improved shopping center and thereby increase business revenues for the City of Carson. Appropriate mitigation measures have been identified and incorporated into the project design in order to reduce any potential impacts to less than significant levels and no additional mitigation measures are required.

**REFERENCES AND BIBLIOGRAPHY**

The following documents were referred to as information sources during preparation of this document. They are available for public review at the locations abbreviated after each listing and spelled out at the end of this section. Some of these documents may also be available at the City of Carson Planning Department and/or the City of Carson Public Library.

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- California Natural Diversity Database, 2013. (Available at <http://www.dfg.ca.gov/biogeodata/cnddb/>)
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Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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- The Goodyear Blimp, The Spirit of America and Frequently Asked Questions. (Available at [http://www.goodyearblimp.com/fleet/spirit\\_america.html](http://www.goodyearblimp.com/fleet/spirit_america.html) and [http://www.goodyearblimp.com/faqs/faqs\\_business.html](http://www.goodyearblimp.com/faqs/faqs_business.html))



**APPENDIX A**  
**AIR QUALITY STUDY**  
**(ON FILE WITH THE CITY)**

**APPENDIX B**  
**TRAFFIC IMPACT ANALYSIS**  
**(ON FILE WITH THE CITY)**

**APPENDIX C**  
**NOISE STUDY**  
**(ON FILE WITH THE CITY)**