CARSON TRUCKING PROJECT

INITIAL STUDY AND MITIGATED NEGATIVE DECLARATION

Prepared By

Kimley-Horn and Associates, Inc.
765 The City Drive, Suite 200
Orange, California 92868

Prepared For

City of Carson
Community Development Department
701 East Carson Street
Carson, California 92745

July 2018

Kimley»Horn

CARSON TRUCKING PROJECT

INITIAL STUDY AND MITIGATED NEGATIVE DECLARATION

Prepared for	City of Carson 701 East Carson Street Carson, CA 90745
Prepared by	Kimley-Horn and Associates 765 The City Drive, Suite 200 Orange, California 92868
Date	July 2018

This Page Intentionally Left Blank

Table of Contents

List of Figures

Follows Page

List of Tables

Appendices (provided on CD)

A. Air Quality and Greenhouse Gas Study
B. Water Quality
C. Noise Assessment
D. Traffic Impact Analysis
E. Native American Tribal Correspondence

1 INTRODUCTION

1.1 Purpose of The Initial Study

In accordance with the California Environmental Quality Act (CEQA) (California Public Resources Code [PRC] § 21000 et seq.) and the State CEQA Guidelines (California Code of Regulations [CCR], Title 14, § 15000 et seq.), this Initial Study has been prepared to evaluate the potential environmental effects associated with the construction and operation of the proposed Carson Trucking Project (hereinafter referred to as the "proposed project" or "project"). Pursuant to Section 15367 of the State CEQA Guidelines, the City of Carson (City) is the Lead Agency for the project. The Lead Agency is the public agency that has the principal responsibility for carrying out or approving a project. The City has the authority for environmental review in accordance with CEQA and certification of the environmental documentation.

This CEQA document provides decision-makers and the public with information concerning the potential environmental effects associated with the implementation of the proposed project, and potential ways to reduce or avoid possible environmental impacts. It is intended to be used as a decision-making tool for the City in considering and taking action on the proposed project. Any responsible agency may elect to use this environmental analysis for discretionary actions associated with the implementation of the project.

1.2 Summary of Findings

The Initial Study includes a description of the proposed project; an evaluation of the project's potential environmental impacts; the findings of the environmental analyses; and a recommended Mitigation Program to lessen or avoid the project's significant adverse impacts on the environment. The Mitigation Program includes Standard Conditions and Requirements, and Mitigation Measures which are included in the Mitigation Monitoring and Reporting Program (MMRP) for the proposed project.

Based on the environmental checklist form prepared for the proposed project and supporting environmental analysis, with the implementation of the Mitigation Program, the project would have no impacts or less than significant impacts on the following environmental issue areas: Aesthetics, Air Quality, Agriculture and Forestry Resources, Biological Resources, Geology and Soils, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use and Planning, Mineral Resources, Noise, Population and Housing, Public Services, Recreation, Transportation, and Utilities. The proposed project's impacts on the following issue areas would be less than significant with mitigation: Cultural Resources and Tribal Resources. All impacts would be less than significant after mitigation.

As set forth in the State CEQA Guidelines Section 15070, an Initial Study leading to a Mitigated Negative Declaration (IS/MND) can be prepared when the Initial Study has identified potentially significant environmental impacts, but revisions have been made to the project, prior to public review of the Initial Study, that would avoid or mitigate the impacts to a level considered less than significant; and there is no substantial evidence in light of the whole record before the public agency that the project, may have a significant effect on the environment.

1.3 Initial Study Public Review Process

The Notice of Intent (NOI) to Adopt a Mitigated Negative Declaration and the Initial Study have been sent to agencies with concern or with jurisdiction over resources affected by the proposed project (State CEQA Guidelines § 15073(c)). The NOI has been provided to the Clerk of the County of Los Angeles, and interested organizations and individuals.

Reviewers of the Initial Study are given a 20-day review period to prepare written comments on the IS/MND. During the public review period, the IS/MND including the technical appendices can also be accessed at the City's website and is available for review at the locations identified below.

http://ci.carson.ca.us/communitydevelopment/planningprojects.aspx

City of Carson
Community Development Department,
Planning Division
701 East Carson Street
Carson, CA 90745

(310) 952-1761

Hours: 7:00 AM to 6:00 PM, Monday through Thursday

In reviewing the IS/MND, affected public agencies and interested members of the public should focus on the adequacy of the document in identifying and analyzing the potential environmental impacts and the ways in which the potentially significant effects of the project can be avoided or mitigated. Comments on the IS/MND and the analysis contained herein may be sent to:

Leila Carver, PTP, Planner
City of Carson
Community Development Department,
Planning Division
701 East Carson Street
Carson, CA 90745

Written comments may also be sent via email to lcarver@carson.ca.us. Comments sent via email should include the project title in the subject line and a valid mailing address in the email.

Following receipt and evaluation of comments from agencies, organizations, and/or individuals, the City of Carson will determine whether any substantial new environmental issues have been raised. If so, further documentation may be required. If not or if the issues raised do not provide substantial evidence that the project will have a significant effect on the environment, the IS/MND and the project will be considered for adoption and approval, respectively.

2 PROJECT DESCRIPTION

2.1 Project Location and Existing Land Uses

The approximately 16-acre site is located within the southern portion of the City of Carson (City), south of Interstate 405 (I-405), and east of Interstate 110 (I-110) in Los Angeles County, California. Figure 1, *Regional and Local Vicinity Map*, depicts the project site in a regional and local context, respectively. The proposed project would be located between East 223rd Street to the north and East 236th Street to the south, on a portion of the City of Los Angeles Department of Water and Power (LADWP) utility easement. The alignment of the utility easement generally runs in a north-south direction from I-405 to Lomita Boulevard. The eastern and western boundaries of the project site extend to the limits of the easement.

The project site is divided by existing east-to-west cross streets which split the site into four separate blocks. The four blocks are referred to in this Initial Study as Lot A, Lot B, Lot C, and Lot D, starting from the north end of the project site.

- Lot A: Between East 223rd Street and East Watson Center Road (Assessor Parcel Number [APN] 7315-004-271; Easement # 7315-004-821)
- Lot B: Between East Watson Center Road and East 230th Street (APN No. 7315-033-273; Easement No. 7315-033-802)
- Lot C: Between East 230th Street and East 233rd Street (APN No. 7315-034-271; Easement No. 7315-034-027
- Lot D: Between East 233rd Street and East 236th Street (APN Nos. 7315-036-271 and -272)

The overall dimensions of the 16-acre rectangular project site are approximately 160 feet wide and 4,385 feet long (0.83 miles). The approximate dimensions for each lot are identified below:

- Lot A: Approximately 5.1 acres; 1,406 feet (length) by 160 feet (width)
- Lot B: Approximately 3.781 acres; 984 feet (length) by 160 feet (width)
- Lot C: Approximately 3.6 acres; 985 feet (length) by 160 feet (width)
- Lot D: Approximately 3.7 acres; 1,010 feet (length) by 160 feet (width)

As shown in Figure 2, *Aerial View*, the site is currently vacant with predominately ruderal vegetation and open dirt areas. The property is owned by the City of Los Angeles and improvements on the lots are limited to electrical power towers and overhead electrical lines, with one area used for surface parking. Each lot is fenced and gated at the north and south ends of each lot. Specific characteristics of each lot are identified below:

- Lot A: Four electrical power towers; chain link/wrought iron fencing, chain link gate south end; vegetative screening;
- Lot B: Two electrical power towers; chain link/wrought iron fencing on the north, east, and west perimeters with a block wall with gate to the south. Lot B currently has a surface

parking lot at the south half of the site (between an abandoned railroad right-of-way to the north and East 230th Street to the south).

- Lot C: Two electrical power towers; chain link/wrought iron fencing
- Lot D: Four electrical power towers; chain link/wrought iron fencing

2.2 Surrounding Land Uses

The project site is in an industrial area and is generally bordered by existing warehouse, light industrial, and office uses. Surrounding land uses include the following:

To the North: Lot A is bordered by East 223rd Street. 223rd Street is classified on the City's General Plan Circulation Element as a Major Highway and a truck route. North of East 223rd Street are single-family residences. North of 220th Street is Bonita Street Elementary School and Carnegie Middle School.

To the Northeast: Outside of the warehouse and industrial center to the northeast are single-family residences, commercial automotive, and I-405.

To the East: Existing warehouse distribution and manufacturing facilities are located adjacent to the project site. East of Wilmington Avenue is the BP Carson Refinery.

To the South: South of East 236th Street is a wholesale plant nursery within the LADWP easement between Sepulveda Boulevard and East 236th Street. Single-family residences are located south of the nursery, south of Sepulveda Boulevard.

Southeast: Southeast of Wilmington Avenue is the Conoco Phillips Los Angeles Refinery.

To the West: The area adjacent to the project site to the west and east are warehouse distribution and manufacturing uses. West of Banning Boulevard are multi-family residences; further to the west are single-family residences with a few neighborhoods of multi-family residences.

2.3 Project Characteristics

Land Use Designations

The project site has a General Plan land use designation of Heavy Industrial, and a zoning designation of Manufacturing, Heavy with a Design Overlay (MH-D). The Design-Overlay designation was created by the City primarily to provide for site plan and design review of future development within the designated areas in order to achieve special standards of design, architectural quality, style and compatibility, landscape treatment, and functional integration of neighboring developments.

Site Development

Figures 3a through 3d, *Conceptual Site Plans*, depict the site plan for each lot associated with the project. As proposed, the project would allow for the construction and operation of a trailer truck and truck-mounted container storage parking facility which would include four paved parking lot areas to provide temporary parking and storage for trucks and truck-mounted containers. Trucks and trailers would be parked while waiting to be moved to and from the Port of Los Angeles, Port of Long Beach, or other locations. The general maintenance of truck tractors and equipment would not be allowed.

The project site would provide 565 spaces. Each lot would provide approximately the following number of trailer parking spaces:

- Lot A: 191 spaces
- Lot B: 129 spaces
- Lot C: 130 spaces
- Lot D: 115 spaces

Hours of Operation and Lot Access

The proposed parking facility would be operational 7 days per week, 24 hours per day. Each individual lot would be gated with security fencing.

Ingress and egress from each lot would be controlled, with manned or unmanned gates at the south end of the lot, depending on the requirements of the user. For unmanned gates, either remote access would be provided and/or users would have a gate code to access a lot.

Access to each lot would be provided from a 40-foot-wide driveway (with a 60-foot curb cut) at the south end of the lot. No project driveway would be provided on East 223rd Street. All traffic for each lot would enter and exit the lot via the driveway on the south end of the lot as follows:

- Lot A traffic would enter and exit the lot via the driveway on East Watson Center Road;
- Lot B traffic would enter and exit the lot via the driveway on East 230th Street;
- Lot C traffic would enter and exit the lot via the driveway on East 233rd Street; and
- Lot D traffic would enter and exit the lot via the driveway on East 236th Street.

Each lot would have three to five truck turn-around areas along the east side of the lot to allow trucks to turn around, in the event that all parking stalls are occupied. Trucks may only enter and exit from either the south end of the lot.

Lighting and Landscaping

Site lighting would be used to provide adequate lighting for circulation, safety, and security. The project site lighting would use free standing light poles with cut off style high-efficiency lighting to prevent off-site waste light. The project site includes 24-foot-high parking lights, spaced approximately 130 feet apart for the length of Lots A, B, C, and D.

There is existing landscaping on each lot between the roadway curb and the existing gate and/or fence. The distance from the curb to the fence/gate is approximately 30 feet; the width of the area is approximately 160 feet. The total existing landscape area is approximately 38,400 sf (0.88 acre) or approximately 5.5 percent of the project site. No net increase in the landscaped area is proposed.

Grading and Construction

For purposes of the CEQA analysis, this Initial Study assumes that construction of the project over an approximate four-month period with completion in 2019. Construction activities for the project would include site preparation, grading, and paving. Clearing and rough grading would occur over a four-week

period, followed by trenching and installation of infrastructure over a four-week period, then paving over a five-week period. Lastly, landscaping and final site preparation would occur over a four-week period.

2.4 Project Approvals

The City of Carson is the Lead Agency under CEQA and is responsible for reviewing and approving the CEQA document. The Applicant has requested the following permits and approvals from the City:

- Conditional Use Permit
- Development Agreement
- General Plan Amendment
- Site Plan and Design Review

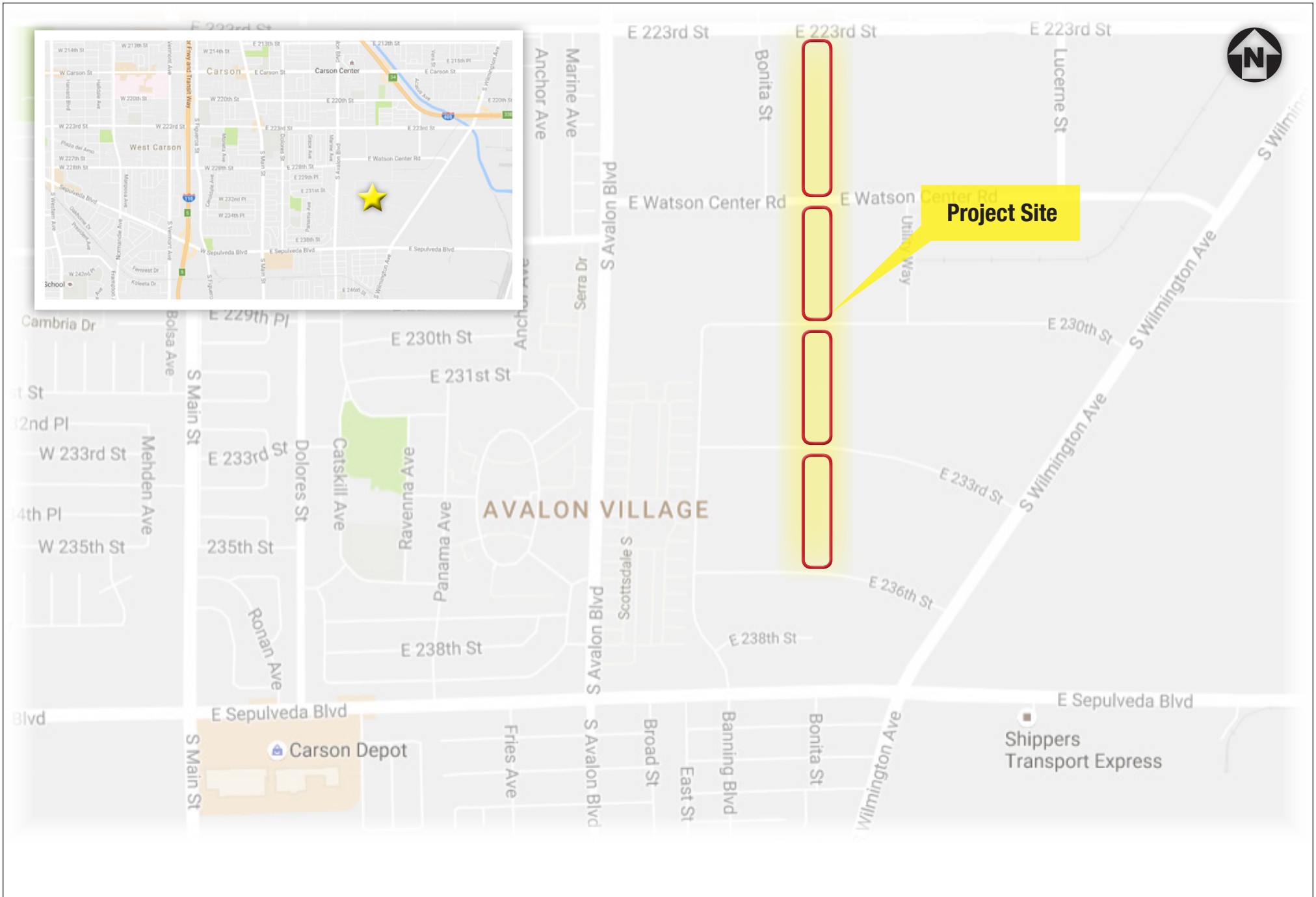
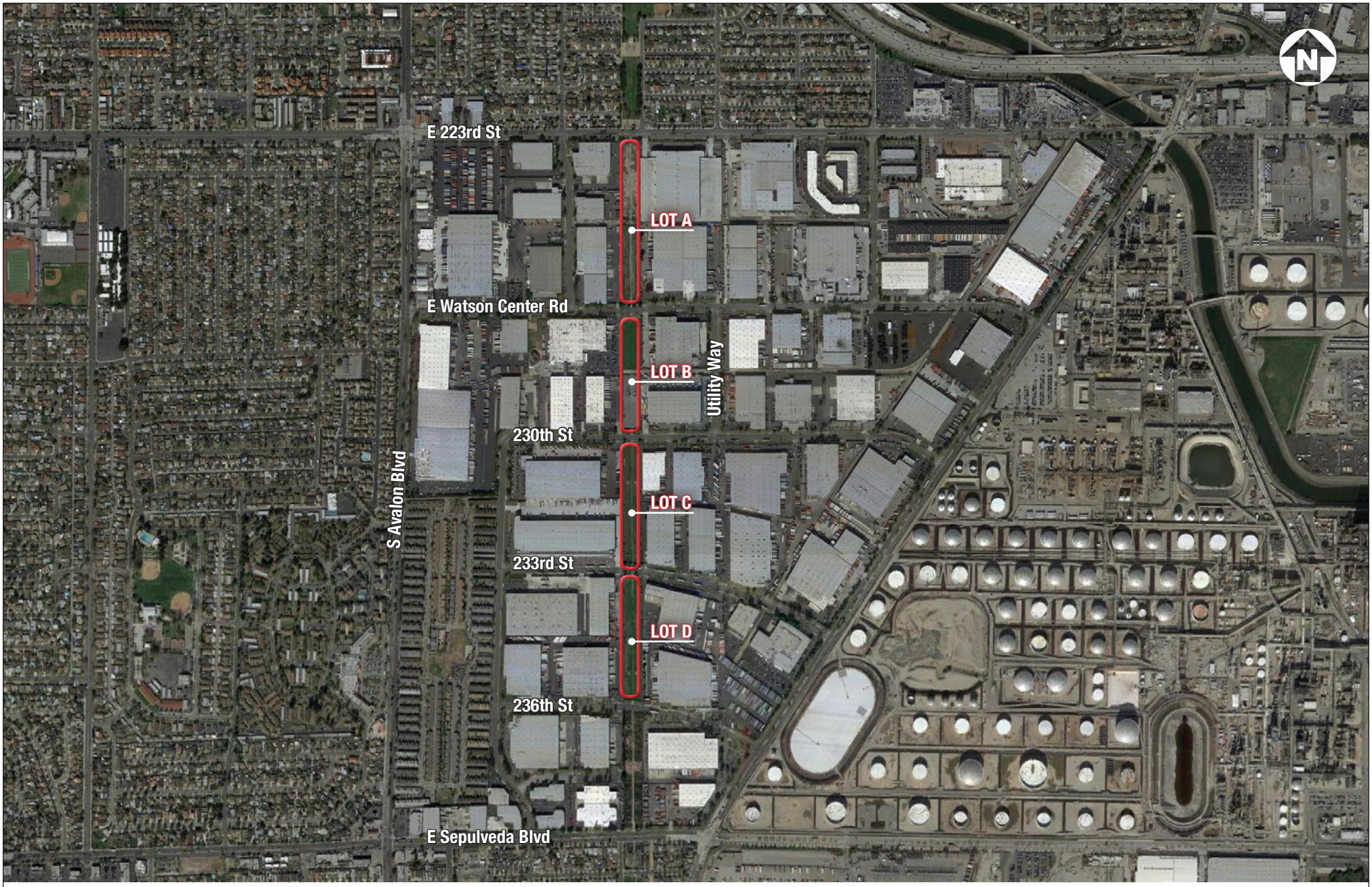


Figure 1: Regional and Local Vicinity Map

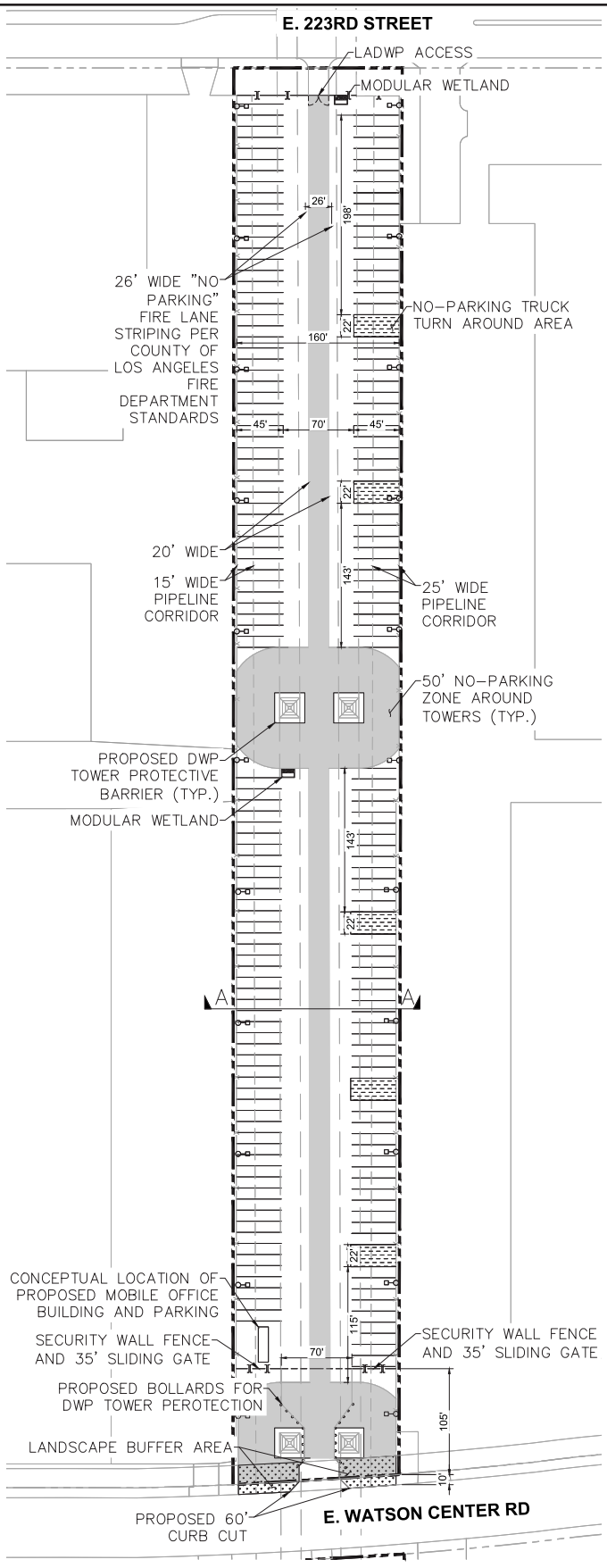
Kimley»Horn



Project Site

Figure 2: Aerial View

Kimley»Horn



LEGEND

- PROPERTY BOUNDARY
- EXISTING OVERHEAD DWP LINES
- EXISTING CHAIN LINK FENCE
- EXISTING DWP TOWER BASE
- PIPELINE CORRIDOR (SEE NOTE BELOW)
- PUBLIC ROW SETBACK
- PROPOSED FENCE AND GATE
- 24' HIGH PARKING LIGHTS AT APPROX 130' O.C.
- LADWP UNOBSTRUCTED AREAS (AVAILABLE FOR USE, BUT NOT PARKING OR OBSTRUCTIONS)
- TRUCK TURN AROUND AREA – NO PARKING
- LANDSCAPE BUFFER AREA

PARKING ANALYSIS

STALL DIMENSION 11'X45'
TOTAL: 191 STALLS

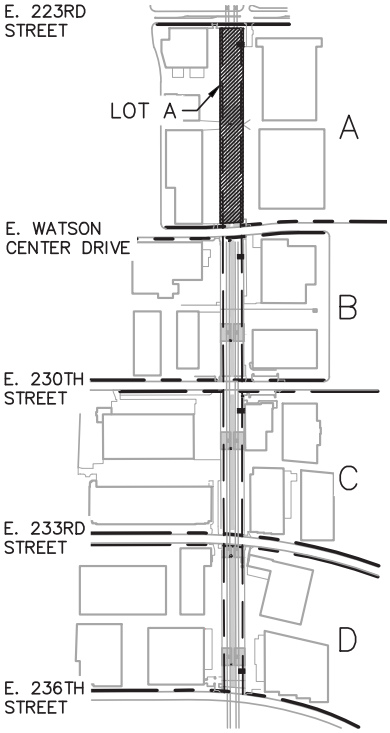


Figure 3a: Lot A - Conceptual Site Plan

Kimley»Horn

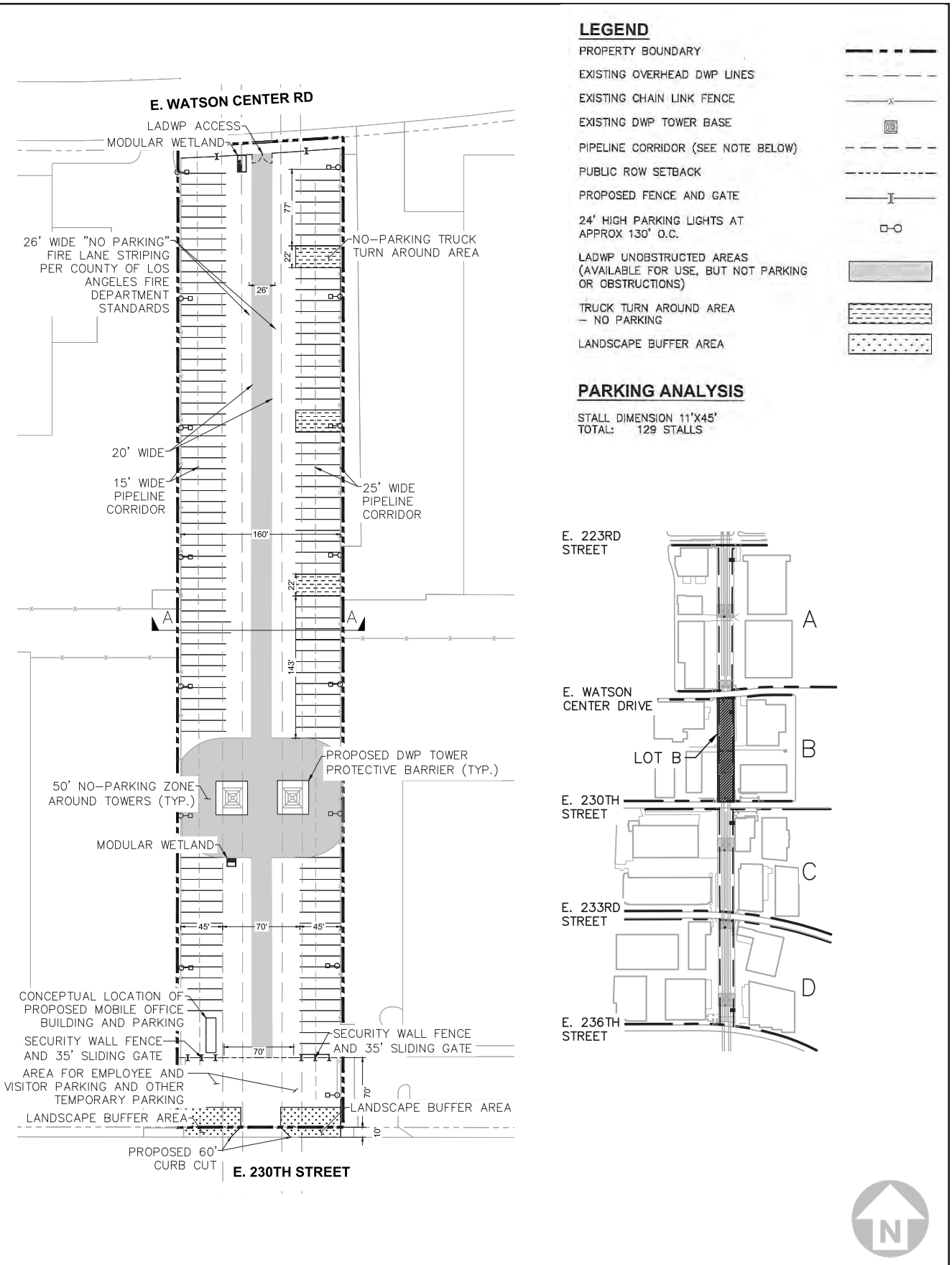


Figure 3b: Lot B - Conceptual Site Plan

Kimley»Horn

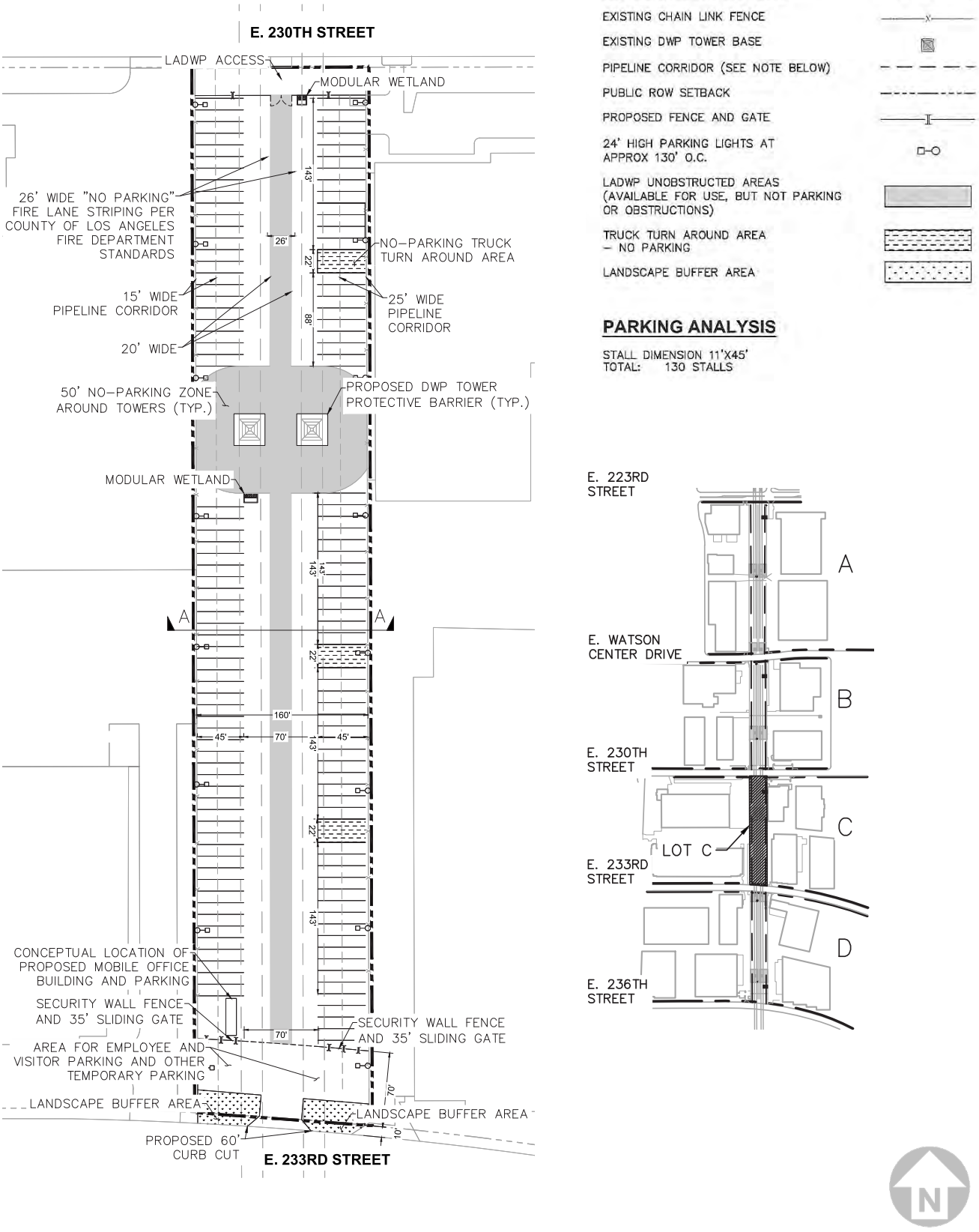


Figure 3c: Lot C - Conceptual Site Plan

Kimley»Horn

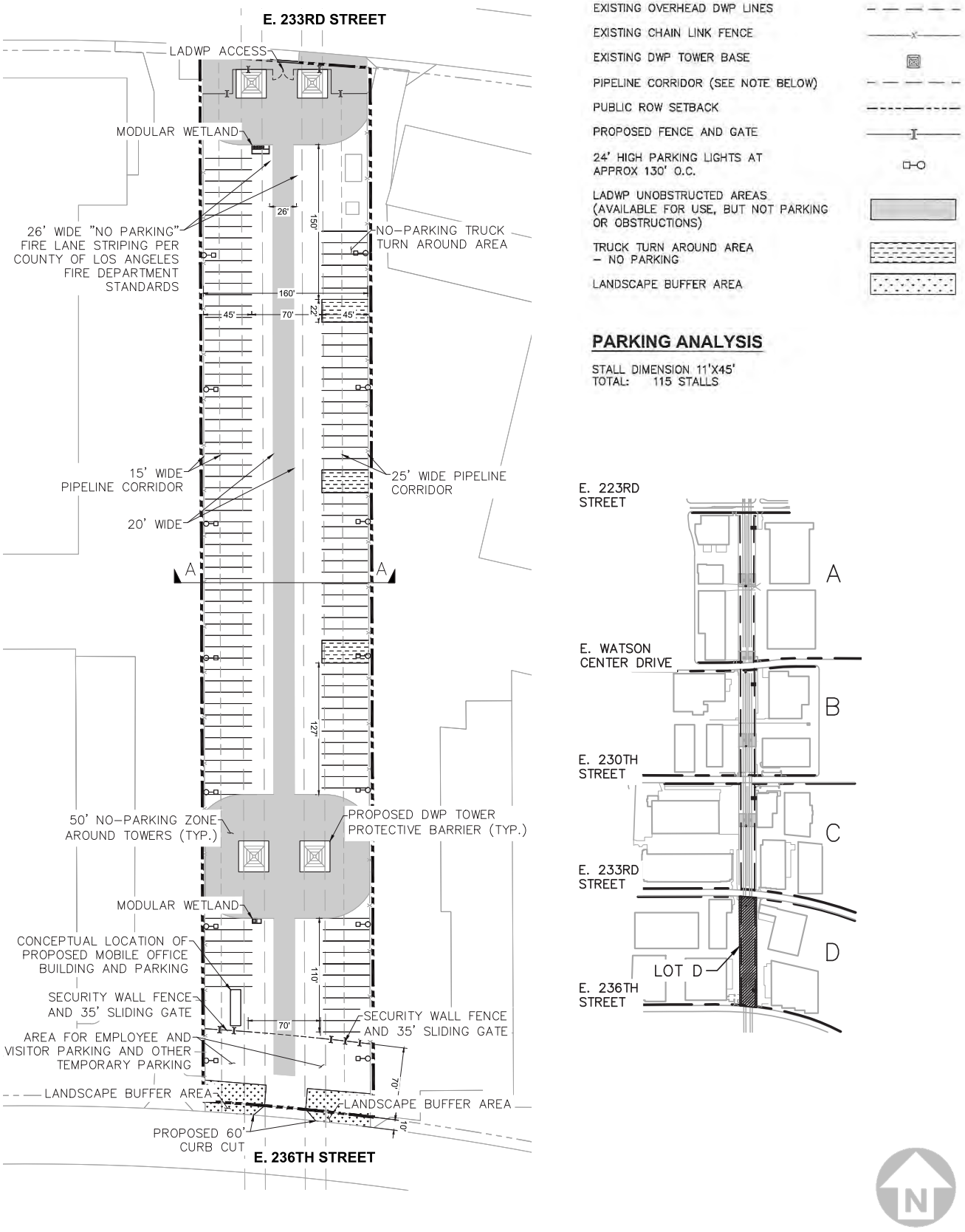


Figure 3d: Lot D - Conceptual Site Plan

Kimley»Horn

3 INITIAL STUDY CHECKLIST

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

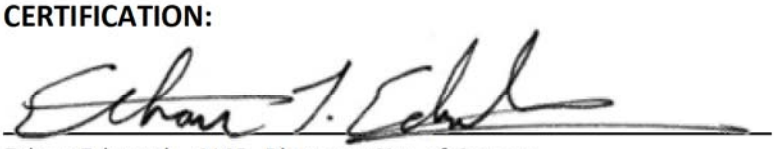
- ☐ Aesthetics
- ☐ Agricultural and Forestry Resources
- ☐ Biological Resources
- ☐ Greenhouse Gas Emissions
- ☐ Land Use/Planning
- ☐ Population/Housing
- ☐ Transportation/Traffic
- ☐ Cultural Resources
- ☐ Hazards & Hazardous Materials
- ☐ Mineral Resources
- ☐ Public Services
- ☐ Tribal Cultural Resources
- ☐ Air Quality
- ☐ Geology/Soils
- ☐ Hydrology/Water Quality
- ☐ Noise
- ☐ Recreation
- ☐ Utilities/Service Systems
- ☐ Mandatory Findings of Significance

DETERMINATION:

On the basis of this initial evaluation (check one):

- ☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be 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 will be 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 "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 (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

CERTIFICATION:



Ethan Edwards, AICP, Planner, City of Carson

	Potentially Significant Impact	Less Than Significant Impact W/ Mitigation	Less Than Significant Impact	No Impact
I. AESTHETICS. Would the project:				
a) Have a substantial adverse effect on a publicly available scenic vista?	☐	☐	☐	☒
b) Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☒	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐
II. AGRICULTURE AND FORESTRY RESOURCES. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 1222(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104 (g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
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 or conversion of forest land to non-forest use?	☐	☐	☐	☒
III. AIR QUALITY. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☒	☐

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

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

	Potentially Significant Impact	Less Than Significant Impact W/ Mitigation	Less Than Significant Impact	No Impact
VII. GREENHOUSE EMISSIONS. Would the project:				
a) Generate greenhouse gas (GHG) emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐
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?	☐	☐	☒	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☐	☒
IX. HYDROLOGY AND WATER QUALITY. Would the project:				
a) Violate any water quality standards or waste discharge requirements?	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant Impact W/ Mitigation	Less Than Significant Impact	No Impact
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)?	☐	☐	☒	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on-or off-site?	☐	☐	☒	☐
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	☐	☐	☒	☐
e) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☒	☐
f) Otherwise substantially degrade water quality?	☐	☐	☒	☐
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?	☐	☐	☐	☒
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☐	☒
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☐	☒
j) Inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒
X. LAND USE AND PLANNING. Would the project:				
a) Physically divide an established community?	☐	☐	☐	☒
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?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant Impact W/ Mitigation	Less Than Significant Impact	No Impact
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒
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?	☐	☐	☒	☐
b) Exposure of persons to or generation of excessive ground-borne vibration or ground-borne noise levels?	☐	☐	☒	☐
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒
XIII. POPULATION AND HOUSING. Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☒
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant Impact W/ Mitigation	Less Than Significant Impact	No Impact
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
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?	☐	☐	☒	☐
ii) Police Protection?	☐	☐	☒	☐
iii) Schools?	☐	☐	☐	☒
iv) Parks?	☐	☐	☐	☒
v) Other Public Facilities?	☐	☐	☐	☒
XV. RECREATION.				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒
XVI. TRANSPORTATION/ TRAFFIC.				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant Impact W/ Mitigation	Less Than Significant Impact	No Impact
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	☐	☐	☒	☐
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☒
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
e) Result in inadequate emergency access?	☐	☐	☐	☒
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise, decrease the performance of safety of such facilities?	☐	☐	☒	☐
XVII. TRIBAL CULTURAL RESOURCES. Would the project:				
Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	☐	☐	☐	☒
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☒	☐	☐
XVII. UTILITIES AND SERVICE SYSTEMS.				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant Impact W/ Mitigation	Less Than Significant Impact	No Impact
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☒
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☒	☐
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☐	☒
g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☐	☒
XIX. MANDATORY FINDINGS OF SIGNIFICANCE.				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐
b) Does the project have the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals?	☐	☐	☒	☐
c) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant Impact W/ Mitigation	Less Than Significant Impact	No Impact
d) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

4 ENVIRONMENTAL ANALYSIS

4.1 Aesthetics

Existing Setting

Lots A, B, C, and D are predominately vacant with the exception of two or more transmission towers with overhead transmission lines on each lot. The approximately 16-acre project site has limited landscaping containing non-native plant materials, and ruderal vegetation. There is landscaping along all streets that intersect the project site, including the northern and southern sides of East Watson Center Road, East 230th Street, and East 233rd Street, as well as the northern side of East 236th Street, and the southern side of East 223rd Street. The landscaping along the streets that intersect the project area consists of lawns, hedges, and trees.

Would the project:

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

No Impact. The Carson General Plan (General Plan) does not designate any scenic resources within the City of Carson. The General Plan Open Space Conservation Element does state that open space and parks are considered scenic resources. Calas Park is located north of Lot A across 223rd Street. The proposed project would not allow truck ingress or egress from Lot A onto East 223rd Street, and the project includes landscaping along the project frontage at East 223rd Street. Therefore, the project would not impact the park. In addition, the surrounding area is flat and developed with warehouse, manufacturing, industrial, and office uses, as well as residences. The proposed project would not affect scenic vistas. No impacts 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?

No Impact. As noted, the General Plan does not identify or designate any scenic resources within the City of Carson. There are no official-designated or eligible for designation State scenic highways proximate to the project site.[1] The nearest eligible scenic highway is Highway 1 in the City of Long Beach, located approximately 7.1 miles southeast of the project site. Because there are no State scenic highways within the City, the proposed project would not substantially damage scenic resources within a scenic highway. No impacts would occur, and no mitigation is required.

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

Less Than Significant Impact. The project site has been previously graded and disked. The four lots are predominantly vacant. Each lot contains transmission towers and transmission lines. Lot B has an existing surface parking lot at the south half of the site (between an abandoned railroad right-of-way to the north and East 230th Street to the south). The existing towers and transmission lines would remain. The perimeter of the project site is bordered by warehouse distribution and manufacturing facilities; there are single-family residences north of East 223rd Street. There is an existing solid brick wall that separates the

[1] California Scenic Highway Mapping System, www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/index.htm, accessed April 22, 2018.

residences from East 223rd Street. There are trees along the northern edge of the street as well as trees and shrubs bordering the northern edge of Lot A.

Construction of the proposed project may create temporary aesthetic nuisances associated with grading and paving, and the presence of construction debris, and construction equipment and vehicles. This visual effect is characteristic of a typical small construction site and would largely be screened by existing warehouse distribution and manufacturing facilities to the east and west. The north and south boundaries of each lot would include landscaping.

After construction, the operation of the proposed project would be consistent with the industrial and heavy commercial uses that surround the project site to the east, south, and west. Further, the project would be required to comply with all fencing requirements included in the City of Carson Municipal Code Section 9148.9.3, which require decorative wrought iron gates with opaque screening be installed at all access points visible from the public right-of-way. Chain link fencing and concertina wiring is prohibited where visible from public right-of-way. The paved parking areas, parked truck trailers, and landscaping would not degrade the visual character of the area. Due to the limited visibility of Lots A, B, C and D, both construction activities and operational activities would not result in a substantial degradation to the site or surrounding area. Therefore, impacts are considered less than significant, and no mitigation is required.

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

Less Than Significant Impact. The project would introduce additional light sources into an existing urban area. There is no existing lighting on the project site. Off-site light sources include light standards along roadways, and safety and identification lighting of the adjacent warehouse facilities, industrial uses, and residences.

Reflected light (glare) can be caused by sunlight or artificial light reflecting from finished surfaces such as window glass or other reflective materials. Because the proposed project is paved surface parking areas, materials known to cause glare would not be used.

The proposed project would include light standards on Lots A, B, C, and D. The project would be required to comply with all lighting requirements included in the City of Carson Municipal Code Sections 9127.1, 9137.1, 9147.1, and 9157.1, which require all exterior lighting to be directed away from all adjoining and nearby residential properties. The only residential area proximate to the project site is located to the north of Lot A across East 223rd Street. There is an existing wall that borders the residences along East 223rd Street and trees along the northern edge of the street. Additionally, there are trees and shrubs bordering the northern edge of Lot A. There are no sensitive uses adjacent to any portions of the site that would be impacted by new lighting sources on the project site, and the implementation of the proposed project would not adversely affect day or nighttime views in the area. No significant impacts would occur, and no mitigation is required.

Cumulative Impacts

When evaluating cumulative aesthetic impacts, a number of factors must be considered. The cumulative study area for aesthetic impacts is the viewshed that includes the project site and surrounding areas. The context in which a project is being viewed also influences the significance of the aesthetic impact. The

contrast a project has with its surrounding environment may actually be reduced by the presence of other cumulative projects. For example, if most of an area becomes urbanized, the contrast of a project with the natural surrounding may be less because it would not stand out in contrast as much. In order for a cumulative aesthetic impact to occur, the proposed elements of the cumulative projects would need to be seen together or in proximity to each other. If the projects were not near each other, the viewer would not perceive them in the same scene.

The project site is located adjacent to existing warehouse distribution and manufacturing facilities, and residences north of East 223rd Street. There is no undeveloped property adjacent to or in the immediate vicinity or the viewshed of the project site. Other potential future projects in the viewshed are anticipated to be primarily renovations or rehabilitations because the surrounding area is completely developed. The proposed project would not cumulatively contribute to any visual impacts.

Mitigation Program

Standard Conditions and Requirements

SC AES-1 Project lighting shall be designed in accordance with the City of Carson Municipal Code Sections 4101(j), 9127.1, 9137.1, 9147.1, and 9157.1

SC AES-2 Project fencing shall be designed in accordance with the City of Carson Municipal Code Section 9148.9

Mitigation Measures

No mitigation is required.

4.2 Agriculture and Forestry Resources

Existing Setting

The project site is currently vacant with minor vegetation and open dirt areas and no structures present on-site with the exception of the electrical power towers and overhead electrical lines operated by LADWP. The area surrounding the project site can be characterized as an urban development environment. There are no agricultural and forestry resources located on or proximate to the project site.

Would the project:

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps pursuant to the Farmland Mapping and Monitoring Program of the California Resource Agency, to non-agricultural use?

No Impact. The State of California Department of Conservation identifies that the City of Carson, as well as the surrounding communities, is in an "out of the survey area." However, the project site is in an area designated for industrial uses and is not used for agricultural purposes. The project site is considered an infill location, and the surrounding area is completely developed with urban/suburban uses. No farmland exists within the site vicinity. No impacts would occur, and no mitigation is required.

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

No Impact. A Williamson Act contract between local governments and private landowners restricts specified parcels of land to agricultural or related open space use in return for a lower property tax assessment. The project site is not under a Williamson Act contract. The project site is zoned Manufacturing, Heavy; agriculture is not a permitted use. Development of the proposed project would not conflict with either existing zoning for agricultural uses or with lands under a Williamson Act Contract. Therefore, no impacts would occur, and no mitigation is required.

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104 (g))?

d) Result in the loss of forest land or conversion of forest land to non-forest use?

No Impact. The proposed project would not conflict with existing zoning for forest land, timberland, or timberland production. There is no forest or timberland on the project site, and it is not zoned for such uses. Therefore, no impact would occur, and no mitigation is required.

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 or conversion of forest land to non-forest land?

No Impact. The project site does not include or is it proximate to agricultural uses or forest land. Therefore, the project would not directly or indirectly result in the conversion of property from agricultural or timberland uses. Therefore, no impact would occur, and no mitigation is required.

Cumulative Impacts

The proposed project would have no impact on agricultural and forestry resources. Therefore, no cumulative impacts would occur.

Mitigation Program

Standard Conditions and Requirements

No standard conditions or requirements are applicable to the project.

Mitigation Measures

No mitigation is required.

4.3 Air Quality

The *Carson Trucking Project Air Quality and GHG Impact Study* was prepared by Scientific Resources Associated (June 2018) as a part of this CEQA analysis. The air quality and greenhouse gas (GHG) assessment is summarized below and is included as Appendix A to this Initial Study. Emissions were estimated for the project using the California Emissions Estimator Model Version 2016.3.2 (CalEEMod); truck emissions were estimated using the EMission FACtors (EMFAC) 2017 model.

Existing Setting

The project site is in the South Coast Air Basin (Basin) which includes all of Orange County and non-desert portions of San Bernardino, Los Angeles, and Riverside counties. The Basin is bordered on the west by the Pacific Ocean and the east, north, and south by mountains. To the north are the San Gabriel Mountains; to the north and east are the San Bernardino Mountains; to the southeast are the San Jacinto Mountains; and to the south are the Santa Ana Mountains. The Basin forms a low plain and the mountains channel and confines airflow that traps air pollutants. The South Coast Air Quality Management District (SCAQMD) is the air pollution control agency for the Basin. The South Coast Air Quality Management District (SCAQMD) and the California Air Resources Board (CARB) monitor air quality within the Basin.

The climatological station closest to the project site is a National Weather Service Cooperative weather station in the City of Long Beach. Climatological data from the National Weather Service at this station spanning the period 1949-2016 indicates an annual average temperature of 74.2 degrees Fahrenheit. December is the coldest month (mean minimum daily temperatures of 45.3 degrees Fahrenheit), and August is the warmest month of the year (mean daily maximum temperatures of 83.9 degrees Fahrenheit).

Would the project:

a) Conflict with or obstruct implementation of applicable air quality plan?

Less Than Significant Impact. SCAQMD, in coordination with the Southern California Association of Governments (SCAG), is responsible for developing, updating, and implementing the Air Quality Management Plan (AQMP) for the Basin. Air quality plans describe air pollution control strategies and measures to be implemented by a city, county, region, and/or air district. The primary purpose of an air quality plan is to bring an area that is in non-attainment with federal and State air quality standards into compliance with the requirements of the federal Clean Air Act and California Clean Air Act. Non-attainment is used to refer to an air basin where one or more ambient air quality standards are exceeded. In addition, air quality plans are developed to ensure that an area maintains a healthful level of air quality based on the National Ambient Air Quality Standards (NAAQS) and the California Ambient Air Quality Standards (CAAQS).

The current plan is the 2016 AQMP adopted on March 3, 2017. The 2016 AQMP is designed to meet the State and federal Clean Air Act planning requirements and focuses on federal ozone and ultra-fine particulate matter ($PM_{2.5}$) standards. The SCAQMD's AQMP was prepared to accommodate growth; to reduce the high levels of pollutants within the areas under the jurisdiction of SCAQMD, and to attain clean air within the region. Projects that are considered consistent with the AQMP would not interfere with attainment because this growth is included in the projections used to formulate the AQMP.

For a project to be consistent with the AQMP adopted by the SCAQMD, the pollutants emitted from the project should not exceed the SCAQMD daily threshold or cause a significant impact on air quality, or the project must already have been included in the AQMP projections. Additionally, since the AQMP is based on the local General Plan, projects that are deemed consistent with the General Plan are found to be consistent with the AQMP. The project site has a General Plan land use designation of Heavy Industrial and a zoning designation of Manufacturing, Heavy (MH) with Design (D) Overlay. The proposed project is consistent with the General Plan designation. Emissions generated by construction and operation of the proposed project would be under the SCAQMD emission thresholds and therefore would not be considered by the SCAQMD as a substantial source of air pollutant emissions.

Therefore, the determination of AQMP consistency is primarily concerned with the long-term influence of a project on air quality in the Basin. The proposed project would not result in a long-term impact on the region's ability to meet State and federal air quality standards. Also, the proposed project would be consistent with the goals and policies of the AQMP for the control of fugitive dust. Therefore, impacts would be considered less than significant.

b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

Appendix G of the CEQA Guidelines states that the significance criteria established by the applicable air quality management plan or air pollution control district may be relied upon to make significance determinations. The SCAQMD has established significance thresholds to assess the regional and localized impacts of project-related air pollutant emissions. Table 1, *Estimated Construction Emissions*, and Table 2, *Maximum Daily Operational Emissions***,** identify the significance thresholds for construction and operations, respectively. A project with daily emission rates, risk values, or concentrations below these thresholds is generally considered to have a less than significant effect on air quality.

Short-Term Construction Emissions

Less than Significant Impact. Emissions from the construction phase were estimated based on information from the Applicant for construction equipment requirements and schedule. Project construction is expected to occur over a four-month period and would be operational in 2018/2019. Construction activities for the project would include site preparation, grading, trenching for utilities, paving, and landscaping. As identified in Table 1, construction-related emissions would not exceed SCAQMD thresholds with compliance with SCAQMD Rules and Regulations. Therefore, construction air quality impacts would be less than significant, and no mitigation is required.

Table 1: Estimated Construction Emissions						
Emission Source	**ROG**	**NO_x**	**CO**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**
Site Preparation and Grading						
Fugitive Dust	–	–	–	–	2.68	1.33
Offroad Diesel	2.40	25.01	16.66	0.03	1.20	1.11
Worker Trips	0.18	0.13	1.65	0.01	0.37	0.10
TOTAL	**2.58**	**25.14**	**18.31**	**0.04**	**4.25**	**2.54**
Significance Criteria	75	100	550	150	150	55
Significant?	*No*	*No*	*No*	*No*	*No*	*No*
Trenching and Utilities						
Offroad Diesel	1.16	11.94	7.86	0.02	0.53	0.49
Worker Trips	0.08	0.06	0.75	0.00	0.17	0.05
TOTAL	1.24	12.00	8.61	0.02	0.70	0.54
Significance Criteria	75	100	550	150	150	55
Significant?	*No*	*No*	*No*	*No*	*No*	*No*
Paving						
Asphalt Offgassing	1.40	–	–	–	–	–
Offroad Diesel	2.43	24.80	14.61	0.03	1.19	1.10
Worker Trips	0.20	0.15	1.90	0.01	0.43	0.12
TOTAL	**4.03**	**24.95**	**16.51**	**0.04**	**1.62**	**1.22**
Significance Criteria	75	100	550	150	150	55
Significant?	*No*	*No*	*No*	*No*	*No*	*No*
Landscaping						
Fugitive Dust	–	–	–	–	0.33	0.04
Offroad Diesel	0.61	6.14	3.61	0.01	0.31	0.29
Worker Trips	0.08	0.06	0.75	0.00	0.17	0.05
TOTAL	**0.69**	**6.20**	**4.36**	**0.01**	**0.81**	**0.38**
Significance Criteria	75	100	550	150	150	55
Significant?	*No*	*No*	*No*	*No*	*No*	*No*
Maximum Daily Emissions, lbs/day						
TOTAL	**4.03**	**25.13**	**18.31**	**0.04**	**4.25**	**2.53**
Significance Criteria	75	100	550	150	150	55
Significant?	*No*	*No*	*No*	*No*	*No*	*No*
Localized Significance Threshold	*N/A*	*123*	*1,530*	*N/A*	*14*	*8*
Significant?	*N/A*	*No*	*No*	*N/A*	*No*	*No*

Note: Quantities reflect pounds per day (lbs/day)
ROG: Reactive Organic Gases; NOx: nitrogen oxides; CO: carbon monoxide; SOx: sulfur oxides; PM10: particulate matter 10 microns or less in diameter; PM2.5: particulate matter 2.5 microns or less in diameter.
Source: SRA, 2018.

Diesel exhaust particulate matter are carcinogenic compounds. The risks associated with exposure to substances with carcinogenic effects are typically evaluated based on a lifetime of chronic exposure, which is defined in the California Air Pollution Control Officers' Association (CAPCOA) Air Toxics "Hot Spots" Program Risk Assessment Guidelines (CAPCOA 1993) as 24 hours per day, 7 days per week, 365 days per year, for 70 years. Diesel exhaust particulate matter would be emitted during the construction period assumed for the project from heavy equipment used in the construction process. Because of the short-term nature of project construction and the fact that heavy equipment exhaust emissions are not significant, exposure to diesel exhaust emissions during construction would be less than significant.

Operational Emissions

Less than Significant Impact. Project operations refer to the full range of activities that can or may generate criteria pollutant, GHG, and toxic air contaminants (TAC) emissions when the project is functioning in its intended use. Long-term emissions occur over the life of a project. Operational emissions are generated by mobile and area sources. The main operational impacts associated with the project would be associated with trucks using the site, including emissions from truck idling. To address whether the project would result in emissions that would violate any air quality standards or contribute substantially to an existing or proposed air quality violation, the emissions associated with Project-generated traffic are compared with the significance criteria.

It should be noted that the project is intended to accommodate existing trucks within the Basin. Therefore, the project would not generate new trips and associated new emissions within the Basin. The project would, however, generate localized emissions due to travel from freeways to the site, and on-site idling. To estimate emissions from the trucks, a one-way trip length from I-405 to the site was used, based on the longest distance from the southern end of the site to the freeway interchange. In addition, it was assumed that each truck would idle for 15 minutes at the site.

Table 2, *Maximum Daily Operational Emissions***,** identifies the operational emissions associated with the proposed project. As identified in the table, operational-related emissions would not exceed SCAQMD thresholds. Therefore, long-term operational air quality impacts would be less than significant, and no mitigation is required.

Table 2: Maximum Daily Operational Emissions

Emission Source	ROG	NOx	CO	SOx	PM_{10}	$PM_{2.5}$
Truck Travel	1.69	12.66	0.44	0.26	1.31	0.37
On-Site Idling	0.85	1.06	0.08	0.00	0.00	0.00
TOTAL	**2.54**	**13.72**	**0.54**	**0.26**	**1.31**	**0.37**
Significance Criteria	55	55	550	150	150	55
Significant?	*No*	*No*	*No*	*No*	*No*	*No*

Note: Quantities reflect pounds per day (lbs/day)
ROG: Reactive Organic Gases; NOx: nitrogen oxides; CO: carbon monoxide; SOx: sulfur oxides; PM10: particulate matter 10 microns or less in diameter; PM2.5: particulate matter 2.5 microns or less in diameter.

Source: SRA, 2018.

Localized Significance Threshold Analysis

As part of the SCAQMD's environmental justice program, attention was focused on localized effects of air quality. Localized Significance Thresholds (LSTs) represent the maximum emissions from a project that will not cause or contribute to an exceedance of the most stringent applicable federal or State ambient air quality standard. Any project which has the potential to directly impact a sensitive receptor located within one mile and results in a health risk greater than the risk significance thresholds would be deemed to have a potentially significant impact.

The LST Methodology provides a look-up table for construction and operational emissions based on the emission rate, location, and distance from receptors, and provides a methodology for air dispersion modeling to evaluate whether a construction or operation could cause an exceedance of an ambient air quality standard. The LST Methodology only applied to impacts from NO2, CO, PM2.5, and PM10 concentrations. The project site is in Source Receptor Area (SRA) 4: South Coastal Los Angeles County.

Sensitive receptors are considered land uses or other types of population groups that are more sensitive to air pollution than others due to their exposure. According to the SCAQMD LST Methodology, a sensitive receptor is defined as a location where a sensitive individual could remain for 24 hours or longer, such as residences, hospitals, and schools. The nearest sensitive receptors to the site are located approximately 0.35 mile to the west, in the residential area west of Avalon Boulevard, and to the north of the site in the residential area north of East 223rd Street. As previously identified in Table 2, no significant operational impacts would occur.

Only on-site emissions are considered in the LST analysis for operational emissions. Based on the analysis of on-site operational emissions, the emissions are negligible in comparison with on-road emissions. Impacts would therefore not exceed the threshold in the LST analysis.

Carbon Monoxide Hot Spots

A CO hot spot is an area of localized carbon monoxide pollution that is caused by severe vehicle congestion on major roadways, typically near intersections. The purpose of the analysis is to verify that a project would not cause or contribute to a violation of the CO standard at intersections for which a significant impact would occur. It should be noted that the Basin is designated as an attainment area for State and federal CO standards; and that there has been a decline in CO emissions even though vehicle miles traveled on urban and rural roads have increased. The SCAQMD studied the four most congested intersections within the Basin in 2003 in order to support their CO "attainment" demonstration to the US EPA. The modeled intersections experienced more than 100,000 average daily trips, and SCAQMD found that even these highly-congested intersections would not cause a CO hot spot to result. Therefore, the project would not cause a CO hot spot due to project-related traffic. Impacts would be less than significant and no mitigation is required.

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)?

Less Than Significant Impact. A significant impact air quality would occur if the project would result in a cumulative considerable net increase of any criteria pollutant for which the region is non-attainment under an applicable National or State AAQS (including releasing emissions which exceed quantitative

thresholds for ozone precursors). The ozone precursors are VOC and NO_x. The Basin is in non-attainment for ozone (State and federal), PM_{10} (State), $PM_{2.5}$ (State and federal), and lead (federal, partial non-attainment in a portion of Los Angeles County).

In the event direct impacts from a project are less than significant, a project may still have a cumulatively considerable impact on air quality if the emissions from the project, in combination with the emissions from other proposed, or reasonably foreseeable future projects are in excess of screening levels, and the project's contribution accounts for more than an insignificant proportion of the cumulative total emissions. As previously addressed, the proposed project would not result in significant construction or operational air quality impacts including non-attainment criteria pollutants. The project's contribution to regional pollutant concentrations would not be cumulatively considerable. The impact would be less than significant.

d) Expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact. A significant impact may occur when a project would generate pollutant concentrations to a degree that would significantly affect sensitive receptors, which include populations that are more susceptible to the effects of air pollution than the population at large. The State CEQA Guidelines indicate that a potentially significant impact could occur if a project would expose sensitive receptors to substantial pollutant concentrations.

Criterion 1: Localized Impact Analysis. As described above, the project would result in emissions of CO, NO_2, PM_{10}, and $PM_{2.5}$ that are below allowable thresholds.

Criterion 2: CO Hot Spot Analysis. The Air Quality Technical Report finds that emissions of CO concentrations would also be below the CAAQS and NAAQS standards, and that CO hot spots would not result from project traffic.

Criterion 3: Health Risk Assessment. The Health Risk Assessment conducted as part of the Air Quality Technical Report addressed the potential contribution of public exposure to diesel particulate emissions from truck traffic, focusing on emissions from trucks idling on the project site. Two types of health effects were evaluated: (1) cancer risk, which represents the potential for increased risk of cancer in a lifetime associated with exposure to emissions from the diesel truck traffic; and (2) chronic non-cancer hazards which represent the potential for a non-cancer health effect due to exposure on a chronic basis to emissions from a facility. In accordance with the risk assessment guidance from the State of California Office of Environmental Health Hazard Assessment (OEHHA, 2015), sensitive receptors are assumed to be exposed for a lifetime in a residential exposure scenario, which is defined as 30 years.

The closest fixed-site monitoring location to the project site is the Long Beach station. A significant excess cancer risk would be predicted if the individual's excess cancer risk is greater than 10 in one million and 1.0 for chronic hazards. With respect to the proposed project, excess cancer risks at the point of maximally exposed residential receptor would be 0.128 in one million, which is below the 10 in one million threshold. The chronic non-cancer risks for all receptors would be 0.0000206 which is also below the significance threshold of 1.0 (project increment); therefore, both the cancer and chronic non-cancer risks are less than significant. The SCAQMD has not developed a significance threshold for cumulative health risks, nor has it identified a methodology for analyzing cumulative health risks by combining impacts from a cumulative project list. The significance threshold is based on the incremental contribution of a project rather than

cumulative impacts. Therefore, because the project's health risks are below the SCAQMD's thresholds, there would be no cumulatively considerable contribution to health risks and cumulative impacts are less than significant.

Criterion 4: ARB Land Use Handbook. The ARB Air Quality and Land Use Handbook contains recommendations that will "help keep California's children and other vulnerable populations out of harm's way with respect to nearby sources of air pollution," including recommendations for distances between sensitive receptors and certain land uses. The conclusion reached from the Health Risk Assessment prepared for the proposed project indicated that the project would not cause a health risk in excess of the SCAQMD's health risk significance thresholds at any nearby sensitive receptor. The project's Health Risk Assessment concludes that overall health risks are less than significant.

Criterion 5: California School Siting Requirements. Criterion 5 deals with the State law regarding the siting of a new source of toxic air contaminants within 1,000 feet of a school boundary; the siting of a proposed school site within ¼ mile of facilities including but not limited to freeways and other busy traffic corridors, large agricultural operations and rail yards that might reasonably be expected to emit hazardous air pollutants; and the siting of a school site within 500 feet of a freeway or busy traffic corridor. The proposed project is not within 1,000 feet of a school boundary.

The results of the localized air quality impact analysis, Health Risk Assessment, and CO hot spot assessment finds that the construction and operation of the proposed project would not subject any sensitive receptors to substantial levels of air pollutants.

e) Create objectionable odors affecting a substantial number of people?

Less Than Significant Impact. The SCAQMD CEQA Air Quality Handbook (SCAQMD 1993) identifies certain land uses as sources of odors. These land uses include but are not limited to agriculture, wastewater treatment plants, food processing plants, composting, landfills, and fiberglass molding. The proposed Project is a truck parking area. The project is not proposing to include any of these operations at the site. The project would therefore not be a source of objectionable odors.

During construction-related activities, some odors (not substantial pollutant concentrations) that may be detected are those typical of construction vehicles (e.g., diesel exhaust from grading and construction equipment). These odors are a temporary short-term impact that is typical of construction projects. No other sources of objectionable odors have been identified for the proposed project. Therefore, the project would not result in significantly objectionable odors. Impacts would be less than significant and no mitigation is required.

Cumulative Impacts

A project that has a significant impact on air quality from emissions of PM_{10}, $PM_{2.5}$, NO_x and/or ROGs as determined above would have a significant cumulative effect. In the event direct impacts from a project are less than significant, a project may still have a cumulatively considerable impact on air quality if the emissions from the project, in combination with the emissions from other proposed, or reasonably foreseeable future projects are in excess of thresholds, and the project's contribution accounts for more than an insignificant proportion of the cumulative total emissions. The project's potential project-specific and contributions to cumulative air quality emissions are evaluated in the Initial Study analysis provided

above. The cumulative air quality impacts study area is the Basin. The project would not result in a cumulatively considerable net increase of any criteria pollutant. The proposed project, when combined with development in the region, would have a less than significant cumulative air quality impact because the contribution to regional pollutant concentrations would not be cumulatively considerable.

Mitigation Program

Standard Conditions and Requirements

SC AQ-1 The applicant shall prepare a Fugitive Dust Emissions Plan to demonstrate compliance with South Coast Air Quality Management District's (SCAQMD) Rules 402 and 403 in order to minimize short-term emissions of dust and particulates. SCAQMD Rule 402 requires that air pollutant emissions not be a nuisance off-site. SCAQMD Rule 403 requires that fugitive dust be controlled with Best Available Control Measures so that the presence of such dust does not remain visible in the atmosphere beyond the property line of the emission source. This requirement shall be included as notes on the contractor specifications. Table 1 of Rule 403 lists the Best Available Control Measures that are applicable to all construction projects.

Mitigation Measures

No mitigation is required.

4.4 Biological Resources

Existing Setting

The project site is a primarily undeveloped site with a utility easement. The existing project site has limited non-native landscaping and weeds at the northern and southern borders of each lot, and along the walls surrounding the perimeter of the lots. Common rodents, reptiles, bird and other animals typically found in ruderal grassland fields could occur on the site, but the absence of suitable habitat conditions and near to warehouse and industrial areas would limit extensive wildlife use.

Would the project:

a) Have a substantial 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 of U.S. Fish and Wildlife Service?

No impact. The site has been previously disturbed and contains LADWP power towers and lines, as well as dirt areas, limited non-native landscaping, and weeds; there are no native habitat areas on the site nor is the site adjacent to native habitat area. The site is bordered by development and streets. Project implementation would require limited excavation and grading of the site, and the removal of a small shrubs and trees within the site. Given the disturbed nature of the proposed project site and surroundings, small shrubs and trees would not provide ideal nesting opportunities for birds or raptors protected under the Migratory Bird Treaty Act. Existing trees along East 223rd Street, East Watson Center Road, East 230th Street, East 233rd Street, and East 236th Street would be protected in place where feasible. The existing land does not provide habitat for any known special status species or listed plants. Therefore, the proposed project would have no significant impacts and no mitigation is required.

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

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?

No Impact. Refer to Response 4.4(a), above. The project site has been disturbed and is devoid of sensitive plants, wildlife, and habitats. There is no riparian habitat or federally protected wetlands or resources on the project site.[2] The project site does not contain any water resources (e.g., streams, creeks, channels, vernal pools) nor would any of the proposed land uses potentially impact wetlands. Thus, no impacts would occur in this regard. Therefore, no impacts to riparian habitat or wetlands would result from the proposed project and no mitigation is required.

[2] U.S. Fish and Wildlife Service, *National Wetlands Inventory.* http://www.fws.gov/wetlands/Data/Mapper.html, accessed April 22, 2018.

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

No Impact. As noted in the response to 4.4(a) above, the project site consists primarily of vacant disturbed land, and is located within an urban environment. The project site is not located within a known movement or travel corridor for native resident species. Project implementation would not adversely affect the movement of any native resident or migratory fish or wildlife species, or established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites. No impacts would occur and no mitigation is required.

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

No Impact. According to the City of Carson General Plan EIR, the City does not have any local policies or ordinances protecting biological resources or tree preservation policy. As a result, implementation of the proposed General Plan would not conflict with any local policies or ordinances protecting biological resources. No impacts would occur and no mitigation is required.

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

No Impact. Please refer to the response to question 4.4(a) above. The project site has been disturbed and is devoid of sensitive plants, wildlife, and habitats. According to the City of Carson General Plan Environmental Impact Report (EIR), no areas within the City of Carson are included within any Natural Community Conservation Plans or other Habitat Conservation Plans. As such, implementation of the proposed project would not conflict with the provisions of any such plans. No impacts would occur and no mitigation is required.

Cumulative Impacts

The proposed project would not cause a significant impact to biological resources, and would, therefore, not contribute a cumulative effect on biological resources including sensitive species, protected habitat, or wetland resources.

Mitigation Program

Standard Conditions and Requirements

No standard conditions or requirements are applicable to the project.

Mitigation Measures

No mitigation is required.

4.5 Cultural Resources

Existing Setting

The Carson General Plan EIR states that the City does not have any historical resources listed on the National Register of Historic Places. The State of California Office of Historic Preservation (OHP) has designated the site of the first U.S. Air Meet in 1910 as a historic site within Carson. The California Historic Landmark has listed the 170-year-old Dominguez Rancho Adobe for the "Battle of Rancho Dominguez" in 1846. While it is technically in the City of Compton, the Carson General Plan EIR states the preservation would be maintained if it were to become annexed. The project area is primarily undeveloped, with the exception of the transmission towers and lines, and one paved surface parking lot. The area surrounding the project site is developed.

Would the project:

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

No Impact. The project site is located within the utility easement. With the exception of the transmission towers and lines, there are no buildings or structures on the project site. According to the National Register of Historic Places and the State of California Office of Historic Preservation, there are no identified historic resources identified on or proximate to the project site. The OHP-designated historic site for the U.S. Air Meet is located approximately three miles north of the project site. The Dominguez Rancho Adobe is almost four miles to the northeast in the City of Compton. Therefore, the proposed project would not impact any known historical structures and no mitigation is required.

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

Less Than Significant Impact with Mitigation. According to the Carson General Plan EIR, the Suangna Native American tribe was at one time located near the Pioneer building at the Watson Industrial Center, located approximately 800 feet east of Lot B and Lot C at the corner of Utility Way at East 230th Street. No additional archaeological sites or resources are known to exist within the City.[3]

The likelihood of encountering archaeological resources in the project site is considered low because the site has been altered by prior ground disturbance. Construction activities for the project would include minor excavation and grading. Therefore, the potential for the project to affect a previously unidentified archaeological resource is very low. Although archaeological resources are not anticipated to be encountered during construction of the proposed project, the unearthing of unknown archaeological resources during excavation and grading activities is possible. Therefore, Mitigation Measure CUL-MM1 is provided in the event such resources are discovered during the grading and excavation process. Upon implementation of the recommended mitigation measure, impacts would be less than significant.

[3] City of Carson, Carson General Plan, October 11, 2004.

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

Less Than Significant Impact with Mitigation. As discussed above (see responses to 4.5(a) and 4.5(b)), the project site has been subject to prior ground disturbance. Given the disturbed condition of the site, there are no known paleontological resources on the project site. In addition, according to the General Plan EIR, no known paleontological resources or sites or unique geologic features are known to exist within the City or at the project site. Therefore, the project would not directly or indirectly destroy known unique paleontological resources or site or unique geologic features. However, because there is some potential for the project to affect a previously unidentified paleontological resource, implementation of CUL-MM2, which addresses the actions to be taken should paleontological resources to be found, is required to reduce potential impacts to paleontological resources to a less than significant level.

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

Less Than Significant Impact. No conditions exist that suggest human remains are likely to be found on the project site. Due to the disturbed nature of the project site, it is not anticipated that human remains, including those interred outside of formal cemeteries, would be encountered during earth removal or disturbance activities. If human remains are found, those remains would require proper treatment, in accordance with applicable laws. State of California Public Resources Health and Safety Code Section 7050.5-7055 describe the general provisions for human remains. Specifically, Health and Safety Code Section 7050.5 describes the requirements if any human remains are accidentally discovered during excavation of a site. As required by State law, the requirements and procedures set forth in Section 5097.98 of the California Public Resources Code would be implemented, including notification of the County Coroner, notification of the Native American Heritage Commission and consultation with the individual identified by the Native American Heritage Commission to be the “most likely descendant.” If human remains are found during excavation, excavation must stop in the vicinity of the find and any area that is reasonably suspected to overlay adjacent remains until the County coroner has been called out, and the remains have been investigated, and appropriate recommendations have been made for the treatment and disposition of the remains. Following compliance with existing State regulations, as stated in CUL-SC1, which detail the appropriate actions necessary in the event human remains are encountered, impacts in this regard would be considered less than significant. No mitigation is required.

Cumulative Impacts

Potential cumulative impacts could occur if the project—when combined with other past, present, and reasonably foreseeable future projects—would causes significant impacts based on the thresholds of significance set forth in this Initial Study. The project site does not contain any historic resources and is not expected to impact any potential archaeological or paleontological resources and measures have been identified to mitigate potential impacts to a less than significant level. As with the proposed project, other past projects, other current projects, and probable future projects would be required to comply with standard conditions of approval and mitigation measures. Despite the site-specific nature of the resources, mitigation required for the identification and protection of unknown or undocumented resources would reduce the potential for cumulative impacts. On a cumulative level, data recovered from sites in the region allow for the examination and evaluation of the diversity of human activities in the

region. The proposed project would not contribute to a cumulatively considerable impact on cultural resources.

Mitigation Program

Standard Conditions and Requirements

SC CUL-1 If previous human remains are uncovered during site preparation, grading, or excavation, the archaeological monitor shall have the authority to immediately halt or divert grading in the immediate area of the discovery, and shall notify the County Coroner within 24 hours of the discovery. If the Coroner determines that the remains are not recent, the Coroner shall notify the Native American Heritage Commission. The project applicant shall comply with the procedures set forth in Section 5097.98 of the California Public Resources Code and shall consult with the most likely descendant designated by the Native American Heritage Commission to obtain recommendations on the treatment and disposition with appropriate dignity of the human remains and associated grave goods.

Mitigation Measures

MM CUL-1 would reduce potentially significant impacts to previously unknown archaeological resources to a less than significant level. MM CUL-2 would reduce potentially significant impacts to paleontological resources to a less than significant level.

MM CUL-1 If evidence of subsurface archaeological resources is found during construction, excavation, and other construction activity in that area shall cease and the construction contractor shall contact the City of Carson Community Development Department. With direction from the Community Development Department, an archaeologist certified by the County of Los Angeles shall be retained to evaluate the discovery prior to resuming grading in the immediate vicinity of the find. If warranted, the archaeologist shall collect the resource and prepare a technical report describing the results of the investigation. The test-level report shall evaluate the site including discussion of significance (depth, nature, condition, and extent of the resources), final mitigation recommendations, and cost estimates.

MM CUL-2 If evidence of subsurface paleontological resources is found during construction, excavation and other construction activity in that area shall cease and the construction contractor shall contact the City of Carson Community Development Director. With direction from the Community Development Director, a paleontologist certified by the County of Los Angeles shall evaluate the find prior to resuming grading in the immediate vicinity of the find. If warranted, the paleontologist shall prepare and complete a standard Paleontological Resources Mitigation Program for the salvage and curation of identified resources.

4.6 Geology and Soils

Existing Setting

The project site is located within the LADWP utility easement; the existing site is currently vacant with predominantly ruderal vegetation, open dirt areas, and two to four transmission power towers on each of the four lots.

Would the project:

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

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

Less Than Significant Impact. The City, as well as most of Southern California, is in a region of historic seismic activity. According to the Alquist-Priolo Fault Zone and Seismic Hazard Zone Map, the project site is not located in a fault zone.[4] Therefore, the potential for surface rupture due to faulting occurring beneath the site is considered low. Therefore, the proposed project would not result in any significant impacts in relation to a rupture of a known earthquake fault as delineated on the most recent Alquist-Priolo Earthquake Fault Map.

ii) Strong seismic ground shaking?

Less Than Significant Impact. The City of Carson General Plan Safety Element notes that the City, as well as all of Southern California, is in a seismically active area that can subject City residents to earthquake and seismic-related hazards. The General Plan identifies several active faults in the region, including the Newport-Inglewood, Whittier, Santa Monica, and Palos Verdes Faults. The only active fault within the City limits is the Avalon-Compton structural zone, which is part of the Newport-Inglewood Fault Zone.[5] The Avalon-Compton fault is located immediately east of Avalon Boulevard and north of the Redondo Beach/Artesia Freeway, approximately three miles north of the project site.

The Newport-Inglewood Fault Zone has the greatest potential for causing earthquake damage related to ground shaking. Several moderate earthquakes and numerous smaller shocks have been recorded proximate to the Newport-Inglewood zone and have originated on the deeper faults within the zone. The potential for damage results from seismic-related events include ground shaking, ground failure, and ground displacement.

Construction would be required to conform to the seismic design parameters of the then current California Building Code as adopted by the City. The City would be responsible for the review of all project plans for grading, foundation, infrastructure, and all other relevant construction permits. Compliance with

4 California Department of Conservation, Alquist-Priolo Fault Zone and Seismic Hazard Map, http://www.conservation.ca.gov/cgs/rghm/ap, accessed April 22, 2018.

5 City of Carson General Plan.

applicable regulations would reduce potential impacts related to strong seismic ground shaking to a less than significant level.

iii) Seismic-related ground failure, including liquefaction?

Less Than Significant Impact. Liquefaction is a process by which sediments below the water table temporarily lose strength and behave as a viscous liquid rather than a solid. Liquefaction typically occurs in areas where the soils below the water table are composed of poorly consolidated, fine to medium-grained, primarily sandy soil. In addition to the requisite soil conditions, the ground acceleration and duration of the earthquake must also be of a sufficient level to induce liquefaction. Lateral spreading is a type of liquefaction-induced ground failure associated with the lateral displacement of surficial blocks of sediment resulting from liquefaction in a subsurface layer. Once liquefaction transforms the subsurface layer into a fluid mass, gravity plus the earthquake inertial forces may cause the mass to move downslope towards a free face (such as a river channel or an embankment). Lateral spreading may cause large horizontal displacements and such movement typically damages pipelines, utilities, bridges, and structures.

Based on the Regulatory Maps prepared by the State of California Department of Conservation, the project site is not located within a State California Seismic Hazard Zone for liquefaction potential.[6] Because the project site is relatively flat and there is a lack of an adjacent free face to drive lateral spreading, the potential for lateral spreading is considered very low. Impacts related to liquefaction would be less than significant, and no mitigation is required.

iv) Landslides?

No Impact. The project site and surrounding area are relatively flat, making the possibility for landslides extremely remote. As a result, there is no potential for landslides to occur on or near the project site as a result of the proposed project. Additionally, the project site is not located within an area mapped as potentially affected by earthquake-induced landslide, or as having the potential for slope instability by the State of California Seismic Hazard Zones Map, Torrance Quadrangle, or the General Plan EIR. Therefore, project implementation would result in less than significant impacts associated with the exposure of people or structures to potential substantial adverse effects involving landslides and no mitigation is required.

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

Less Than Significant Impact. The project site is currently developed with transmission towers and lines; a portion of Lot B has been paved for surface parking. The site would be paved, and landscaping would be replaced. Upon project completion, the potential for soil erosion or the loss of topsoil would be expected to be extremely low.

Grading and earthwork activities during construction would expose soils to potential short-term erosion by wind and water. During construction, the proposed project would be required to comply with erosion and siltation control measures. This would include measures such as sand-bagging to reduce site runoff

[6] Department of Conservation Landslide and Liquefaction Map. 1999. http://maps.conservation.ca.gov/cgs/informationwarehouse/index.html?map=regulatorymaps

or hold topsoil in place prior to final grading and construction. Additionally, the proposed project is required to comply with the National Pollutant Discharge Elimination System (NPDES) permitting process. Construction impacts would be minimized through compliance with the Construction General Permit. The NPDES permit requires development and implementation of a Stormwater Pollution Prevention Plan (SWPPP) and monitoring plan, which must include erosion-control and sediment-control Best Management Practices (BMPs) that would meet or exceed measures required by the Construction General Permit to control potential construction-related pollutants. Erosion-control BMPs are designed to prevent erosion, whereas sediment controls are designed to trap sediment once it has been mobilized. Further, the proposed project would pave most of the project site and may have a beneficial effect by stabilizing soils and containing them to the site. These requirements would ensure that potential project impacts are less than significant.

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 an on-site or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

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

Less Than Significant Impact. As discussed above, the project site is located within a seismically active region. Development of the proposed project would be subject to established engineering standards regarding soil compaction. As discussed above, the project site would not be subject to earthquake-induced liquefaction/lateral spreading [refer to Response 4.16(a)(3)] or landslides [4.16(a)(4)].

Subsidence is a general lowering of the ground surface over a large area, and is generally attributed to lowering of the groundwater levels, settlement of peat, and oxidation of peat. More localized or focal subsidence or settlement of the ground can occur as a result of earthquake motion. This type of settlement and consequent differential settlement results from compaction of loose cohesionless soils. According to the General Plan EIR, subsidence has occurred within the City as a result of previous oil withdrawal within the Dominguez and Wilmington Oil Fields, which are respectively located approximately 2.5 miles north and 0.5 half mile south of the project site. The City of Carson has maintained control of any further subsidence within the City. No large-scale extraction of groundwater, gas, oil, or geothermal energy is occurring or planned at the site or in the general site vicinity. There appears to be little or no potential for ground subsidence due to withdrawal of fluids or gases at the project site.

According to the General Plan EIR, unstable soils, such as the Ramona-Placentia sandy loam in the City of Carson provide an unsound base for construction and should be evaluated on a site-specific basis. According to the USDA Web Soil Survey, the project site is composed mostly of Urban land- Haploxeralfs complex soils.[7] The project site is not located on Ramona-Placentia sandy loam and impacts related to unstable soils are less than significant. Therefore, impacts related to landslides, lateral spreading, subsidence, liquefaction, collapse, or expansive soil would be less than significant.

[7] United States Department of Agriculture Natural Resource Conservation Service, Web Soil Survey, https://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx, Accessed April 22, 2018.

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

No Impact. Implementation of the proposed project would not require the installation of a septic tank or alternative wastewater disposal system. No septic tanks or alternative wastewater disposal systems are proposed as part of the project. No impacts would occur and no mitigation is required.

Cumulative Impacts

The proposed project would be constructed in compliance with all applicable codes which are designed to reduce the exposure of people or structures to substantial risk of loss, injury, or death related to geological conditions or seismic events. The analysis herein determined that the proposed project would not result in any significant impacts related to landform modification, grading, or the destruction of a geologically significant landform or feature. Moreover, existing State and local laws and regulations are in place to protect people and property from substantial adverse geological and soils effects, including fault rupture, strong seismic ground shaking, seismic-induced ground failure (including liquefaction), and landslides.

Current building codes and regulations would apply to all present and reasonably foreseeable future projects, which could also be subject to even more rigorous requirements. Therefore, the project—in combination with past, present, and reasonably foreseeable future projects—would not result in a cumulatively significant impact by exposing people or structures to risks related to geologic hazards, soils, or seismic conditions.

Mitigation Program

Standard Conditions and Requirements

SC GEO-1 Prior to the issuance of grading permits, the City shall review all project plans for grading, foundation, infrastructure, and all other relevant construction permits to ensure compliance with the California Building Code, California Electrical Code, California Mechanical Code, California Plumbing Code, California Green Building Standards Code, and the California Energy Code (or applicable adopted code at the time of plan submittal or permit issuance).

Mitigation Measures

No mitigation is required.

4.7 Greenhouse Gas Emissions

An Air Quality Technical Report, which includes an assessment of greenhouse gas emissions (GHG), was prepared by Scientific Resources Associated (SRA, June 2018) for the proposed project. The technical report is summarized below and provided in Appendix A to this Initial Study.

Existing Setting and Background

The proposed project is located on an approximately 16-acre site on a portion of the LADWP utility easement. The project site is in an industrial area and is generally bordered by existing warehouse distribution and manufacturing facilities, with residential uses located north of East 223rd Street. The property is owned by the City of Los Angeles and improvements on the four lots are limited to transmission towers and overhead transmission lines, as well as one surface parking area in Lot B.

The "greenhouse effect" is the natural process that retains heat in the troposphere, the bottom layer of the atmosphere. Greenhouse gases (GHGs) are the components of the atmosphere responsible for the greenhouse effect. The amount of heat that is retained is proportional to the concentration of GHGs in the atmosphere. As more GHGs are released into the atmosphere, GHG concentrations increase, and the atmosphere retains more heat increasing the effects of climate change. The principal GHGs are carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), ozone, and water vapor. Fossil fuel consumption in the transportation sector (on-road motor vehicles, off-highway mobile sources, and aircraft) is the single largest source of GHG emissions, accounting for approximately one-half of GHG emissions globally. Industrial and commercial sources are the second largest contributors of GHG emissions with about one-fourth of total emissions.

California has passed several bills, and California Governors have signed Executive Orders (EO) regarding GHGs. GHG statutes and Executive Orders include Assembly Bill (AB) 32, Senate Bill (SB) 97, SB 1368, EO S-03-05, EO S-20-06, and EO S-01-07. In 2006, the State adopted the landmark California Global Warming Solutions Act of 2006 (AB 32). Major components of AB 32 include:

- Require the monitoring and reporting of GHG emissions beginning with sources or categories of sources that contribute the most to statewide emissions.
- Requires immediate "early action" control programs on the most readily controlled GHG sources.
- Mandates that by 2020, California's GHG emissions be reduced to 1990 levels.
- Forces an overall reduction of GHG gases in California by 25 percent to 40 percent, from business as usual by 2020.
- Must complement efforts to achieve and maintain federal and State ambient air quality standards and to reduce toxic air contaminants.

Senate Bill (SB) 97, a companion bill to AB 32, directed the California Natural Resources Agency (Resources Agency) to certify and adopt guidelines for the mitigation of GHG or the effects of GHG emissions. SB 97 was the State Legislature's directive to the Resources Agency to specifically establish that GHG emissions and their impacts are appropriate subjects for CEQA analysis. In June 2008, the State of California Office of Planning and Research (OPR) issued a Technical Advisory on CEQA and Climate Change that provided

an outline of the elements needed for a CEQA GHG analysis. The amendments to the CEQA Guidelines implementing SB 97 became effective on March 18, 2010.

Greenhouse Gas Emissions Significance Thresholds

Pursuant to Appendix G of the CEQA Guidelines, a project would have a potentially significant impact if it:

- Generates GHG emissions, directly or indirectly, that may have a significant impact on the environment, or
- Conflicts with an applicable plan, policy, or regulation adopted to reduce GHG emissions.

Section 15064.4 of the CEQA Guidelines specifies how significance of GHG emissions is to be evaluated. The process is broken down into quantification of project-related GHG emissions, making a determination of significance, and specification of any appropriate mitigation if impacts are found to be potentially significant. The City of Carson currently does not have thresholds of significance for GHG emissions. However, the SCAQMD has adopted a threshold to address significance of GHG emissions from industrial projects: 10,000 metric tons of CO_2e[8] per year.[9]

Would the project:

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Less Than Significant Impact: Construction Greenhouse Gas Emissions. Construction GHG emissions were estimated using CalEEMod. For the purpose of this environmental analysis, project construction is expected to occur over an approximately four-month period. Construction activities for the site would include site preparation, grading, trenching for utilities, paving, and landscaping of the truck parking areas. The total emissions are estimated at 104 metric tons of CO_2 for the duration of construction. The total construction emissions amortized over a period of 30 years are estimated at 3.5 $MTCO_2e$ ($MTCO_2e$ refers to metric tons of CO_2 equivalent emissions) per year. This emissions level is well below the SCAQMD's threshold of 10,000 metric tons of CO_2e. Impacts would therefore be less than significant.

Less Than Significant Impact: Operational Greenhouse Gas Emissions. Operational or long-term emissions occur over the lifetime of the project. Both mobile and area sources generate operational emissions. Operational emissions were calculated using the EMFAC2017 emission factors for heavy-duty trucks, assuming travel from I-405 to the site and idling on site. The annual operational GHG emissions from truck travel and idling would be estimated at 699 metric tons of CO_2e annually. Adding the amortized construction emissions, the GHG emissions for the Project would be approximately 703 metric tons of CO_2e per year. This level, combined with that of construction-generated greenhouse gas emissions, is well below the SCAQMD's threshold of 10,000 metric tons of CO_2e. Impacts would therefore be less than significant.

[8] CO_2e = Carbon dioxide equivalent

[9] South Coast Air Quality Management District. 2015. SCAQMD Air Quality Significance Thresholds.

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Less Than Significant Impact. No applicable plans, policies, or regulations adopted for the purpose of reducing GHG emissions apply to the project area. The proposed project would be required to comply with all building codes in effect at the time of construction which include energy conservation measures mandated by Title 24 of the California Building Standards Code – Energy Efficiency Standards. Because Title 24 standards require energy conservation features in new construction (e.g., high-efficiency lighting), they indirectly regulate and reduce GHG emissions.

Municipal Code Chapter 10, Water Conservation and Sustainability Measure, promotes water conservation in large landscaped areas, careful water management practices and wastewater prevention for existing landscapes and other resource management directives within new construction projects in the City. The project would consist of four paved parking lot areas to provide temporary parking and storage for trucks and truck-mounted containers, and is not expected to generate quantities of GHG emissions above the level of significance.

The project would not conflict with or impede implementation of reduction goals identified in AB 32 and other strategies to help reduce GHG emissions. Therefore, the project would not conflict with an applicable GHG reduction plan, policy, or regulation. Impacts would be less than significant in this regard and no mitigation is required.

Cumulative Impacts

As addressed in this Initial Study, because of the global nature of the climate change problem, most projects will not generate GHG emissions that individually will cause a significant impact on global climate change. Therefore, the analysis of a project's GHG impacts is typically not considered individually, but is analyzed against the GHG emissions of existing and proposed projects within the region, State, and ultimately against global emissions and how the emissions can cumulatively affect global climate change. This concept is supported in the various Attorney General, State of California Office of Planning and Research, and SCAQMD publications. The project would have a less than significant cumulative GHG impact because the contribution to emissions would be not be cumulatively considerable.

Mitigation Program

Standard Conditions and Requirements

No standard conditions or requirements are applicable to the project.

Mitigation Measures

No mitigation is required.

4.8 Hazards and Hazardous Materials

Existing Setting

The project site is located within the LADWP utility easement; the existing site is currently vacant with predominantly ruderal vegetation, open dirt areas, and two to four LADWP electrical power towers located on each of the four lots.

Would the project:

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

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

Less Than Significant Impact. Exposure of the public or the environment to hazardous materials can occur through transportation accidents; environmentally unsound disposal methods; improper handling of hazardous materials or hazardous wastes (particularly by untrained personnel); and/or emergencies, such as explosions or fires. The severity of these potential effects varies by type of activity, concentration and/or type of hazardous materials or wastes, and proximity to sensitive receptors.

The proposed project would not be a generator of or facilitate the generation of hazardous materials. The storage, use, handling, and disposal of any hazardous materials (such as paints and solvents) that might be stored on the site during construction are addressed by federal, State, and local laws, regulations and programs that govern the use, transport and/or disposal of hazardous materials.

The project would include four paved parking lot areas to provide temporary parking and storage for trucks and truck-mounted containers. The containers would contain a wide variety of items and materials. The LADWP prohibits vehicles carrying "any flammable, explosive, or corrosive loads, including hazardous materials or hazardous wastes, or "placarded loads" (defined as those which are required by law or regulation to carry signs defining its contents for public safety" within LADWP transmission line rights-of-way. Further, the LADWP prohibits the storage of hazardous waste and flammable materials within transmission line rights-of-way. Because the transport or storage of hazardous materials are prohibited within the project site, no significant impacts are expected and no mitigation is required.

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

No Impact. The project site does not include any sites identified on a hazardous site list compiled pursuant to California Government Code Section 65962.5.[10] The nearest Cortese List sites are located at the following addresses:

[10] California, State of, Department of Toxic Substances Control, DTSC's Hazardous Waste and Substances Site List - Site Cleanup (Cortese List). Available at: http://www.dtsc.ca.gov/SiteCleanup/Cortese_List.cfm. Accessed: April 22, 2018.

- 2420 East 223rd Street, 1.12 miles east of the project site
- 2100 East 223rd Street, 1.18 miles east of the project site
- 2112 East 223rd Street, 1.55 miles east of the project site

The State of California Department of Toxic Substances Control (DTSC) notes that the 2420 East 223rd site has a certified Operation and Maintenance Agreement. The site has been certified and only has land use restrictions. DTSC notes that the 2100 East 223rd Street site has been under ongoing remediation since 1996 and still holds an active status. The 2112 East 223rd Street site is also an active cleanup and has land use restrictions; DTSC and the property owner entered into an Operation and Maintenance Agreement for groundwater remediation in 2015. None of the Cortese Listed sites would impact the proposed project. Furthermore, a search of the State Water Resources Control Board's GeoTracker database returned several leaking underground storage tank cleanup sites within a 0.5-mile radius, all of which have an inactive or closed case status.[11] Therefore, the project would not result in any impacts relative to hazardous material sites and no mitigation is required.

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

No Impact. The project site is not located within one-quarter mile of an existing school. Bonitas Street Elementary School, located at 21929 Bonita Street, is approximately 0.3 mile north of Lot A, and Catskill Elementary, located at 23536 Catskill Avenue, is approximately 0.7 mile west of Lot D. Further, the project does not propose any uses which could potentially generate hazardous materials in significant quantities that would have an impact to surrounding schools. Therefore, no impacts would occur 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?

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?

No Impact. The project site is not near a public airport or a private airstrip, and is not identified within an adopted airport land use plan. No impacts would occur and no mitigation is required.

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

No Impact. The proposed project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. The City adopted a Natural Hazards Mitigation Plan in 2013. Further, according to the General Plan Safety Element, 223rd Street serves an

[11] State Water Resources Control Board, GeoTracker, Available at: https://geotracker.waterboards.ca.gov/map/?global_id=WDR100000664. Accessed April 23, 2018.

evacuation route for the City. Storage containers and truck tractors would not block street access nor interfere with emergency access. Therefore, no impacts would occur 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 into wildlands?

No Impact. The project site is located within a developed area of the City of Carson. According to CAL Fire, the project site is not located within a Very High Fire Hazard Severity Zone.[12] The project site is not located within, adjacent, or proximate to wildlands. The site is surrounded by commercial and industrial uses. No significant risk of injury, loss, or death involving wildland fires would occur as a result of the proposed project. No mitigation measures are required.

Cumulative Impacts

Impacts associated with hazardous materials are often site-specific and localized. No impacts are expected associated with the proposed project. Therefore, the proposed project would not result in incremental effects to hazards or hazardous materials that could be compounded or increased when considered together with similar effects from other past, present, and reasonably foreseeable probable future projects. The proposed project would not result in cumulatively considerable impacts to or from hazards or hazardous materials.

Mitigation Program

Standard Conditions and Requirements

No standard conditions are applicable to the project.

Mitigation Measures

No mitigation is required.

[12] CAL Fire Very High Fire Hazard Severity Zones in LRA Map. http://frap.fire.ca.gov/webdata/maps/los_angeles/LosAngelesCounty.pdf

4.9 Hydrology and Water Quality

A *Preliminary Standard Urban Stormwater Mitigation Plan (SUSMP) and Low Impact Development (LID) Report* was prepared by Kimley-Horn (October 2016). The report is summarized below and can be found in Appendix B of this Initial Study.

Existing Conditions

The site is largely undeveloped and is hydrologically subdivided into four subareas. Subarea 1 (Lot D) is located between East 236th Street and East 233rd Street. Subarea 2 (Lot C) is located between East 233rd Street and East 230th Street. Subarea 3 (Lot B) is located between East 230th Street and East Watson Center Road. Subarea 4 (Lot A) is located between East Watson Center Road and East 223rd Street.

Each of the four areas currently drain from the south to north via sheet flow. The south half of Subarea 3 (Lot B) is an impervious parking lot which drains from north to south. The remainder of Subarea 2 and all other subareas are undeveloped and fully pervious. Subarea 1 (Lot D) drains to the curb and gutter of East 233rd Street; the Los Angeles County Line E storm drain is located within East 233rd Street and crosses the project frontage, draining from east to west. Subarea 2 (Lot C) drains to the curb and gutter of East 230th Street; the County's storm drain is located within East 230th Street and crosses the project frontage, draining from west to east. Subarea 3 (Lot B) drains to the curb and gutter of East Watson Center Road; the County Line D storm drain is located within East Watson Center Road and crosses the project frontage, draining from west to east. Subarea 4 (Lot A) drains to the curb and gutter of East 223rd Street; the County Line E storm drain is located within East 223rd Street, terminates approximately 300 feet west of the right-of-way, and drains to the east.

Would the project:

a) Would the project violate any water quality standards or waste discharge requirements?

f) Would the project otherwise substantially degrade water quality?

Less Than Significant Impact. Project impacts related to water quality could occur over three different periods:

- During the earthwork and construction phase, where the potential for erosion, siltation, and sedimentation would be the greatest;
- Following construction, before the establishment of ground cover, when the erosion potential may remain relatively high; and
- After project completion, when impacts related to sedimentation would decrease markedly but those associated with urban runoff would increase.

Urban runoff, both dry and wet weather, discharges into storm drains, and in most cases, flows directly to creeks, rivers, lakes, and the ocean. Polluted runoff can have harmful effects on drinking water, recreational water, and wildlife. Urban runoff pollution includes a wide array of environmental, storm water characteristics depend on site conditions (e.g., land use, impervious cover, and pollution prevention practices), rain events (duration, amount of rainfall, intensity, and time between events), soil type and particle sizes, the amount of vehicular traffic, and atmospheric deposition. Major pollutants typically

found in runoff from urban areas include sediments, nutrients, oxygen-demanding substances, heavy metals, petroleum hydrocarbons, pathogens, and bacteria. Most urban storm water discharges are considered non-point sources.

Runoff from the project site ultimately drains to Dominguez Creek, which is located approximately one mile east of the site. Dominguez Creek drains to the Los Angeles River, and is thus located within the larger Los Angeles River Watershed. The Los Angeles River ultimately discharges to the Los Angeles Harbor. According to the Los Angeles RWQCB 303(d) list of impaired water segments, Dominguez Creek is listed as impaired for coliform bacteria, copper, lead, toxicity, trash, zinc, and pH.

Construction

Short-term impacts related to water quality can occur during the earthwork and construction phase when the potential for erosion, siltation, and sedimentation would be the greatest. Additionally, impacts could occur prior to the establishment of ground cover, when the erosion potential may remain relatively high. Construction of the proposed project has the potential to produce typical pollutants, such as nutrients, heavy metals, pesticides and herbicides, and chemicals related to construction and cleaning, waste materials, including wash water, paper, concrete, food container, fuel, and lubricants. Impacts to storm water quality could occur from construction, and associated earthmoving, and increased pollutant loading.

The proposed project would disturb more than one acre of land surface and would, therefore, be required to obtain coverage under the National Pollutant Discharge Elimination System (NPDES) storm water program. To minimize water quality impacts during construction, construction activities would be required to comply with a Storm Water Pollution Prevention Plan (SWPPP) consistent with the General Permit for Stormwater Discharge Associated with Construction Activity (Construction Activity General Permit). To obtain coverage, the project landowner is required to submit a Notice of Intent (NOI) prior to construction activities and develop and implement a SWPPP and monitoring plan. The SWPPP identifies erosion-control and sediment-control Best Management Practices (BMPs) that would meet or exceed measures required by the Construction Activity General Permit to control potential construction-related pollutants. Erosion-control BMPs are designed to prevent erosion, whereas sediment controls are designed to trap sediment once it has been mobilized.

Operations

The post-development conditions of the project site would be approximately 80 to 90 percent impervious surfaces, with the remaining area consisting of pervious landscaping. With the reuse of the project site, runoff throughout the project site would be redirected through proposed storm drain systems, where low flows would flow into propriety biofiltration units or bioretention planters with underdrains for water quality treatment through biofiltration. After treatment, the flows would continue to a direct connection to the nearest County storm drain, typically the drain located on the north boundary of the applicable subarea. High flows would bypass biotreatment and would be released directly to the underground storm drain system.

The proprietary biotreatment systems use multi-stage treatment processes including screening media filtration, settling, and biofiltration. Runoff then flows through the wetland chamber where treatment is achieved through a variety of physical, chemical, and biological processes. As storm water passes down

through the planting soil, pollutants are filtered, adsorbed, biodegraded and sequestered by the soil and plants, functioning similar to bioretention systems. The discharge chamber at the end of the unit collects treated flows and discharges back into the storm drain system.

Bioretention planters (modular wetlands) with underdrains would be integrated into the landscaping areas to filter/treat runoff from hardscape areas prior to discharging off the project site. Bioretention planters with underdrains are plant-based biotreatment systems that typically consist of a ponding area, mulch layer, planting soils and plants. As storm water passes down through the planting soil, pollutants are filtered, adsorbed, biodegraded and sequestered by the soil and plants. Underdrains collect the treated water and direct it to the site underground storm drain system. High flows would bypass biotreatment, drain directly into a riser pipe located within the planters, and then connect to the proposed underground site storm drain.

Hydromodification refers to changes in the magnitude and frequency of stream flows and its associated sediment load due to urbanization or other changes in the watershed land use and hydrology and the resulting impacts on receiving channels, such as erosion, sedimentation, and potential degradation of in-stream habitat. According to the *SUSMP and LID Report*, the project site is not located in an area susceptible to hydromodification. The project site flows into the Dominguez Creek and continues through a series of stable and channelized waterways until it reaches the Los Angeles Harbor. There are no Environmentally Sensitive Areas or Areas of Special Biological Significance within the project site or in the project vicinity.

All new development is required to comply with existing water quality standards and waste discharge regulations set forth by the State Water Resources Control Board (SWRCB) and enforced by the Los Angeles RWQCB. The proposed project would comply with these regulations. Additionally, the final SUSMP and LID Report would have to be approved by the City of Carson and County of Los Angeles prior to the issuance of a grading permit. Waste discharges are to be connected to the public wastewater system. The project would not violate any water quality standards or waste discharge requirements. Therefore, the impacts would be less than significant and no mitigation is required.

b) Would the project 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)?

Less Than Significant Impact. The City receives its water from three main sources, the Central and West Coast groundwater basins, managed by the Water Replenishment District of Southern California (WRD) and imported water from the Metropolitan Water District of Southern California (MWD).

The Central Basin and the West Coast Water Basin are the two groundwater basins underlying Carson. The Newport-Inglewood fault zone serves as a water barrier separating the Central Water Basin and the West Coast Water Basin. This groundwater barrier passes through the north-central portion of Carson in a southeast direction. Groundwater flows within the City generally in a southwest direction.

The adjudicated rights in the Central and West Coast Basins limit the use of groundwater to 281,836 acre-feet per year (AFY): 217,367 AFY in the Central Basin and 64,468 AFY in the West Coast Basin.

Development of the yield of Central Basin is dependent on the use of local storm runoff, imported and recycled water for groundwater recharge and the injection of imported water from the back side of the Alamitos Seawater Intrusion Barrier. The Central Basin is replenished through subsurface flows from the San Gabriel Valley and precipitation that falls directly on the Montebello Forebay and percolates into the Basin.

Groundwater for the West Coast Basin originates from subsurface flow from the Central Basin and injection along the seawater barrier system. Virtually all of the major rivers flowing through the Central and West Coast Basins have been developed into a comprehensive system of dams, flood control channels and percolation ponds for artificially recharging the basins. Los Angeles County studies have indicated that 90 percent of the rain and runoff in the County either percolates naturally into the ground or is captured in the flood control reservoirs for later release to recharge groundwater basins. The replenishment of Central and West Coast Basins with recycled water is becoming an important source of water.

Several aquifers are near the City, including the Gage/Gardena, Lynwood, Silverado and Sunnyside aquifers. The Gage/Gardena aquifer occurs at a depth of 180 feet and varies in thickness from 50 to 100 feet. The Lynwood aquifer occurs at a depth of 270 feet. The Silverado aquifer occurs at a depth of 320 to 450 feet and is the principal groundwater source for the region. Beneath the Silverado aquifer, the Sunnyside aquifer occurs at a depth of 600 feet.

In the existing condition, the site is mostly undeveloped and pervious; soils are typically clayey. As addressed in Threshold (a) above, runoff throughout the project site would be redirected through proposed storm drain lines where low flows would be treated prior to release into the County storm drain systems. High flows would bypass biotreatment and pass directly to the underground storm drains. Although the project would increase the amount of on-site impervious surfaces, the existing soils do not efficiently infiltrate storm water. In addition, the regional recharge of the groundwater basins occurs upstream of the City, where soils are more favorable for infiltration, and through direct aquifer injection. Furthermore, the proposed project is a truck storage facility which is not a typical land use associated with high water demand. Although some of the water supplies used by the project could include groundwater, overall usage would be nominal, and thus, the proposed project would only utilize an insignificant amount of groundwater. Therefore, the project would not significantly impact local groundwater recharge. Impacts would be less than significant and no mitigation is required.

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

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

Less Than Significant Impact. The proposed project would not result in a significant change to the drainage pattern of the site. The project would not involve the alteration of the course of a stream or river. As previously noted, runoff would continue to flow from south to north across the four subareas. In the existing condition, the runoff sheet flows to the north into the street gutters and existing catch basins that are part of the County's storm drain infrastructure. In the proposed condition, the subareas would include underground storm drain systems that directly connect to the same County storm drain systems.

Existing County record drawings identifies an existing storm drain system capacity to serve the 10-year storm runoff. The project would be required to accommodate the 25-year storm event because the site it is not in a sump condition as defined by the County. To accommodate the 25-year storm, a storm water detention system or equivalent system would be implemented, as needed, to limit the 25-year to the allowable connection flow rate. As a part of site development, projects in the City of Carson require a storm drain connection permit from the County of Los Angeles. The County issues an allowable connection flow rate during the final engineering phase of the project for each connection to ensure that the project does not discharge in excess of that allowable flow rate. Impacts would be less than significant and no mitigation is required.

e) Would the project create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?

Less Than Significant Impact. The City is primarily built-out and contains an existing storm water drainage system that is owned and maintained by the County of Los Angeles. As previously addressed, runoff from the project site would be discharged into existing storm drain facilities through direct storm drain system connections. The site would be required to accommodate the 25-year storm event. A storm water detention system or equivalent system would be implemented, as required, to limit the 25-year to the allowable connection flow rate. Therefore, the project is consistent with the capacity of the existing storm drain system in the City.

During construction, the construction plans would be reviewed along with supporting hydrology reports and calculations and the project would be required to comply with NPDES requirements to ensure that any potential impacts associated with runoff and water quality during grading and construction of the project would be reduced to a level of less than significant. Therefore, less than significant impacts associated with runoff are anticipated to occur as a result of the proposed project. No mitigation is required.

g) Would the project 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?

h) Would the project place within a 100-year flood hazard area structures which would impede or redirect flood flows?

No Impact. The project site is not located within the 100-year hazard flood zone area. The Flood Insurance Rate Map (FIRM) for the project site shows that it is in Zone X, 0.2 percent change flood; areas with 1.0 percent annual change flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; or areas protected by levees from the 1.0 percent annual change of flood.[13] The proposed project does not include habitable structures. Therefore, no impacts would occur and no mitigation is required.

i) Would the project 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?

[13] FEMA. Flood Insurance Rate Map 06059C0131J. https://msc.fema.gov/portal#, accessed April 28, 2018.

No Impact. According to the City of Carson's Standardized Emergency Management System (SEMS) Multihazard Functional Plan, the City is not subject to inundation associated with dam failure. No impacts would occur and no mitigation is required.

j) Would the project result in inundation by seiche, tsunami, or mudflow?

No Impact. Due to the distance of the City and site to the Pacific Ocean, Carson has not been vulnerable to storm surge inundation. The potential for tsunami effects within the City is negligible. The absence of any large bodies of water within Carson, preclude the possibility of damage from seiche effects. The project site is generally flat and not near any hillsides; therefore, susceptibility to mudflows are considered low. No impacts would occur and no mitigation is required.

Cumulative Impacts

With implementation of the Mitigation Program identified below, project-specific impacts would be reduced to a less than significant level. Buildout of the proposed project, in combination with present and reasonably foreseeable future development that would occur within the watershed, would involve construction activities, new development from which runoff would discharge into waterways, potential increased in storm water runoff from new impervious surfaces, and a potential reduction in groundwater recharge areas. Construction of new development within the watershed could result in the erosion of soil, thereby cumulatively impacting water quality within the watershed. In addition, the increase in impermeable surfaces and more intensive land uses within the watershed resulting from future development may also adversely affect water quality by increasing the amount of storm water runoff and common urban contaminants entering the storm drain system. However, new development would be required to comply with existing regulations regarding construction and operational practices that minimize risks of erosion and runoff. Compliance with requirements would minimize degradation of water quality at individual construction sites. As such, no significant cumulative impacts are anticipated.

Mitigation Program

Standard Conditions and Requirements

SC HYD-1 Prior to issuance of any Grading or Building Permit, and as part of the future development's compliance with the National Pollutant Discharge Elimination System (NPDES) requirements, a Notice of Intent shall be prepared and submitted to the Los Angeles Regional Water Quality Control Board (RWQCB) providing notification and intent to comply with the State of California General Construction Permit. Also, a Stormwater Pollution Prevention Plan (SWPPP) shall be reviewed and approved by the Director of Engineering for water quality construction activities on site. A copy of the SWPPP shall be available and implemented at the construction site at all times. The SWPPP shall outline the source control and/or treatment control Best Management Practices (BMPs) to avoid or mitigate runoff pollutants at the construction site to the "maximum extent practicable." All recommendations in the SWPPP shall be implemented during area preparation, grading, and construction. The project applicant shall comply with each of the recommendations detailed in the Study, and other such measure(s) as the City deems necessary to mitigate potential storm water runoff impacts.

SC HYD-2 Prior to issuance of any Grading Permit, future development projects shall prepare, to the satisfaction of the City and County, a final Standard Urban Stormwater Mitigation Plan (SUSMP) and Low Impact Development (LID) Report, which includes post-construction Best Management Practices (BMPs) that would be implemented as part of the project, in accordance with the Municipal Separate Storm Sewer System (MS4) permit (RWQCB Order R4-2012-0175) for Carson, CA. All BMPs of the WQMP shall be implemented during the operation phase. The project applicant shall comply with the BMPs detailed in the SUSMP and LID Report, and other measures as the City deems necessary to mitigate potential water quality impacts.

SC HYD-3 Prior to the issuance of any grading permit, the project owner/developer(s) shall be required to obtain a storm drain connection permit from the County of Los Angeles in order to make storm drain connections to the County's facilities. Approval of the connection permits shall constitute mitigation of impacts to the upstream and downstream storm drain system capacity.

Mitigation Measures

No mitigation is required.

4.10 Land Use and Planning

Existing Setting

The approximately 16-acre site is in an area composed of primarily warehouse distribution and manufacturing facilities. The project site is currently undeveloped, except for the existing transmission towers and lines. Lot B includes a surface parking area. The project would consist of four paved parking lot areas to provide temporary parking and storage for trucks and truck-mounted containers. The site would be paved to allow for the storage of trucks and truck trailers; minimal grading would occur. Existing General Plan and zoning designations of the project site and surrounding areas are shown below Table , *Existing General Plan and Zoning Designations*.

Table 3: Existing General Plan and Zoning Designations

Direction	General Plan Designation	Zoning Designation	Existing Land Use
Project Site	Heavy Industrial	Manufacturing, Heavy, with a Design Overlay (MH-D)	Vacant, surface grade parking lots
North	Heavy Industrial	Manufacturing, Heavy, with a Design Overlay (MH-D)	East 223rd Street, Residential, open space
East	Heavy Industrial	Manufacturing, Heavy, with a Design Overlay (MH-D)	Warehouse distribution
South	Heavy Industrial	Manufacturing, Heavy, with a Design Overlay (MH-D)	Plant nursery, East 236th Street,
West	Heavy Industrial	Manufacturing, Heavy, with a Design Overlay (MH-D)	Warehouse distribution

Would the project:

a) Physically divide an established community?

No Impact. An example of a project that has the potential to divide an established community includes the construction of a new freeway or highway through an established neighborhood. The project site is a portion of the LADWP utility easement and would be used as temporary parking and storage for truck-mounted containers. The project would result in the development of a parking area with 593 trailer parking spaces. The site is zoned Manufacturing, Heavy and is bordered by warehouse distribution and manufacturing uses, and residences north of East 223rd Street. The project would not physically divide an established community and no impacts would occur; 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?

No Impact. The project site has a General Plan land use designation of Heavy Industrial, and a zoning designation of Manufacturing, Heavy with a Design Overlay (MH-D). The MH designation allows a full range of industrial uses. Parking facilities are a conditionally permitted use in the MH zone. As such, the proposed project requires a Conditional Use Permit (CUP). Although the project requires a CUP, the use is still considered consistent with the underlying General Plan land use designation and zoning. Therefore,

the project would not conflict with any adopted environmental plans or policies.

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

No Impact. As stated in Response 4.13(f), the project site is not located within an adopted Habitat Conservation Plan or Natural Community Conservation Plan. No impacts would occur and no mitigation is required.

Cumulative Impacts

The proposed project is consistent with the General Plan and zoning designations, and the Initial Study finds that there would be no impacts to land use and planning. City growth would be subject to review for consistency with adopted land use plans and policies by the City, in accordance with the requirements of CEQA, the State Zoning and Planning Law, and the State Subdivision Map Act, all of which require findings of plan and policy consistency prior to approval of entitlements for development. Therefore, no significant cumulative impacts related to land use and planning would occur.

Mitigation Program

Standard Conditions and Requirements

No standard conditions are applicable to the project.

Mitigation Measures

No mitigation is required.

4.11 Mineral Resources

Existing Setting

The 16-acre site is located along an LADWP easement in the City of Carson. The proposed project site is currently undeveloped, with the exception of the electrical poles and towers. The site would be paved to accommodate the storage of trucks, truck trailers, and truck-mounter containers; minimal grading would occur to accommodate the paving. The site is not used for the extraction of 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?

No Impact. The proposed project does not involve any use that would result in any impacts to mineral resources. Chapter 7 of the Carson General Plan EIR states that there are no known mineral resources located within the City. Therefore, there would be no loss of a known mineral resource, and no impact would occur. No mitigation is required.

b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

No Impact. The City's General Plan EIR does not identify any locally important mineral resources in the City. Therefore, no impact would occur, and no mitigation is required.

Cumulative Impacts

The analysis of potential impacts indicate that no significant impacts would result from the proposed project. As a result, no cumulative impacts related to mineral resources would occur.

Mitigation Program

Standard Conditions and Requirements

No standard conditions are applicable to the project.

Mitigation Measures

No mitigation is required.

4.12 Noise

A Noise Impact Assessment Technical Report was prepared by dBF Associates, Inc. (October 2016). The report is summarized below and included as Appendix C to this Initial Study.

Existing Setting

Noise-sensitive land uses potentially affected by the project consist of single-family residential properties along the north side of 223rd Street, west of Lucerne Street; along the south side of Sepulveda Boulevard, west of Wilmington Avenue; and along the west side of Wilmington Avenue, south of Sepulveda Boulevard. Non-noise-sensitive land uses potentially affected by the project include commercial and industrial properties along project access roadways. Noise sources in the project area consist of vehicular traffic on 223rd Street, East Watson Center Road, 230th Street, 233rd Street, Sepulveda Boulevard, Wilmington Avenue; and from warehouse and industrial operations.

Noise Descriptors

Noise is generally defined as loud, unpleasant, unexpected, or undesired sound that is typically associated with human activity and that interferes with or disrupts normal activities. Human environments are characterized by a generally consistent noise level which varies with each area. This is called ambient noise. Although exposure to high noise levels has been demonstrated to cause hearing loss, the principal human response to environmental noise is annoyance. The response of individuals to similar noise events is diverse and influenced by the type of noise, perceived importance of the noise and its appropriateness in the setting, time of day and type of activity during which the noise occurs, sensitivity of the individual, and change from ambient conditions.

Sound is a physical phenomenon consisting of minute vibrations that travel through a medium, such as air, and are sensed by the human ear. Sound is generally characterized by several variables, including frequency and intensity. Frequency describes the sound's pitch and is measured in cycles per second, or hertz (Hz); intensity describes the sound's loudness and is measured in decibels (dB). Decibels are measured using a logarithmic scale that quantifies sound intensity in a manner similar to the Richter scale used for earthquake magnitudes. Therefore, a doubling of the energy of a noise source, such as doubling of traffic volume, would increase the noise level by 3 dB; a halving of the energy would result in a 3 dB decrease.

The human ear is not equally sensitive to all frequencies within the sound spectrum. To accommodate this phenomenon, the A-scale approximates the frequency response of the average human ear. Therefore, the "A-weighted" noise scale is used for measurements and standards involving the human perception of noise. Noise levels using A-weighted measurements are abbreviated as dB(A) or dBA.

Human perception of noise has no simple correlation with acoustical energy. The perception of noise is not linear in terms of dBA or in terms of acoustical energy. Two noise sources do not "sound twice as loud" as one source. It is widely accepted that the average healthy ear can barely perceive changes of a 3 dB increase or decrease. The average person perceives a change in sound level of about 10 dB as a doubling (or halving) of the sound's loudness.

Noise Rating Scales

There are different rating scales (or noise "metrics") to analyze effects of noise on a community. Community noise levels usually change continuously during the day. Average noise levels over a period of time are usually expressed as dBA L_{eq}, which is the equivalent noise level for that period of time. For example, a three-hour time period would be shown as $L_{eq(3)}$. When no period is specified, a one-hour average is assumed.

Additionally, it is often desirable to know the acoustic range of the noise source being measured. This is accomplished through the Lmax and Lmin indicators, which represent the maximum and minimum noise levels during the measurement interval. To describe the time-varying character of environmental noise, the statistical noise descriptors L10, L50, and L90 are commonly used. They are the noise levels equaled or exceeded during 10, 50, and 90 percent of an identified time, respectively. Sound levels associated with L10 typically describe short-term events, whereas levels associated with L90 describe the steady-state (or most prevalent) noise conditions.

To evaluate community noise impacts, a descriptor was developed that accounts for human sensitivity to nighttime noise. Community Noise Equivalent Level (CNEL) is an adjusted average A-weighted sound level for a 24-hour day. It is calculated by adding a 5 dB adjustment to sound levels during evening hours (7:00 PM to 10:00 PM) and a 10 dB adjustment to sound levels during nighttime hours (10:00 PM to 7:00 AM). These adjustments compensate for the increased sensitivity to noise during the typically quieter evening and nighttime hours. The CNEL is used by the State of California and the City to evaluate land-use compatibility with regard to noise.

Significance Criteria

The City of Carson Noise Element identifies noise levels compatible with various land uses (see Table N-2: Noise and Land Use Compatibility Matrix, in the Noise Element). Exterior noise levels up to 60 dBA CNEL are considered Normally Acceptable at Residential-Low Density land uses; exterior noise levels up to 65 dBA CNEL are considered Conditionally Acceptable. Exterior noise levels up to 67.5 dBA CNEL are considered Normally Acceptable at Commercial land uses; exterior noise levels up to 75 dBA CNEL are considered Conditionally Acceptable. Exterior noise levels up to 70 dBA CNEL are considered Normally Acceptable at Industrial land uses; exterior noise levels up to 75 dBA CNEL are considered Conditionally Acceptable.

Chapter 5, Noise Control Ordinance, of the Carson Municipal Code identifies construction noise limits and states that construction activities are to be conducted in a manner where the maximum noise levels at the affected buildings. At residential structures where the maximum noise level for repetitively scheduled and relatively long-term operations (21 days or more), the following noise restrictions apply:

	Single-family Residential	**Multi-family Residential**
Daily, except Sundays and legal holidays, 7:00 AM to 8:00 PM	65 dBA	70 dBA
Daily, 8:00 PM to 7:00 AM and all day Sunday and legal holidays	55 dBA	60 dBA

The proposed project could have a significant effect with respect to noise if:

- Project-generated traffic increases the noise level at a low-density residential land use by 3 dBA or more to above 65 dBA CNEL,
- Project-generated traffic increases the noise level at a commercial or industrial land use by 3 dBA or more to above 75 dBA CNEL, or
- Project construction noise exceeds 65 dBA at a single-family residence.

Sound level variations of less than 3 dBA are not detectable by the typical human ear. As such, project-generated noise level increases of less than 3 dBA are considered not significant.

a) Would the project result in the 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?

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

Less Than Significant Impact. As part of the noise study, an ambient noise level survey was conducted on Tuesday, September 27, 2016. Noise measurements were taken to determine the existing noise environment near noise-sensitive areas in the vicinity of the project site. Attended short-term (15-minute) measurements were conducted during the daytime period (7:00 AM to 7:00 PM). The dominant noise sources in the project area during the site visit were vehicular traffic on the adjacent roadways, and periodic distant industrial activity, faint train horns, and distant jet aircraft. The results of the noise measures are provided in Table , *Sound Level Measurements*.

Table 4: Sound Level Measurements (dBA)

Measurement	Location	Time	Leq	Lmin	Lmax	L10	L50	L90	Traffic
ML1	223rd St, between Cluff St and Edgar St: 52 ft north of centerline	9/27/2016 12:00 to 12:15 PM	68.1	50.9	75.7	72.0	65.9	59.3	EB: 100/5/5 WB: 153/8/0
ML2	Wilmington Ave, between 230th St and 233rd St: 57 ft west of centerline	9/27/2016 12:20 to 12:35 PM	73.2	50.2	82.5	77.4	70.7	59.1	NB: 55/10/25 SB: 65/18/20
ML3	~922 Sepulveda Blvd: 50 ft south of centerline	9/27/2016 12:40 to 12:55 PM	67.3	46.5	76.4	71.8	63.4	51.5	EB: 80/8/5 WB: 73/5/3

dBA: A-weighted decibels; L_{eq}: equivalent noise level; L_{max}: maximum noise level; L_{min}: minimum noise level.
Note: Traffic presented in terms of Cars / Medium Trucks / Heavy Trucks
Source: dBF, 2016.

Construction

Project construction would result in a temporary increase in noise levels in the vicinity of the project site. Construction noise varies depending on the construction process, type of equipment involved, location of

the construction site with respect to sensitive receptors, the schedule proposed to carry out each task (e.g., hours and days of the week) and the duration of the construction work.

Construction of the project would require more than 21 days and would comply with applicable noise regulations as set forth in the City of Carson Municipal Code. Construction of the project would occur between the hours of 7:00 AM and 8:00 PM; no construction would occur on Sundays or legal holidays.

Noise levels associated with the construction phase of the project were estimated based on information provided by the Applicant for construction equipment requirements and schedule. The initial phase of construction would involve clearing and rough grading of the site, followed by trenching and installation of infrastructure, then paving and landscaping. Trenching is expected to produce the highest construction noise levels. This activity is estimated to require e one water truck, one backhoe, one boom truck, one foreman truck, and one crew truck with a tool trailer.

The construction activity closest to a residence would be for Lot A, near 223rd Street. The center of Lot A is approximately 850 feet from the residence at 944 East Joel Street. The loudest piece of trenching equipment is the backhoe, which produces approximately 90 dBA at 50 feet. Using point source sound propagation characteristics (-20 dBA per doubling of distance), the trenching noise level could be 65 dBA at 850 feet. The project construction noise level is expected to be lower than the threshold of significance. The project construction noise impact is less than significant.

Operations – On-site Noise

Noise would also occur from on-site activities, such as truck start-ups and idling, backup alarms, and gate openings and closures. The Code of Federal Regulations (CFR) 29 CFR 1926, specifically 1926.601(b)(4) and 1926.602(a)(9) requires that no employer shall use any bidirectional machines or other motor vehicle equipment having an obstructed view to the rear on a construction site unless the vehicle has a reverse signal alarm audible above the surrounding noise level or the vehicle is backed up only when an observer signals that it is safe to do so. Backup warning systems, which are additionally required by California labor law for heavy construction equipment, typically employ audible alarms in the form of backup beepers. These beepers produce sound levels between 63 to 67 dBA measured at 50 feet. Backup beepers tend to be audible over large distances, even when the sound may not be readily measurable. In general, the sound level generated by backup beepers is low enough that it would not increase the overall sound level produced by heavy equipment operating concurrently with the beepers. Accordingly, no attempt is made to project the sound level produced by backup beepers over distance.

The distance from the north end of Lot A to the nearest residence is approximately 170 feet across East 223rd Street. Traffic noise levels along 223rd Street, as further discussed below, would mask on-site noise sources. Existing sound walls near the residences would reduce the sound levels from backup alarms would not result in a significant noise impact. Therefore, on-site noise impacts to nearby residences would be minimal.

Operations – Off-site Traffic Noise

An analysis was conducted of the proposed project's effect on traffic noise conditions. The modeling effort considered the peak-hour traffic volume, average estimated vehicle speed, and estimated vehicle mix (i.e., percentage of cars, medium trucks, and heavy trucks). Traffic noise levels without the project were compared traffic noise levels with the project. Acoustical calculations were performed using the FHWA

TNM version 2.5 to estimate noise levels at a general reference distance of 50 feet from the roadway centerlines. The peak-hour noise level is considered equivalent to the CNEL for roadway traffic.

Sound levels caused by line sources (i.e., variable or moving sound sources such as traffic) generally decrease at a rate of 3 to 4.5 dBA when the distance from the road is doubled, depending on the ground surface hardness between the source and the receiving property. The actual sound level at a receptor location is dependent upon such factors as the source-to-receptor distance and the presence of intervening structures (walls and buildings), barriers, and topography. The noise attenuating effects of changes in elevation, topography, and intervening structures were not included. Therefore, the modeling effort is considered a worst-case representation of the roadway noise.

The project vehicle mix, and the existing and project-generated peak-hour volumes on project roadway segments were obtained from the traffic study (Kimley-Horn, 2018). The roadway speed limits were obtained during the site visit. The average existing vehicle mixes were estimated from classification counts conducted during the sound level measurements:

- Wilmington Avenue: 14.5 percent medium trucks, 32.5 percent heavy trucks
- 223rd Street: 4.5 percent medium trucks, 3.0 percent heavy trucks
- Sepulveda Boulevard: 7.0 percent medium trucks, 8.0 percent heavy trucks

The existing vehicle mixes on East Watson Center Road, 230th Street, and 233rd Street were assumed to be the same as on 223rd Street. The existing vehicle mix on Alameda Street was assumed to be the same is on Sepulveda Boulevard. As identified in Table 5, *Traffic Noise Levels along Project Roadways (dBA CNEL)*, project-generated traffic noise level increases along all roadway segments would be lower than the thresholds of significance for project-generated vehicular noise. Therefore, the project-generated traffic noise impact is less than significant.

b) Would the project result in the exposure of persons to or generation of, excessive groundborne vibration or groundborne noise levels?

Less Than Significant Impact. Persons are less sensitive to temporary vibration impacts compared to vibration impacts that would occur indefinitely. Further, construction would only occur during the daytime. The nearest residential uses are located approximately 850 feet from the center of Lot A. Because of the distance to sensitive receptor, no impacts would be expected. Standard practices for operating heavy equipment adjacent to existing structures would ensure that the vibration levels generated at adjacent properties are limited to the extent possible. This and the fact that heavy equipment would only need to be operated directly adjacent to these lots for a limited period of time. Vibration effects would be less than significant.

Vibration associated with operation of the project would be generated by vehicular traffic. Vehicles traveling on a smooth pavement surface are rarely, if ever, the source of perceptible ground vibration. All vehicles on the project site would have rubber tires and suspension systems that isolate vibration from the ground, and would generally travel at a maximum speed of approximately 10 miles per hour. Vibration is expected to be negligible.

Table 5: Traffic Noise Levels along Project Roadways (dBA CNEL)

Roadway	Segment	Existing	Existing + Project	Project-Generated Noise Increase	Threshold of Significance	Impact?
Wilmington Avenue	North of 223rd St	78.2	78.2	+ 0.0	75 / +3	No
	223rd St – E. Watson Center Rd	77.0	77.1	+ 0.1	75 / +3	No
	E. Watson Center Road - 230th St	76.8	76.9	+ 0.1	75 / +3	No
	230th St - 233rd St	76.6	76.7	+ 0.1	75 / +3	No
	233rd St - Sepulveda Blvd	76.2	76.4	+ 0.2	75 / +3	No
	South of Sepulveda Blvd	77.9	77.9	+ 0.0	65 / +3	No
223rd Street	West of Wilmington Ave	71.9	72.0	+ 0.1	65 / +3	No
	East of Wilmington Ave	71.6	71.6	+ 0.0	75 / +3	No
East Watson Center Road	West of Wilmington Ave	66.9	67.1	+ 0.2	75 / +3	No
230th Street	West of Wilmington Ave	65.3	65.7	+ 0.4	75 / +3	No
233rd Street	West of Wilmington Ave	65.6	66.1	+ 0.5	75 / +3	No
Sepulveda Boulevard	West of Wilmington Ave	71.0	71.1	+ 0.1	65 / +3	No
	Wilmington Ave - Alameda St	71.1	71.1	+ 0.0	75 / +3	No
	East of Alameda St	70.9	70.9	+ 0.0	75 / +3	No
Alameda Street	North of Sepulveda Blvd	74.8	74.8	+ 0.0	75 / +3	No
	South of Sepulveda Blvd	74.1	74.3	+ 0.2	75 / +3	No
23903 South Sepulveda Boulevard		76.6	76.7	+ 0.1	65 / +3	No

Notes:
All noise levels are reported at 50 feet from centerlines of roadways, except where noted.

Source: dBF, 2016.

c) Would the project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

Less Than Significant Impact. Noise levels associated with the proposed project would increase over existing noise levels. As discussed under Threshold A above, noise generated by truck traffic associated with the project would not exceed noise levels established by the City. Based on the analysis conducted in the Noise Impact Assessment, noise levels would be within allowable limits. Impacts would 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 expose people residing or working in the project area to excessive noise levels?

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

No Impact. The project site is not located near a public airport or a private airstrip, and is not identified within an adopted airport land use plan. No impacts would occur and no mitigation is required.

Cumulative Impacts

As discussed above, all construction and operational noise impacts would be less than significant level. Construction noise impacts are by nature localized. The distance of separation among the proposed project and other cumulative projects would be such that the temporary noise and vibration effects of the proposed project would not be compounded or increased by similar noise or vibration effects from other cumulative projects. The noise analysis performed for project incorporated cumulative noise levels from forecasted traffic volumes in the study area. Other than cumulative traffic volumes, there are no past, present, or reasonably foreseeable projects that would compound or increase the operational noise levels generated by the project. Therefore, cumulative impacts relative to temporary and permanent noise generation associated with the proposed project would be less than significant.

Mitigation Program

Standard Conditions and Requirements

SC N-1 All construction activities should be limited to the hours between 7 AM and 8 PM, Monday through Saturday. Construction shall be prohibited during all other time periods and all day on Sundays and legal holidays.

Mitigation Measures

No mitigation is required.

4.13 Population and Housing

Existing Setting

The City of Carson covers approximately 19.2 square miles of southern Los Angeles County. The California Department of Finance estimates that the City of Carson has an existing population of 93,674 persons and 26,222 housing units[14]. Between 2010 and 2015, the City's population increased by 1.7 percent or 1,567 persons. The City's General Plan 2014-2021 Housing Element assesses Carson's and Los Angeles County's population trends and housing needs. By 2035, the City is projected to increase to 106,000 persons or a 15 percent increase from 2010 (91,714). The population of Los Angeles County was 9,818,605 persons in 2010 and is expected to increase to 11,353,000 persons by 2035.

Would the project:

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

No Impact. The project proposes the development of four truck trailer parking lots adjacent to existing roads in an industrial area of the City. The project would develop the existing LADWP easement for storage of truck-mounted containers and truck trailers and would not result in development of new housing. The project is not anticipated to induce substantial population growth in the area, either directly or indirectly. No expansion of new roads or infrastructure is required for the proposed project. Therefore, no significant impacts would occur. No mitigation measures are required.

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

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

No Impact. The project site does not include any existing housing and no housing would be demolished to make way for the proposed project. The project does not necessitate construction of replacement housing. Therefore, no impacts would occur, and no mitigation measures are required.

Cumulative Impacts

The proposed project would not result in direct or indirect permanent or temporary impacts related to population or housing. Therefore, the project would not result in incremental effects to population and housing that could be compounded or increased when considered together with similar effects from other past, present, and reasonably foreseeable probable future projects. As a result, no cumulative impacts related to population and housing would occur.

[14] California Department of Finance, E-5 Population and Housing Estimates for Cities, Countries, and State, 2011-2017 with 2010 Census Benchmark, May 2017, Available at: http://www.dof.ca.gov/Forecasting/Demographics/Estimates/E-5/, Accessed April 28, 2018.

Mitigation Program

Standard Conditions and Requirements

No standard conditions or requirements are applicable to the project.

Mitigation Measures

No mitigation is required.

4.14 Public Services

Would the project:

a) 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?

Less Than Significant Impact. The County of Los Angeles Fire Department (LACFD) provides fire and emergency services to the City, inclusive of the project site. LACFD has 9 divisions; the City of Carson and 9 other cities are located in Division I. Division I has 20 fire stations and 3 battalions: Battalions 7, 14, 18.[15] According to the General Plan EIR, there are six fire stations that serve Carson, of which four stations are located within the City's boundaries. The closest station to the project site is Carson Station 36, located at 127 West 223rd Street, approximately 1.3 miles west of Lot A.

Implementation of the proposed project could potentially result in an incremental demand for fire protection and emergency medical services. Implementation of the proposed project would be consistent with the land uses anticipated for the area and would not result in a substantial increase in demand on fire services provided by LACFD. The proposed project would be required to comply with LACFD requirements for emergency access, fire flow, fire protection standards, fire lanes, and other site design/building standards.

Additionally, all future development within the project area would be subject to compliance with the existing regulations specified in the California Fire Code, California Building Code, and Carson Municipal Code (Municipal Code) Chapter 1, Fire Prevention. Adherence to these existing regulations would ensure project impacts are less than significant.

ii) Police Protection?

Less Than Significant Impact. The City of Carson contracts with Los Angeles County Sheriff's Department (LASD) for police protection. The project site is within the service area of the LASD Carson Station, which provides police services to the City of Carson, and unincorporated County areas in Gardena, Torrance, and Rancho Dominguez. The closest station is located at 21356 South Avalon Boulevard, approximately one mile north of the project site (Lot A).

The proposed project is not anticipated to increase response times to the project site or vicinity. The proposed project is not a parking facility. It would not create a substantial increase in population and therefore would not increase demand for police services. The project site would be secured and gated. The project would not result in the need for new or physically altered police protection facilities in the

[15] LA County Fire Department Strategy Plan. 2012. https://www.fire.lacounty.gov/wp-content/uploads/2014/02/LACFD_Strategic-Plan_2012_web.pdf

City. No project-related significant impacts to police protection services would occur, and no mitigation measures are required.

iii) Schools?

No Impact. The City of Carson provides school services from the Los Angeles School District (LAUSD). The project site is located within the LAUSD, (served by 232nd Place Elementary School [located at 23240 Archibald Ave, Carson], Carson Elementary School [located at 161 E Carson St, Carson], Bonita Street Middle School [located at 21929 Bonita St, Carson], Carnegie Middle School [located at 21820 Bonita St, Carson], and Eagle Tree High School [located at 22628 S Main St, Carson]). The project would use the site of the existing LADWP easement as temporary parking and storage for trucks and truck-mounted containers. The proposed project does not involve residential development and therefore would not increase the demand on local schools. No impacts on school attendance would result, and no mitigation is required.

iv) Parks?

No Impact. See Section 4.15 of this Initial Study.

v) Other public facilities?

No Impact. The project would not increase the demand for public services, including health services and library services because of the proposed development use. The proposed project would not significantly increase the population size of the City of Carson. Therefore, no impacts would occur and no mitigation is required.

Cumulative Impacts

The provision of public services and facilities takes into consideration a larger service area than just project boundaries. Therefore, the study area is the service area for the respective agencies and districts. Through coordination with the public services and facilities providers, the cumulative needs of the area are considered. The proposed project does not create the need to construct any new or expand any existing facilities. Therefore, the project would not result in incremental effects to public services or facilities that could be compounded or increased when considered together with similar effects from other past, present, and reasonably foreseeable probable future projects. The project would not result in cumulatively considerable impacts to public services or facilities.

Mitigation Program

Standard Conditions and Requirements

No standard conditions are applicable.

Mitigation Measures

No mitigation is required.

4.15 Recreation

Existing Setting

According to the City of Carson General Plan, the City has 353.9 acres of public space and approximately 315 acres of parkland, including County facilities but exclusive of public school athletic fields and commercial recreational facilities. Carson has 16 City-operated parks, 1 County park, and 2 golf courses. The closest park to the project site is Calas Park at 1000 East 220th Street, approximately 0.25-mile north of Lot A. Scott Park is approximately one mile west of Lot D.

Would the project:

a) 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?

No Impact. The project would use the site of the existing utility easement as temporary parking and storage for trucks and truck-mounted containers, and does not include a residential component. The proposed project would not create a significantly increased use of existing parks or other recreational facilities; it is not anticipated that implementation of the project would induce a substantial population increase. The impacts to existing parks or other recreational facilities generated by employees of the project would be minimal. Therefore, no impacts would occur, and no mitigation is required.

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?

No Impact. As discussed in Response 4.15(a), the proposed project does not include or require the construction or expansion of recreational facilities because the development of truck parking lots would not result in a significant increased demand for recreational facilities. Therefore, no impacts would occur, and no mitigation is required.

Cumulative Impacts

The proposed project would not result in an increased use of recreational facilities or require construction or expansion of existing recreational facilities. Therefore, no cumulative impacts on recreational facilities would result from project implementation.

Mitigation Program

Standard Conditions and Requirements

No standard conditions or requirements are applicable to the project.

Mitigation Measures

No mitigation is required.

4.16 Transportation/Traffic

The Carson Truck Parking Project Traffic Impact Study was prepared by Kimley-Horn and Associates (June 2018) to address potential project-specific and cumulative traffic impacts. The traffic study is summarized in this Initial Study and included as Appendix D.

Methodology

The traffic study methodology and traffic study area were defined by Kimley-Horn in consultation with the City. The traffic study area includes six intersections as identified below.

1. Wilmington Avenue at East 223rd Street
2. Wilmington Avenue at East Watson Center Road
3. Wilmington Avenue at East 230th Street
4. Wilmington Avenue at East 233rd Street
5. Wilmington Avenue at Sepulveda Boulevard
6. Sepulveda Boulevard at Alameda Street

For each of the study intersections, the following analysis scenarios were evaluated for the weekday morning and evening peak hours:

- Existing Conditions
- Existing Plus Project
- Opening Year 2019 (Cumulative Conditions) without Project
- Opening Year 201 (Cumulative Conditions) with Project

All of the traffic study area intersections are signalized with the exception of the intersection of Wilmington Avenue at East 230th Street. Peak hour operating conditions at signalized intersections were evaluated using the Intersection Capacity Utilization (ICU) methodology, in accordance with the City of Carson and Los Angeles County Congestion Management Program (CMP) requirements. The ICU methodology provides a comparison of the number of vehicles passing through an intersection to the theoretical hourly vehicular capacity of that intersection during a given hour. The ICU calculation is a volume-to-capacity (V/C) ratio that translates into a corresponding Level of Service (LOS) measure ranging from LOS A, representing uncongested, free-flowing conditions to LOS F, representing over-capacity conditions.

Peak hour operating conditions at unsignalized intersections were evaluated using the Highway Capacity Manual (HCM) delay methodology. For unsignalized intersections, the HCM methodology analysis determines the average total delay for each vehicle making any movement from the stop-controlled minor street, as well as left turns from the major street. Delay values are calculated based on the relationship between traffic on the major street and the availability of acceptable gaps in the traffic stream through which conflicting traffic movements can be made. The HCM delay forecast translates to Level of Service.

Existing Transportation System

Regional access to the project site is provided by I-405 to the north of the project site. Local access to the project site is provided by several arterial and commuter roadways.

Sepulveda Boulevard runs east-west near the project site, providing interchange access to I-110 to west, and I-710 to the east. This roadway provides two travel lanes in each direction with a raised landscaped median in the project area. Parking is prohibited along both sides of the street, and the posted speed limit in the project vicinity is 40 miles per hour (mph). Sepulveda Boulevard is classified as a Major Highway and is designated as a truck route in the City of Carson General Plan Circulation Element.

Wilmington Avenue is a generally northeast-southwest street located to the east of the project site. It has two lanes in each direction with a raised center median. Parking is prohibited along both sides of the street and the posted speed limit is 40 mph. Wilmington Avenue is classified as a Major Highway and is designated as a truck route in the City's Circulation Element.

223rd Street is an east-west street which runs along the northern boundary of the project site. It has two lanes in each direction with a raised center median. Parking is prohibited along both sides of the street and the posted speed limit is 45 mph. 223rd Street is classified as a Major Highway and is designated as a truck route in the City's Circulation Element.

Watson Center Road is an east-west street which crosses the project site and would provide access to Lot A. It has one lane in each direction. Parking is allowed along both sides of the street from 4:00 AM to 10:00 PM, with signage indicating that the street is a Tow Away area with No Stopping allowed between 10:00 PM and 4:00 AM. The posted speed limit is 40 mph. Watson Center Road is classified as a Collector in the City's Circulation Element.

230th Street is an east-west street which crosses the project site and provides access to the adjacent businesses along the street. The roadway would provide access to Lot B. It has one lane in each direction with a center stripe. Parking is allowed along both sides of the street from 4:00 AM to 10:00 PM with truck parking limited to one hour.

233rd Street is an east-west street which crosses the project site and provides access to the adjacent businesses along the street. The roadway would provide access to Lot C. It has one lane in each direction with a center stripe. Parking is allowed along both sides of the street, with truck parking limited to one hour.

236th Street is an east-west street which crosses the project site and provides access to the adjacent businesses along the street. The roadway would provide access to Lot D. It has one lane in each direction with a center stripe. Parking is allowed along both sides of the street with truck parking limited to one hour.

Significance Thresholds

The minimum acceptable level of service for signalized intersections in the City of Carson is LOS D. The project impact at an intersection would be considered to be significant if the project's traffic results in a change in Level of Service from LOS D or better to LOS E or F, or if there is an increase in intersection capacity utilization (ICU) value of 0.020 or more, when the "Without Project" intersection level of service is already at LOS E or F (ICU = 0.901 or more).

Existing Conditions

Existing morning and evening peak hour traffic volumes were collected at the study intersections in April 2016. At the time of the data collection, the intersection of Wilmington Avenue at East 223rd Street was under construction. Lane restrictions caused back-up and delay in the remaining open lanes. Based on available pre-construction counts in the area, adjustments were applied to account for traffic that had detoured to alternate paths due to the construction. The intersection count data included vehicle classifications for passenger vehicles and trucks. A Passenger Car Equivalent (PCE) factor of 3.0 was applied to the truck volumes to address the impacts of truck traffic on intersection operation.

A growth rate was applied to the 2016 volumes to grow the volumes to Year 2018. Based on the Los Angeles County Congestion Management Program (CMP), the general traffic volume growth factor for the Carson area is estimated to be 0.5 percent per year. Therefore, a growth rate of 1 percent (0.5% per year for two years) was applied to grow volumes to Year 2018.

Intersection Levels of Service. Existing intersection operations were evaluated using the ICU and HCM methodologies described above. As identified in Table 6, *Existing Conditions: Intersection Operations*, all signalized traffic study area intersections are currently operating at LOS C or better during both the morning and evening peak hours with the exception of the intersection of Sepulveda Boulevard at Alameda Street. This unsignalized intersection currently operates at LOS F during both peak hour periods.

The level of service for an unsignalized intersection is reported based on the single approach movement with the highest delay, which in this case, would be the eastbound approach from the minor street (East 230th Street). Eastbound traffic experiences delay during the peak hours while waiting for an acceptable gap in traffic on Wilmington Avenue. While the side street approach operates at a deficient level of service based on the highest delay approach, the overall intersection delay would be acceptable. Any queuing that occurs on the side street is contained on the minor intersection approach, and does not impact the progression of traffic on the main arterial.

Table 6: Existing Conditions: Intersection Operations

ICU Methodology						
			AM Peak Hour		PM Peak Hour	
Int.	Intersection	Traffic Control	V/C	LOS	V/C	LOS
1	Wilmington Ave at 223rd St	S	0.686	B	0.799	C
2	Wilmington Ave at Watson Center Rd	S	0.476	A	0.454	A
4	Wilmington Ave at 233rd St	S	0.383	A	0.503	A
5	Wilmington Ave at Sepulveda St	S	0.598	A	0.538	A
6	Sepulveda Blvd at Alameda St	S	0.419	A	0.517	A
HCM Methodology						
			AM Peak Hour		PM Peak Hour	
Int.	Intersection	Traffic Control	V/C	LOS	V/C	LOS
3	Wilmington Ave at 230th St	U	117.9	**F**	143.1	**F**

Notes:
S = Signalized Intersection, U = Unsignalized intersection.
Bold values indicate intersections operating at an unacceptable Level of Service
Delay refers to the average control delay for the entire intersection, measured in seconds per vehicle, except at a two-way stop-controlled intersection, delay refers to the worst delay for a single movement.

Source: Kimley-Horn 2018.

Project Trip Generation

While parking lots do not, in and of themselves, generate additional trips to the regional network, the provision of available parking for truck trailers on the project site would draw trips to the area, and add trips to the intersections and roadways serving the site.

The Institute of Transportation Engineers (ITE) Trip Generation Manual does not provide trip generation rates for a truck operations/trailer parking/storage area. Trip generation estimates were developed based on day-to-day information for the planned operations for the facility provided by the Applicant, consisting of the following assumptions:

- 175 tractor-trailer movements into the site and 175 tractor-trailer movements out of the site each day. This represents approximately a 30 percent turnover of parking spaces every three days.
- After dropping off a trailer, the tractor would leave the site. Conversely, to pick up a trailer, a tractor would travel to the site. This means that there would be 175 tractor trips (without trailers) to the site and away from the site per day. This is a conservative assumption because some percentage of the tractors may wait on site after dropping a trailer to pick up a trailer on the same trip.
- 56 percent of the trips are assumed to take place during typical daytime working hours, distributed evenly per hour between 7:00 AM and 5:00 PM.
- The remaining 44 percent of the trips are assumed to take place during typical non-working hours, distributed evenly per hour between 5:00 PM and 7:00 AM.

- The typical PM peak hour occurs between 4:00 PM and 6:00 PM. At 5:00 PM, project activity is assumed to decrease. For a worst-case scenario, a peak rate of 5.6 percent is assumed for the PM peak analyses.

Using this combination of trip-making assumptions, trip generation estimates for the project are summarized in Table , *Trip Generation Rates and Estimated Project Trip Generation*.

Table 7: Trip Generation Rates and Estimated Project Trip Generation

	Trip Generation Rates[a]						
		AM Peak Hour			PM Peak Hour		
Land Use	Daily	In	Out	Total	In	Out	Total
Tractor + Trailer	350	10	10	20	10	10	20
PCE (4-Axle Truck)[a]	1,050	30	30	60	30	30	60
Tractor Only	350	10	10	20	10	10	20
PCE (3-Axle Truck)	700	20	20	40	20	20	40
Total Project Trips (PCE)[b]	**1,750**	**50**	**50**	**100**	**50**	**50**	**100**

a. PCE Factor for 4+-Axle Truck = 3.0
b. PCE Factor for 3-Axle Truck = 2.0

Source: Kimley-Horn, 2018.

Project Trip Distribution

The distribution assumptions for the project trips are as follows:

- The distribution of the tractor-trailers is assumed to be 50 percent north on Wilmington Avenue (toward I-405) and 50 percent south on Wilmington Avenue (toward the Port of Long Beach and railyards)
- It is assumed that the tractors would travel to the Port of Long Beach after dropping a trailer, and would arrive from the Port of Long Beach to pick up a trailer. These are conservative assumptions because some percentage of the tractor-trailer or tractor trips may be associated with one of the many warehouse operations in the immediate area.
- These assumptions are also conservative because some of the trips to and from the project site may already be traveling through the project study area, on their way to and from their current origins and destinations. For a worst-case analysis, no adjustment in the project trip generation has been made to offset this potential.

Project trucks are required to use designated truck routes to the greatest extent possible to get to and from their destinations. In the project vicinity, the designated truck routes are 223rd Street, Wilmington Avenue, Sepulveda Boulevard, Alameda Street, and Avalon Boulevard. No project driveway is proposed on East 223rd Street. All traffic for each lot would enter and exit the lot via the driveway on the south end of that lot. Trucks coming to and from the ports would use Wilmington Avenue, Sepulveda Boulevard, and Alameda Street. Trucks to and from I-405 would use Wilmington Avenue.

Would the project:

a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?

Existing Plus Project Conditions

Less Than Significant Impact. The Existing Plus Project scenario is a hypothetical scenario, which assumes that the proposed project would be fully implemented at the present time, with no other changes to area traffic volumes or to the street network serving the site or area. This section addresses the impacts associated with adding project-related trips to Existing Conditions traffic volumes. This analysis assumes full development of the project and full absorption of project traffic on the circulation system at the present time. A summary of the resulting intersection level of service is provided in Table 8, *Existing Plus Project Intersection Operations*.

With the addition of project traffic, all study intersections would continue to operate at an acceptable LOS C or better, with the exception of the unsignalized intersection of Wilmington Avenue at East 230th Street. This intersection would continue to operate at the same deficient level of service (LOS F in both peak hours). Based on the significance criteria set forth by the City, impacts would be less than significant.

Table 8: Existing Plus Project- Intersection Operations

ICU Methodology													
		AM Peak Hour						PM Peak Hour					
		Without Project		With Project		Project	Impact	Without Project		With Project		Project	Impact
Int.	Intersection	V/C	LOS	V/C	LOS	Impact	Sig?	V/C	LOS	V/C	LOS	Impact	Sig?
1	Wilmington Ave at 223rd St	0.686	B	0.688	B	0.002	No	0.799	C	0.799	C	0.000	No
2	Wilmington Ave at Watson Center Rd	0.476	A	0.494	A	0.018	No	0.454	A	0.473	A	0.019	No
4	Wilmington Ave at 233rd St	0.383	A	0.399	A	0.016	No	0.503	A	0.518	A	0.015	No
5	Wilmington Ave at Sepulveda Blvd	0.598	A	0.615	B	0.017	No	0.538	A	0.555	A	0.017	No
6	Sepulveda Blvd at Alameda St	0.419	A	0.425	A	0.006	No	0.517	A	0.517	A	0.000	No
HCM Methodology													
		AM Peak Hour						PM Peak Hour					
		Without Project		With Project		Project	Impact	Without Project		With Project		Project	Impact
Int.	Intersection	Delay	LOS	Delay	LOS	Impact	Sig?	Delay	LOS	Delay	LOS	Impact	Sig?
3	Wilmington Ave at 230th St	117.9	**F**	162.2	**F**	44.3	No	143.1	**F**	196.9	**F**	53.8	No

LOS shown in **Bold** indicates unacceptable Level of Service; ICU = Intersection Capacity Utilization; HCM = Highway Capacity Manual; LOS = Level of Service

Notes:

Intersection operation is expressed in volume-to-capacity (v/c) ratio for ICU methodology.

Intersection operation is expressed in average seconds of delay (del/veh) ratio for HCM methodology.

Source: Kimley-Horn, 2018.

Opening Year 2019 Without and With Project

Future traffic conditions with and without the project were analyzed for future scenarios. First, ambient traffic growth was added to existing traffic volume to establish the Opening Year conditions with background growth. Second, traffic from approved and pending projects (Cumulative Projects) in the surrounding area was added to address cumulative traffic conditions. In accordance with City policy, an ambient growth rate of 0.5 percent per year was applied.

Opening Year 2019 Without Project

The ambient growth rate and cumulative project traffic volumes were added to existing traffic volumes to develop the Opening Year 2019 Without Project peak hour forecasts. As identified in Table 9, *Opening Year 2019 Without Project – Intersection Operations,* with the addition of ambient traffic growth and cumulative project traffic, all study intersections would operate at an acceptable LOS C or better, with the exception of the unsignalized intersection at Wilmington Avenue at East 230th Street. This intersection currently and would continue to operate at LOS F during both peak hours.

Table 9: Opening Year 2019 Without Project – Intersection Operations

ICU Methodology					
		AM Peak Hour		PM Peak Hour	
Int.	Intersection	V/C	LOS	V/C	LOS
1	Wilmington Ave at 223rd St	0.663	B	0.804	D
2	Wilmington Ave at Watson Center Rd	0.483	A	0.463	A
4	Wilmington Ave at 233rd St	0.390	A	0.511	A
5	Wilmington Ave at Sepulveda Blvd	0.613	B	0.553	A
6	Sepulveda Blvd at Alameda St	0.421	A	0.519	A
HCM Methodology					
		AM Peak Hour		PM Peak Hour	
Int.	Intersection	Delay	LOS	Delay	LOS
3	Wilmington Ave at 230th St	132.8	**F**	163.3	**F**

LOS shown in **Bold** indicates unacceptable Level of Service; ICU = Intersection Capacity Utilization; HCM = Highway Capacity Manual; LOS = Level of Service
Intersection operation is expressed in volume-to-capacity (v/c) ratio for ICU methodology.
Intersection operation is expressed in average seconds of delay (del/veh) ratio for HCM methodology.
Source: Kimley-Horn, 2018.

Opening Year 2019 With Project

Less Than Significant Impact. Project traffic was added to Opening Year 2019 Without Project traffic volumes to analyze Opening Year 2019 With Project conditions at the study intersections. As identified in Table 10, *Opening Year 2019 With Project – Intersection Operations,* with the addition project traffic, all study intersections would continue to operate at an acceptable LOS C or better, with the exception of the unsignalized intersection at Wilmington Avenue at East 230th Street. This intersection would continue to operate at the same deficient Level of Service (LOS F in both peak hours). The project traffic would not result in a change in level of service. Based on the City's significance criteria, the project's contribution would be less than significant.

Table 10: Opening Year 2019 With Project – Intersection Operations

Int. #	Intersection	AM Peak Hour						PM Peak Hour					
		Without Project		With Project		Project Impact	Impact Sig?	Without Project		With Project		Project Impact	Impact Sig?
		V/C	LOS	V/C	LOS			V/C	LOS	V/C	LOS		
1	Wilmington Ave at 223rd St	0.663	B	0.661	B	-0.002	No	0.804	D	0.804	D	0.000	No
2	Wilmington Ave at Watson Center Rd	0.483	A	0.502	A	0.019	No	0.463	A	0.482	A	0.019	No
4	Wilmington Ave at 233rd St	0.390	A	0.406	A	0.016	No	0.511	A	0.527	A	0.016	No
5	Wilmington Ave at Sepulveda Blvd	0.613	B	0.629	B	0.016	No	0.553	A	0.570	A	0.017	No
6	Sepulveda Blvd at Alameda St	0.421	A	0.427	A	0.006	No	0.519	A	0.519	A	0.000	No
HCM Methodology													
Int. #	**Intersection**	**AM Peak Hour**						**PM Peak Hour**					
		Without Project		**With Project**		**Project Impact**	**Impact Sig?**	**Without Project**		**With Project**		**Project Impact**	**Impact Sig?**
		Delay	**LOS**	**Delay**	**LOS**			**Delay**	**LOS**	**Delay**	**LOS**		
3	Wilmington Ave at 230th St	132.8	**F**	184.5	**F**	51.7	No	163.3	**F**	225.3	**F**	62.0	No

LOS shown in **Bold** indicates unacceptable Level of Service.; ICU = Intersection Capacity Utilization; HCM = Highway Capacity Manual; LOS = Level of Service
Intersection operation is expressed in volume-to-capacity (v/c) ratio for ICU methodology.
Intersection operation is expressed in average seconds of delay (del/veh) ratio for HCM methodology.

Source: Kimley-Horn, 2018.

b) Conflict with an applicable congestion management program, including, but not limited to, level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

Less Than Significant Impact. The purpose of the CMP is to develop a coordinated approach to managing and decreasing traffic congestion by linking the various transportation, land use, and air quality planning programs throughout the County. The program is consistent with that of SCAG. The CMP program requires review of significant individual projects, which might on their own impact the CMP transportation system.

According to the CMP[16], those proposed projects, which meet the following criteria, shall be evaluated:

- All CMP arterial monitoring intersections, including monitored freeway on- or off-ramp intersections, where the proposed project would add 50 or more trips during either the a.m. or p.m. weekday peak hours (of adjacent street traffic).
- Mainline freeway monitoring locations where the project would add 150 or more trips, in either direction, during either the a.m. or p.m. weekday peak hours.

Based on these criteria, no regional facilities have been identified for further CMP analysis. Impacts would be less than significant in this regard, and no mitigation is required.

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

No Impact. The project involves the development of a site zoned for industrial uses that would accommodate the storage of trucks and truck trailers. Due to the nature and scope of the proposed project, project implementation would not result in a change in air traffic patterns. Therefore, no impacts to air traffic patterns 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 (e.g., farm equipment)?

Less Than Significant Impact. The project site is in an industrial area and is generally bordered by similar uses. The project would consist of four paved parking lot areas that would provide temporary parking and storage for trucks and truck-mounted containers.

Each lot would provide a single drive aisle through the project with up to 90-degree trailer parking spaces on either side. All traffic for each lot would enter and exit the lot via the driveway on the south end of that lot and would be controlled, with manned or unmanned gates, depending on the requirements of the user. None of the lots contain any sharp curves or hazardous design features. The proposed project does not involve any changes that would create new potentially hazardous conditions or incompatible uses in the project vicinity. Therefore, such impacts are considered less than significant, and no mitigation is required.

e) Result in inadequate emergency access?

No Impact. As noted above, access to the site would be provided on either end of each lot with the exception of Lot A (between East 223rd Street and East Watson Center Road), which would be limited to

[16] 2010 Congestion Management Program, Los Angeles County Metropolitan Transportation Authority.

right-in and right-out. Constructed roadways and driveways are required to meet access standards of the City of Los Angeles Fire Department. Compliance with Fire Department requirements would ensure the no impacts would occur.

f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance of safety of such facilities?

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

Less Than Significant Impact: Bikeways. The Carson Master Plan of Bikeways (Bike Plan, 2013) is a guiding document for all bicycle infrastructure, policies, and programs in the City. "This plan proposes an extensive network of streets designed to be safe and comfortable for bicyclists, with the goal of enhancing the practical use of bicycles as a transportation choice." The Bike Plan does not identify any existing bike paths in the vicinity of the project site. According to the Bike Plan, there are several proposed bike facilities near the project site.[17] The Bike Plan proposes a bike lane on the north side of East 223rd Street, and a bike lane with a buffer on the south side, from Avalon Boulevard to Wilmington Avenue. A bike lane is an on-street lane reserved for the exclusive use of bicyclists and may include a buffer space to enhance safety. To the south of the project site, the Bike Plan proposes a bike lane from Avalon Boulevard to Wilmington Avenue along Sepulveda Boulevard.

As it applies to the proposed project, Bike Plan Figure 6.1, Proposed Carson Network of Bikeways, identifies a proposed bike path extending through the "LADWP Utility Corridor" from 213th Street to the BNSF Railway Harbor, inclusive of the project site. The Bike Plan proposes using a portion of the mostly vacant right-of-way for a bike path and connecting to the proposed path along BNSF Railway. The Bike Plan defines a bike path as an off-street, paved corridor for the exclusive use of bicyclists, and in some cases, pedestrians or other non-motorize travelers. Bike paths should have a minimum of eight feet of pavement, with at least two feet of unpaved shoulders for pedestrians/runners, or a separate tread way where feasible. A pavement width of 12 feet is preferred. Bike paths that cross low-volume streets must be engineered to provide for safe and visible crossing by users. Lighting should be provided.

The proposed project would use the utility easement for a truck and truck trailer storage and parking. The proposed use of a portion of the easement for a parking facility would be implemented through a lease agreement with LADWP and subject to the approval by both the City of Carson and the LADWP.

As conceptually proposed, the project does not set aside a linear segment of the LADWP easement to accommodate a future bike path. Therefore, the General Plan Amendment would be required to remove the proposed bike path as identified in the Carson Master Plan of Bikeways.

In community surveys conducted as a part of the preparation of the Bike Plan, the Interstate 405 Right-of-Way/ LADWP Utility Corridor bike path was rated as a very low priority as compared to other proposed bike facilities (4 points, with the highest being 32). The City has noted that this bike path is not considered a priority location by the City, and would not likely be implemented in the near future.

[17] Carson Master Plan of Bikeways. Ryan Snyder Associates. August 2013.

Subsequent to the adoption of the Bike Plan, Caltrans has updated its Bikeway Classification, adding a new definition of a Class IV bikeway. A Class IV bikeway is a protected and physically separated bikeway from motor traffic which may include use of flexible posts, inflexible barriers, and other vertical features.[18] Avalon Boulevard, located 1,800 feet west of the project site, is designated as a "Colored Buffered bike lane" in the Bike Plan. The Colored Buffer bike lane designation on Avalon Boulevard could serve a Class IV bikeway and provide an opportunity to connect bikeways in the area following the removal of the Utility Corridor bike path option. Therefore, impacts would be considered less than significant.

Less Than Significant Impact: Public Bus Transit Service. The bus systems near the project site are run by Torrance Transit, Los Angeles Metropolitan, and Carson Circuit. Bus route 246 is run by LA Metro and 7 and R3 by Torrance Transit.

- LA Metro Route 246 runs along North Avalon Boulevard. Bus Stop Avalon/223rd is approximately 0.4 mile west of the project site.
- The Torrance Transit Bus Line 7 continues onto East Sepulveda Boulevard. Bus Stop 235057 Sepulveda at Avalon is located approximately 0.6 mile southwest of the project site.
- The Carson Circuit provides Bus Lines C Scottsdale and F Civic Center which serve Avalon Boulevard and East 223rd Street respectively. The C Line stops at Avalon Boulevard and East 223rd Street, approximately 0.4 mile west of the project site. The F line bus stop is approximately 480 feet west of the project site at Bonita Street and East 223rd Street.

Less Than Significant Impact: Pedestrians. Although all construction staging would occur within the boundaries of the project site, construction activities could temporarily limit pedestrian use of the sidewalks adjacent to Lots A, B, C, and D. These activities would be temporary and would cease upon project completion, resulting in a less than significant impact. Project operations would not significantly impact the effectiveness or use of sidewalks within the area. Access to the existing sidewalks along East 223rd Street, East Watson Center Road, East 230th Street, East 233rd Street, East 236th Street would remain. Impacts would be less than significant in this regard, and no mitigation is required.

Cumulative Impacts

The Traffic Impact Study addresses both the project-specific and the project's contribution to cumulative impacts. No impacts have been identified. Therefore, the project's contribution to cumulatively significant impacts would be less than significant.

Mitigation Program

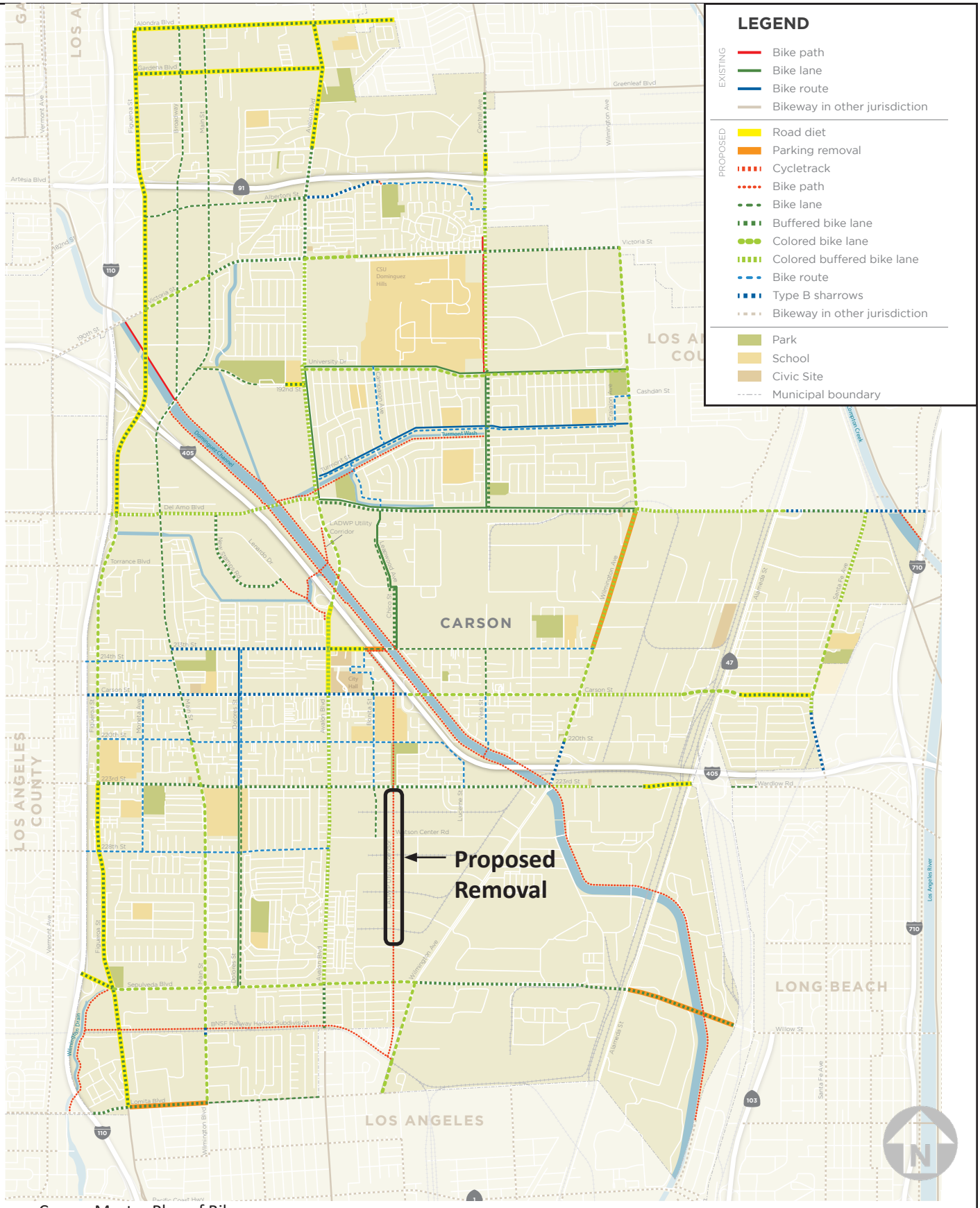
Standard Conditions and Requirements

No standard conditions have been identified.

Mitigation Measures

No mitigation is required.

[18] Caltrans Bikeway Classification Guide, July 2017.



Source: Carson Master Plan of Bikeways

Figure 4: Bike Path Removal

Kimley»Horn

4.17 Tribal Cultural Resources

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)

No Impact. As previously discussed in Section 4.5, Cultural Resources, there are no buildings or structures within the project site that are eligible for listing in the National Register of Historic Places or California Register of Historical Resources. Surrounding properties are not considered historical resources for the purposes of CEQA, and no impacts to historical resources would occur.

b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?

Less Than Significant Impact with Mitigation. The Sacred Lands Files search conducted by the NAHC failed to indicate the presence of Native American cultural resources in the immediate project area. Senate Bill (SB) 18 (*California Government Code* § 65352.3) requires local governments to consult with Native American tribes prior to making certain planning decisions and to provide notice to tribes at certain key points in the planning process. These consultation and notice requirements apply to the adoption and amendment of general plans and specific plans. The consultation process requires (1) that local governments send the NAHC information on a proposed project and request contact information for local Native American tribes; (2) that local governments then send information on the project to the tribes that the NAHC has identified and notify them of the opportunity to consult; (3) that the tribes have 90 days to respond on whether they want to consult or not, and (4) that consultation begins, if requested, by a tribe and there is no statutory limit on the duration of the consultation. If issues arise and consensus on mitigation cannot be reached, SB 18 allows a finding to be made that the suggested mitigation is infeasible.

Assembly Bill (AB) 52 (Public Resources Code Section 21080.3.1) indicates that Native American consultation is required upon request by a California Native American Tribe who has previously requested that the lead agency provide it with notice of such projects. Native American tribes may have knowledge about cultural resources in the area and may have concerns about adverse effects from development on tribal cultural resources as defined in Public Resources Code Section 21074. Native American Tribes may have knowledge about tribal cultural resources in the area and may have concerns about adverse effects from development on tribal cultural resources. These resources may be sacred lands, traditional cultural places and resources, and archaeological sites.

In compliance with PRC Section 21080.3.1(b), the City has provided formal notification to California Native American tribal representatives that have previously requested notification from the City regarding projects within the geographic area traditionally and culturally affiliated with the tribe. Native American

groups may have knowledge about cultural resources in the area and may have concerns about adverse effects from development on tribal cultural resources as defined in PRC Section 21074.

On June 29, 2018, the City sent notification letters to the five NAHC provided contacts including representatives with the Gabrielino Band of Mission Indians, Gabrielino-Tongva Tribe, Gabrielino/Tongva San Gabriel Band of Mission Indians, Gabrielino/Tongva Nation, and Gabrielino Tongva Indians of California Tribal Council. Correspondence to and from the tribal representatives is provided in Appendix E.

Although no known tribal cultural resources are expected, the City is committed to preserving the integrity of tribal cultural resources. As such, MM-TCR-1 and MM TCR-2 would be required to ensure that tribal monitors have access to the project site during subsurface construction activities and that resources unearthed by project construction activities are evaluated appropriately. Impacts would be less than significant with mitigation incorporated.

Cumulative Impacts

The project site does not contain any historic resources and is not expected to impact any potential tribal resources and measures have been identified to mitigate potential impacts to a less than significant level. As with the proposed project, other past projects, other current projects, and probable future projects would be required to comply with mitigation measures. Despite the site-specific nature of the resources, mitigation required for the tribal monitors of unknown or undocumented resources would reduce the potential for cumulative impacts. On a cumulative level, data recovered from sites in the region allow for the examination and evaluation of the diversity of human activities in the region. The proposed project would not contribute to a cumulatively considerable impact on tribal resources.

Mitigation Program

Standard Conditions and Requirements

No standard conditions are applicable.

Mitigation Measures

MM-TRC-1 Prior to the issuance of any grading permits for the project, the City of Carson Community Development Department shall ensure that the construction contractor provide access for Native American monitoring during ground-disturbing activities. This provision shall be included on project plans and specifications. The site shall be made accessible to any Native American tribe requesting to be present, provided adequate notice is given to the construction contractor and that a construction safety hazard does not occur. The monitor(s) shall be approved by a local tribal representative and shall be present on site during the construction phases that involve any ground-disturbing activities. The monitor(s) shall possess Hazardous Waste Operations and Emergency Response (HAZWOPER) certification. In addition, the monitor(s) shall be required to provide insurance certificates, including liability insurance, for any archaeological resource(s) encountered during grading and excavation activities pertinent to the provisions outlined in the CEQA, California PRC Division 13, Section 21083.2 (a) through (k).

Neither the City of Carson, project applicant, nor construction contractor shall be financially obligated for any monitoring activities. If evidence of any tribal cultural

resources is found during ground-disturbing activities, the monitor(s) shall have the capacity to halt construction in the immediate vicinity of the find to recover and/or determine the appropriate plan of recovery for the resource. The recovery process shall not unreasonably delay the construction process. Construction activity shall not be contingent on the presence or availability of a monitor, and construction may proceed regardless of whether or not a monitor is present on site. The on-site monitoring shall end when the project site grading and excavation activities are completed or when the monitor has indicated that the site has a low potential for archaeological resources.

MM-TRC-2 All archaeological resources unearthed by project construction activities shall be evaluated by the qualified archaeologist and Native American monitor. If the resources are Native American in origin, the tribe shall coordinate with the landowner regarding treatment and curation of these resources. The treatment plan established for the resources shall be in accordance with CEQA Guidelines Section 15064.5(f) for historical resources and PRC Section 21083.2(b) for unique archaeological resources. Preservation in place (i.e., avoidance) shall be the preferred manner of treatment. If preservation in place is not feasible, treatment may include implementation of archaeological data recovery excavations to remove the resource along with subsequent laboratory processing and analysis.

4.18 Utilities and Service Systems

Existing Setting

The proposed project is in a primarily undeveloped site with a utility easement. The area is developed with warehouse and industrial uses. According to the General Plan EIR, the project site receives water from the Central and West Coast groundwater basins, managed by the Water Replenishment District of Southern California (WRD) and imported water from the Metropolitan Water District of Southern California (MWD). The State Water Resources Quality Control Board (SWRCB) enforces wastewater treatment and discharge requirements for the City. The proposed project would convey any wastewater through municipal sewage infrastructure maintained by the Los Angeles County Sanitation District's (LACSD) Joint Water Pollution Control Plant (JWPCP). LACSD operates ten water reclamation plants and one ocean discharge facility, which treats approximately 510 million gallons per day (MGD), 165 mgd of which are available for reuse.

Would the project:

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

Less Than Significant Impact. The proposed project would not result in a substantial increase in wastewater generation. Wastewater generated by the proposed project would be typical of a storage and parking type of use, and would not contain substantial levels of pollutants. The project would not exceed the wastewater treatment requirements of the State Water Resources Quality Control Board. Wastewater conveyed to the sewer would not exceed the abilities of the existing system to treat wastewater. The project implementation would not affect water systems and wastewater treatment requirements. Therefore, impacts would be less than significant, and no mitigation is required.

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?

No Impact. California Water Service Company (Cal Water) Dominguez District and Southern California Water Company (SCWC) Southwest District Water service provides water service to the City, including the project site. Cal Water serves approximately 87 percent of the City while SCWC serves approximately 13 percent of the City. Water is provided to the City from groundwater sources and treated surface water purchased from the Metropolitan Water District (MWD). The City is supplied with water sources for both present needs and the future. Implementation of the proposed project would not result in the construction or expansion of new water or wastewater treatment facilities. No impacts would occur as a result of the proposed project, and no mitigation is required.

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?

Less Than Significant Impact. The project would require the construction of a water detention system or equivalent system. As detailed in Response 4.9(c), runoff currently flows from south to north across the four subareas and into the street gutters and existing catch basins that are part of the County's storm drain infrastructure. In the proposed condition, the subareas would include underground storm drain systems that directly connect to the same County storm drain systems. As discussed in Section 4.9(d), the

existing storm drainage facilities, with the addition of the aforementioned water detention system or equivalent system, would be sufficient to accommodate the project for both the 10-year and 25-year storm event runoff. The project would be consistent with the capacity of the existing storm drain system in the City. It is not anticipated that the project would result in any significant impacts to the storm water drainage facilities 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?

Less Than Significant Impact. As discussed in Section 4.17(b), the City of Carson is supplied with various water sources for both present and future needs. The amount of water needed to service the proposed project site would not be significant and would not require the procurement of additional entitlements. Therefore, the existing water system would be adequate to handle the proposed utilization of the site for container storage and truck trailer parking. No impacts would occur, and no mitigation measures are 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?

Less Than Significant Impact. The proposed project would consist of paved parking lot areas to provide temporary parking and storage for trucks and truck-mounted containers. A negligible number of employees would be working at the site. The total amount of effluent generated by the proposed project is not anticipated to increase significantly from existing conditions. No significant impacts would occur, and no mitigation is required.

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

No Impact. The City of Carson currently provides residential and commercial waste collection services through Waste Management Inc. Solid waste is taken to Waste Management's transfer station at 321 West Francisco Street in Carson where it is sorted. Non-recyclable materials are transported to the El Sobrante Landfill in Riverside County which has a capacity to process up to 70,000 tons of waste per week. Waste can also be taken to the Azusa Land Reclamation Management Facility in the City of Azusa. The facilities are sufficient to serve the limited waste disposal requirements needs of the proposed project. The project site would have one or two security trailers for each lot. A limited number of employees would be working at the site. The amount of solid waste produced by the project operations would be negligible. Implementation of the proposed project would not affect solid waste generation, and no mitigation is required.

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

No Impact. The project would comply with applicable City requirements, as well as federal, State, and local statutes on solid waste disposal, including the California Integrated Waste Management Act and City recycling programs. Therefore, no impacts would occur, and no mitigation is required.

Cumulative Impacts

The proposed project would have a less than significant impact with respect to utilities/service systems. The Project would require some water and wastewater infrastructure, as well as solid waste disposal for building facility operation. Development of public utility infrastructure is part of an extensive planning process involving utility providers and jurisdictions with discretionary review authority. The coordination process associated with the preparation of development and infrastructure plans is intended to ensure that adequate resources are available to serve both individual projects and cumulative demand for resources and infrastructure as a result of cumulative growth and development in the area. Each individual project is subject to review for utility capacity to avoid unanticipated interruptions in service or inadequate supplies. Coordination with the utility companies would allow for the provision of utility service to the proposed project and other developments. The project and other planned projects are subject to connection and service fees to assist in facility expansion and service improvements triggered by an increase in demand. Because of the utility planning and coordination activities described above, no significant cumulative utility impacts are anticipated.

Mitigation Program

Standard Conditions and Requirements

No standard conditions are applicable.

Mitigation Measures

No mitigation is required.

4.19 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?

Less Than Significant Impact with Mitigation. On the basis of the foregoing analysis, the proposed project does not have the potential to significantly 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 or eliminate a plant or animal community, substantially 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. Although archaeological or planetological resources are not anticipated to be encountered during construction of the proposed project, the unearthing of unknown archaeological or planetological resources during excavation and grading activities is possible and therefore Mitigation Measure CUL-1 and CUL-2 is required. The project site is in a developed area and is surrounded by urban development. The proposed project is consistent with the General Plan. Therefore, the project would not have a significant impact on any sensitive, rare, or endangered plant/wildlife community.

b) Does the project have the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals?

Less Than Significant Impact. The proposed project does not have the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals. The project implements a conditionally permitted use, as well as an allowable use by the LADWP. There are no long-term environmental goals that would be compromised by the project.

c) Does the project have possible environmental effects which are individually limited, but cumulatively considerable?

Less Than Significant Impact. The proposed project does not have impacts that are individually limited, but cumulatively considerable. Incremental impacts resulting from development and operation of the proposed project and other cumulative projects that would be under construction include increased traffic, generation of greenhouse gas, increased short-term and long-term air quality emissions, and short-term construction noise and long-term operational noise impacts. The analysis concluded that these incremental impacts are each less than significant. When viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects, these impacts are not cumulatively considerable. No cumulative impacts are anticipated in connection with this or other projects. The proposed project complies with long-term regional air quality plans, regional population forecasts, and is within the service capabilities of utility purveyors. No significant adverse environmental impacts have been identified. The analysis contained in this Initial Study evaluated existing conditions, potential impacts associated with the development of the project, and possible environmental cumulative impacts. The project does not have any impact on projected growth or planned projects for the City of Carson or neighboring jurisdictions known as of the date of this analysis.

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

Less Than Significant Impact. There are no known substantial adverse effects on human beings that would be caused by the proposed project. The project is consistent with the General Plan, and land uses in the project area and the environmental evaluation has concluded that no adverse significant environmental impacts would result from the project.

5 PREPARERS

LEAD AGENCY:

City of Carson

Contact: Ethan Edwards, AICP, Planner
Leila Carver, PTP, Planner

CONSULTANT:

Kimley-Horn and Associates
765 The City Drive, Suite 200
Orange, CA 92868

6 REFERENCES

California, State of, Department of Conservation. *Alquist-Priolo Fault Zone and Seismic Hazard Map*. Available at www.conservation.ca.gov/cgs/rghm/ap. Accessed April 2018.

_____*California Important Farmland Finder.* Available at https://maps.conservation.ca.gov/dlrp/ciff/. Accessed April 2018.

_____*Landslide and Liquefaction Map. 1999.* Available at http://maps.conservation.ca.gov/cgs/informationwarehouse/index.html?map=regulatorymaps. Accessed April 2018.

California, State of, Department of Finance. *E-5 Population and Housing Estimates for Cities, Counties, and the State*. Available at: http://www.dof.ca.gov/Forecasting/Demographics/Estimates/. Accessed: April 2018.

California, State of, Department of Forestry and Fire Prevention (CAL FIRE). *CAL Fire Very High Fire Hazard Severity Zones in LRA Map.* http://frap.fire.ca.gov/webdata/maps/los_angeles/LosAngelesCounty.pdf. Accessed on April 2018.

California State Water Resources Control Board. *GeoTracker*. Available at: https://geotracker.waterboards.ca.gov/map/?global_id=WDR100000664. Accessed April 23, 2018.

California, State of, Department of Toxic Substances Control. *Hazardous Waste and Substances Site List - Site Cleanup (Cortese List)*. Available at: http://www.dtsc.ca.gov/SiteCleanup/Cortese_List.cfm. Accessed: April 2018.

California, State of, Department of Transportation. *California Scenic Highway Mapping System*. Available at www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways. Accessed April 2018.

____*A Guide to Bikeway Classification.* July 2017. Available at http://www.dot.ca.gov/d4/bikeplan/docs/caltrans-d4-bike-plan_bikeway-classification-brochure_072517.pdf

California, State of, Office of Historic Preservation. *Historical Landmarks in Los Angeles County.* 2016. Available at http://ohp.parks.ca.gov/?page_id=21427. Accessed April 2018.

Carson, City of. *Carson California Circuit.* Available at http://ci.carson.ca.us/content/files/pdfs/transportation/Route_All_Lines_A-S.pdf. Accessed April 2018.

_____*General Plan,* adopted 1971. Amended July 2003. (SCH 2001091120). Available at http://ci.carson.ca.us/communitydevelopment/generalplan.aspx

_____*General Plan Environmental Impact Report.* July 28, 2003.

_____*Municipal Code.* Adopted April 5, 2015. Available at http://www.codepublishing.com/CA/Carson/?Carson09/Carson09010509.html&?f

County of Los Angeles Fire Department. *Strategic Plan: Engineering our Future.* 2012. Available at https://www.fire.lacounty.gov/wp-content/uploads/2014/02/LACFD_Strategic-Plan_2012_web.pdf. Accessed April 2018.

_____*Fire Station Listings.* 2016. Available at https://locator.lacounty.gov/fire/Search?cat=86&find=Fire%20Stations Accessed April 2018.

County of Los Angeles Metropolitan Transportation Authority. *Congestion Management Program.* 2010. Available at https://www.metro.net/projects/congestion_mgmt_pgm/. Accessed April 2018.

dBF Associates, Inc. *Carson Truck Parking Project Noise Impact Assessment Technical Report.* October 2016. Prepared for Kimley-Horn and Associates.

ESA. *City of Carson 2014-2021 Housing Element.* 2013. Prepared for the City of Carson. Available at http://ci.carson.ca.us/content/files/pdfs/planning/generalplan/Chapter%205_Housing.pdf

Kimley-Horn and Associates, Inc. *Preliminary Standard Urban Stormwater Mitigation Plan and Low Impact Development Report.* September 2016. Prepared for Linear Properties, LLC.

_____*The Carson Truck Parking Project Traffic Impact Study.* June 2018. Prepared for Linear Properties, LLC.

RBF Consulting. *General Plan Environmental Impact Report, Recirculation of Revised Sections of Draft Program EIR.* July 28, 2003.

Ryan Snyder Associates. C*arson Master Plan of Bikeways.* August 2013. Prepared for the City of Carson. Available at http://ci.carson.ca.us/content/files/pdfs/planning/BikeMasterPlan.pdf. Accessed April 2018.

Scientific Resources Associated. *Carson Parking Project Air Quality and GHG Impact Study.* June 2018. Prepared for Kimley-Horn and Associates.

South Coast Air Quality Management District. *SCAQMD Air Quality Significance Thresholds*. March 2015. Available at http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf?sfvrsn=2.

United States, Department of Agriculture Natural Resources Conservation Service. *Web Soil Survey.* Available at https://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx. Accessed April 22, 2018.

United States, Federal Emergency Management Agency. *FEMA. Flood Insurance Rate Map 06059C0131J*. https://msc.fema.gov/portal#. Accessed April 2018.

United States, Fish and Wildlife Service. *National Wetlands Inventory*. Available at www.fws.gov/wetlands/Data/Mapper.html. Accessed April 2018.

Waste Management. *El Sobrante Landfill*. Available at http://www.wm.com/location/california/inland-empire/riverside-county/el-sobrante.jsp. Accessed April 2018.