



CITY OF CARSON

MITIGATED NEGATIVE DECLARATION

Case: Carson City Center Project – Design Overlay Review No. 1256-07; Conditional Use Permit No. 685-07; and Conditional Use Permit No. 686-07

Applicant: Thomas Safran & Associates

Address: 11812 San Vicente Blvd. Suite 600
Los Angeles, CA 90049

Project Description:

Proposed 236-unit residential, mixed-use development project. The project features 150 residential condominium units at market rate totaling 170,452 net square feet and 86 affordable residential senior housing units totaling 50,466 net square feet. The project comprises four stories, including subterranean parking. The first floor contains restaurant space totaling 8,518 square feet; retail space totaling 20,245 square feet; and 202 grade level parking spaces to accommodate restaurant, retail and residential guest parking. There are 378 additional subterranean parking spaces to accommodate residential condominium and senior resident parking. The second, third and fourth floors contain the residential dwelling units. The senior housing is oriented toward Avalon Boulevard.

Project Location:

708-724 E. Carson Street and 21720-21814 S. Avalon Boulevard

On the basis of the Initial Study prepared for the project, it has been determined that the project would not have a potential for a significant effect on the environment; or the project has been modified to incorporate the mitigation measures listed below so that it would not have a potentially significant effect on the environment. A copy of said Initial Study is available for review at the Community Development Department, 701 E. Carson Street, Carson, California, 90745. This document constitutes a Mitigated Negative Declaration.

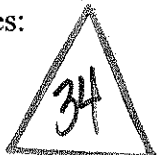
Mitigation Measures:

Air Quality

(1) Construction

AQ1 Use zero Volatile Organic Compounds (VOC) content architectural coatings on buildings. These reduce VOC (ROG) emissions by 95% over conventional architectural coatings. The following websites provide lists of manufacturers and major brand names:

Exhibit 3



<http://www.aqmd.gov/business/brochures/zerovoc.html>;
<http://www.delta-institute.org/publications/paints.pdf>;
<http://www.cleanaircounts.org/factsheet/FS%20PDF/Low%20VOC%20Paint.pdf>;

- Restrict the number of gallons of coatings used per day.
- Encourage water-based coatings or other low-emitting alternatives.
- Consider requiring the use of coatings with a lower VOC content than 100 grams per liter.
- Where feasible, paint contractors should use hand applications as well instead of from spray guns.

AQ2 The grading contractor shall do the following:

- Provide watering of the active grading area at least twice a day, throughout the grading phase.
- Apply soil stabilizers to inactive areas.
- Replace ground cover in disturbed areas quickly.

AQ3 General contractor(s) shall maintain and operate construction equipment so as to minimize exhaust emissions. During construction, trucks and vehicles in loading and unloading queues would turn their engines off, when not in use, to reduce vehicle emissions. Construction emissions should be phased and scheduled to avoid emissions peaks and discontinued during second-stage smog alerts.

AQ4 Electricity from power poles, rather than temporary diesel or gasoline powered generators, shall be used to the extent feasible.

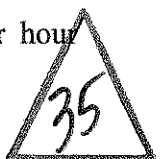
AQ5 All construction vehicles shall be prohibited from idling in excess of five minutes, both on and off-site.

AQ6 All construction related equipment shall use aqueous diesel fuel, a diesel particulate filter and cooled exhaust gas recirculation.

AQ7 All construction vehicles tires shall be washed at the time these vehicles exit the project site.

AQ8 All fill material carried by haul trucks and stock piles shall be covered by a tarp or other means.

AQ9 Reduce speed on unpaved roads to less than 15 miles per hour



(mph).

AQ10 Supply lunch van to construction site for employees, to reduce vehicle trips.

(2) Operations

Service and Support Facilities (point sources)

AQ11 All point source facilities shall obtain all required permits from the SCAQMD. The issuance of these permits by the SCAQMD shall require the operators of these facilities to implement Best Available Control Technology and other required measures that reduce emissions of criteria air pollutants.

AQ12 Land uses on the project site shall be limited to those that do not emit high levels of potentially toxic contaminants or odors.

Natural Gas Consumption and Electricity Production

AQ13 All residents and non-residential buildings shall meet the California Title 24 Energy Efficiency standards for water heating, space heating and cooling, to the extent feasible.

AQ14 All fixtures used for lighting of exterior common areas shall be regulated by automatic devices to turn off lights when they are not needed, but a minimum level of lighting should be provided for safety.

Building Materials, Architectural Coatings and Cleaning Solvents

AQ15 Building materials, architectural coatings and cleaning solvents shall comply with all applicable SCAQMD rules and regulations.

Transportation System Management and Demand Management

AQ16 The applicant shall, to the extent feasible, schedule deliveries during off-peak traffic periods to encourage the reduction of trips during the most congested periods.

AQ17 The applicant shall coordinate with the Carson Circuit Transit System, the City of Carson, the MTA and Los Angeles Department of Transportation to provide information with regard to local bus

and rail services.

AQ18 During site plan review, consideration shall be given regarding the provision of safe and convenient access to bus stops and public transportation facilities.

AQ19 Applicant shall provide bicycle racks located at convenient locations throughout the project site.

Cultural Resources

CR1 A qualified archaeologist shall be on site during all earth moving and trenching activities. The archaeologist shall be empowered to stop and/or relocate earth-moving activities if cultural resources are identified. In the event that previously unknown archaeological remains are uncovered during construction, land alteration work in the general vicinity of the find shall be halted. Prompt evaluations would then be made regarding the finds and an appropriate course of action would be implemented as directed by the archaeologist. If prehistoric archaeological deposits are discovered, local Native American organizations shall be consulted and involved in making cultural resources management decisions. All such procedures shall comply with CEQA Guidelines Section 15064.5, Public Resources Code 5097.98, and Health and Safety Code 7050.5. All resources shall be documented and curated, and a report shall be filed with the City's Planning Department within 30 days of the find.

Geology and Soils

GS1 Prior to issuance of building permits, the Building Department shall review and approve all structural plans to assure compliance with the seismic safety design parameters set forth in the most current version of the City's Building Code. Compliance with these requirements would ensure implementation of appropriate measures, such as reinforcement and shoring, designated construction zones, barriers, and other methods, to anticipate and avoid the potential for significant and adverse impacts caused by building site instability and falling debris during construction activities (as caused by a seismically induced event). Such plans shall be prepared in consultation with or certified by a qualified structural engineer, experienced with earthquake-resistant design techniques.

GS2 Prior to issuance of a grading permit, the Building Department shall ensure that the recommendations of a certified geologist's site-specific report are incorporated into the grading plan to mitigate seismically-induced ground shaking hazards and all applicable requirements of the City's grading ordinance.

Hazards and Hazardous Materials

HHM1 As a condition to the issuance of grading and shoring permits for the Econo Lube site and the site of the former cleaners, (the Econo Lube contaminated with fuel and the cleaners contaminated with PCE above actionable levels), the developer shall provide the City with a plan of action for remediation that has been approved by the Los Angeles Regional Water Quality Control Board or other lead agency. Upon the developer's completion of the remediation in accordance with the approved plan, including the installation of water monitoring wells (to the extent required) and the delivery of the contaminated soil removal completion report prepared by the developer's State-licensed consultant, the City shall issue the building permit for those sites.

HHM2 As a condition to issuance of a certificate of occupancy for the buildings to be constructed on those sites, the developer shall deliver a No Further Action letter from the Regional Water Quality Board or other lead agency in connection with the soils remediation. Developer shall diligently pursue a No Further Action letter with respect to the groundwater in a timely manner.

HHM3 Prior to the issuance of any grading permit for residential/commercial development at the subject site, the City shall obtain evidence of issuance of a "No Further Action" letter from the LARWQCB, to certify that any contaminated portions of the site have been fully and adequately remediated.

Noise

N1 All construction equipment powered by internal combustion engines shall be equipped with proper mufflers and air-intake silencers in good working order.

N2 All equipment maintenance activities shall be performed within the



center of the project site as is practical.

- N3 Stationary equipment such as concrete pumps, generators and compressors shall be located more than 200 feet from the nearest residential uses. Alternately, they may be located behind a structure or temporary noise barrier constructed of minimum 3/4" thick plywood with no gaps or cracks that blocks line of site between the residential uses within 200 feet of the unit and the unit itself.
- N4 Solid noise barriers shall be provided for all exterior patios and balconies for units along Avalon Boulevard and Carson Street. This will reduce exterior noise levels in these private outdoor recreation spaces to less than the City's maximum exposure of 65 dBA CNEL. When final grading plans become available, and prior to grading permit issuance, an analysis will be performed to determine the exact height and location of barriers required to meet the noise standards in the residential patios and balconies. This analysis shall be prepared by a qualified acoustical engineer and be reviewed and approved by the City prior to permit issuance.
- N5 Mechanical ventilation shall be provided for all dwelling units along Avalon Boulevard and Carson Street. This will enable residents to close all windows to achieve the City's interior noise level standard of 45 dBA CNEL or less. Compliance with this requirement shall be shown on the architectural plans, prior to issuance of building permits.
- N6 Exterior construction activities at the project site shall be limited to the hours of 7:00 a.m. to 8:00 p.m. Monday through Saturday and shall exclude public holidays. Interior construction activities that do not generate exterior noise are exempt from this requirement.

Transportation/Traffic

- T1 Dedicate right-of-way on the east side of Avalon Boulevard south of Carson Street to accommodate the construction of a right-turn lane on the northbound approach of the Avalon Boulevard/Carson Street intersection, subject to approval by the City Engineer.
- T2 Reconstruct the median on Avalon Boulevard south of Carson Street to provide a left-turn pocket at the project's commercial

driveway, subject to approval by the City Engineer.

- T3 Reconstruct the median on Carson Street east of Avalon Boulevard to eliminate the existing median opening, subject to approval by the City Engineer.

Responsible Agencies: Carson Planning Division

Trustee Agencies: _____

Notice pursuant to Section 21092.5 of the Public Resources Code:

A Public Hearing will be held in the City Hall Council Chambers, 701 E. Carson Street, Carson, California, on February 26, 2008 at 6:30 p.m. to consider this project. At that time, any interested person is welcome to attend and be heard on this matter.

Prior to the Public Hearing, the public is invited to submit written comments on this Mitigated Negative Declaration to the Development Services Group, Planning Division, City Hall, 701 East Carson Street, Carson, California 90745 or phone (310) 952-1761. Please refer to the case number listed above.



Rocio Lopez, Planner

January 17, 2008

Date



**Initial Study/Mitigated Negative Declaration
For
Carson City Center Project
Thomas Safran and Associates**

**708-724 E. Carson Street and
21720-21814 S. Avalon Boulevard**

EXHIBIT NO. 3



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**Environmental Checklist Form
Initial Study/Mitigated Negative Declaration**

Project Title: Carson City Center

Case No: Design Overlay Review No. 1256-07; Conditional Use Permit No. 685-07 and Conditional Use Permit No. 686-07

Lead Agency City of Carson

Name and Address: 701 East Carson Street
Carson, California 90745
(310) 952-1761

Property Owner Thomas Safran & Associates
11812 San Vicente Blvd. Suite 600
Los Angeles, CA 90049
(310) 820-4888

Developer: Thomas Safran & Associates
11812 San Vicente Blvd. Suite 600
Los Angeles, CA 90049

Applicant: Thomas Safran & Associates
11812 San Vicente Blvd. Suite 600
Los Angeles, CA 90049

Contact Person Andrew Gross and Rick Siebert
Thomas Safran & Associates – (310) 820-4888

Project Location: As shown in Exhibit 1 (Vicinity/Regional Map), the 4.29 acre project site is located at the southeast corner of the intersection of Carson Street and Avalon Boulevard, in the City of Carson, in southwestern Los Angeles County.

General Plan Designation Mixed-Use Residential

Zoning MU-CS (Mixed-Use–Carson Street)

Project Description:

Exhibits 2 and 3 illustrate the site plan, building configurations, and architectural design for the proposed 236 residential, mixed-use development project. The project features 150 residential condominium units at market rate totaling 170,452 net square feet and 86 affordable residential senior housing units totaling 50,466 net square feet. As shown on Exhibit 2, the project comprises four stories, including subterranean parking. The first floor contains restaurant space totaling 8,518 square feet; retail space totaling 20,245 square feet; and 202 grade level parking spaces to accommodate restaurant, retail and residential guest parking. There are 378 additional subterranean parking spaces to accommodate residential condominium and senior resident parking. The second, third and fourth floors contain the residential dwelling units. The senior housing is oriented toward Avalon Boulevard. Attached dwellings are proposed in a range of unit sizes and configurations, including:

Residential Condominium Unit Summary

- 15 one-bedroom, one-bath, plus den units, at 736 square feet;
- 43 two-bedroom, two-bath units, ranging from 949 square feet to 999 square feet;
- 45 two-bedroom, two-bath units, with dens ranging from 1,177 square feet to 1,385 square feet;
- 20 two-bedroom, two-bath townhomes, at 1,336 square feet; and
- 27 three-bedroom, two-bath units at 1,333 square feet.

Residential Affordable Senior Unit Summary

- 85 one-bedroom, one-bath units, ranging from 564 to 565 square feet; and
- One, two-bedroom, two-bath manager's residential unit, at 1,183 square feet.

The project provides 378 combined residential parking spaces and 202 commercial and residential guest parking spaces for a total of 580 parking spaces. The ground level includes 8,518 square feet of restaurant use; 20,245 square feet of retail use; ten townhome units; a senior and residential lobby area; and 202 commercial and residential guest parking spaces. The second, third and fourth floors feature senior housing apartments toward the corner of Carson Street and Avalon, while the market rate condominiums are located behind the senior housing. Three internal courtyards, a spa, swimming pool, tot lot and two community clubhouses are proposed on the second (podium) floor. One courtyard is proposed at the center of the senior housing complex; another courtyard containing the swimming pool, spa and community clubhouse are located at the center of the condominium complex and the third courtyard containing a tot lot is proposed at the rear portion of the condominium complex. Vehicular access into the center is provided off Carson Street at two driveways located on the ground floor and another driveway located off Avalon Boulevard. Access to the subterranean parking garage is accessible from



the ground floor via two ramps with keyed entry gates. There is adequate pedestrian access from Carson Street and Avalon Boulevard into the center. An emergency access driveway is proposed at Avalon Boulevard along the northern property line within the 33 foot side yard setback area.

Required City Approvals:

This project requires approval of the following discretionary permits by the City of Carson:

- Design Overlay Review
- Conditional Use Permit for residential condominiums
- Tentative Tract Map for condominium subdivision
- Conditional Use Permit for Shared Parking
- Possible deviation from the MU-CS (Mixed-Use–Carson Street) zone.

Surrounding Land Uses and Setting:

The subject site is located on the southeast corner of Avalon Boulevard and Carson Street. The current street addresses associated with the property are 21720, 21802 and 21814 Avalon Boulevard and 708, 716 and 724 E. Carson Street. The subject property consists of seven adjoining parcels which encompass approximately 4.29 acres of land, after required right-turn lane dedication. Property address 708 E. Carson Street (parcel 1) is currently developed with an Econo Lube automobile service stand built in 1960. Property address 716 E. Carson Street (parcel 2) is currently developed with a taco stand built in 1966. Property address 724-730 E. Carson Street (parcel 3) is currently developed with a commercial strip center built in 1954. Property address 21716-21740 Avalon Boulevard (parcel 4) is currently developed with an IHOP restaurant, a commercial strip center along Avalon Boulevard and a residence with several garages. Property address 21802 Avalon Boulevard (parcel 5) is developed with a building which contains a restaurant and a bakery, a separate single family residence and garage. Property address 21814 Avalon Boulevard (parcel 6) is currently vacant. Parcel 7 is developed with a parking lot which served the former hardware store located on parcel 6 and has no address.

Access to the property is via the two adjacent main arterials, Carson Street and Avalon Boulevard. The subject property is surrounded by a mobile home park located to the east of the site; City Hall located to the north of Carson Street; commercial land uses located to the west of Avalon Boulevard and commercial and residential land uses located to the south of the site. The area has been developed for a number of decades and has a well established urban character.

Other public agencies whose approval is required:

At this time, no other public or quasi-public agency approvals are required to permit

the proposed development plan. Approval of a General Construction Permit (GCP) from the Los Angeles Regional Water Quality Control Board (LARWQCB) will be required, prior to issuance of a grading permit, to demonstrate compliance with the National Pollutant Discharge Elimination permit regulations under Section 402 of the federal Clean Water Act. To obtain the GCP, the developer will need to submit plans to prevent construction site wastes from contaminating runoff from the construction area, and to include developed site filtration controls to ensure that the quality of site runoff meets the current standards set by the LARWQCB.

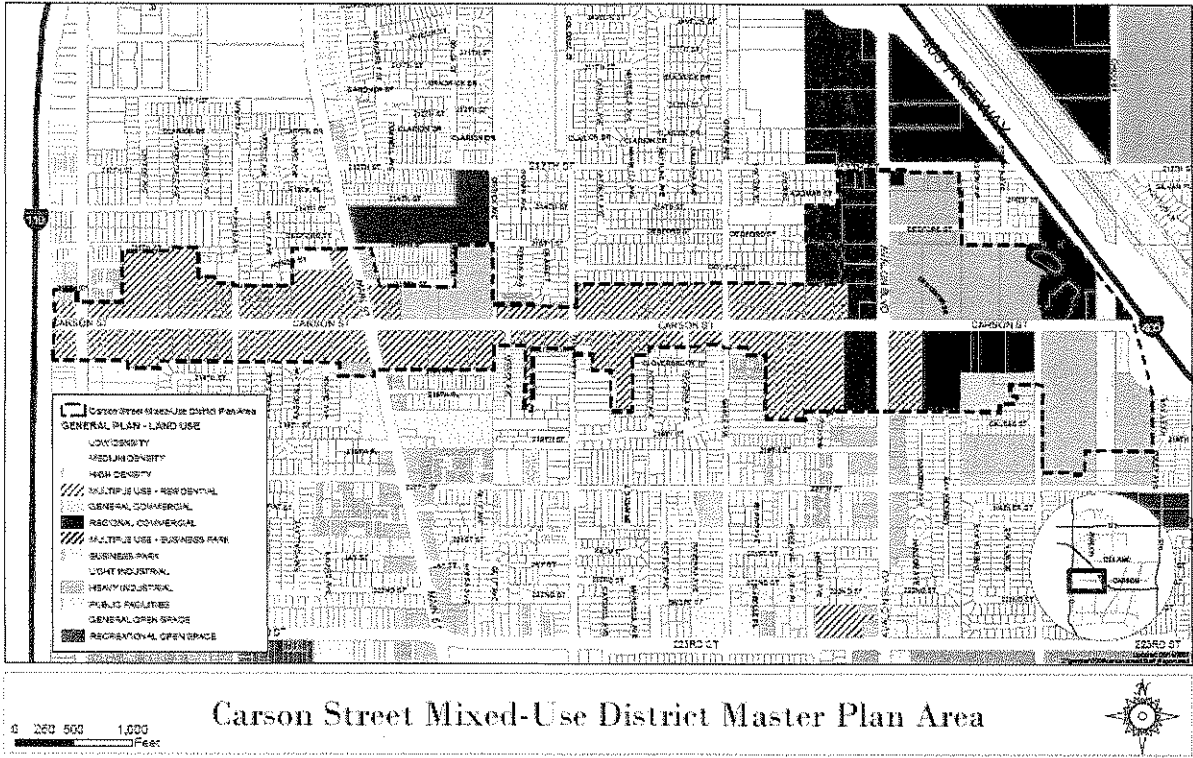
Evaluation of Environmental Impacts:

- 1) A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources that preparer cites in the parentheses following each question. A “No Impact” answer is adequately supported if the reference information shows that the impact simple does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect is significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.
- 4) “Less Than Significant with Mitigation Incorporated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less than Significant Impact.” The preparer must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from “Earlier Analysis,” may be cross-referenced).
- 5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration.
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.



EXHIBIT 1: VICINITY/REGIONAL MAP

(Carson Street Master Plan)



Carson Street Mixed-Use District Master Plan Area

EXHIBIT 2: PROPOSED SITE PLAN

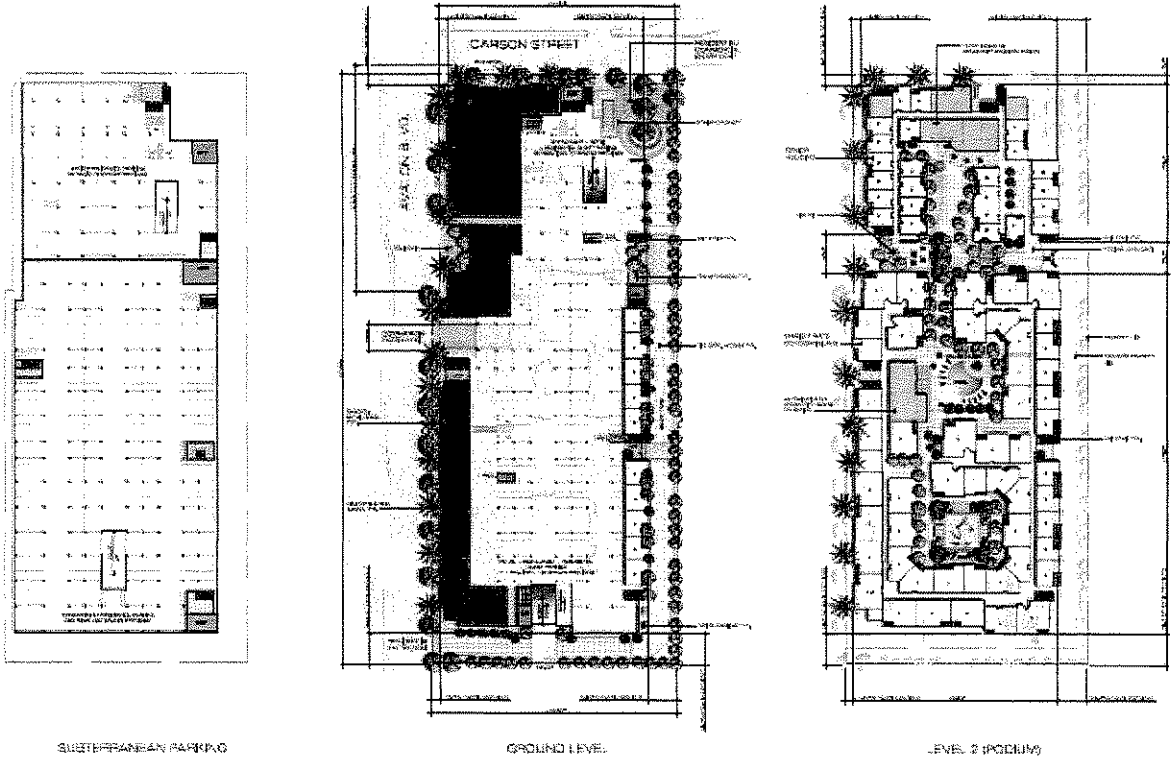
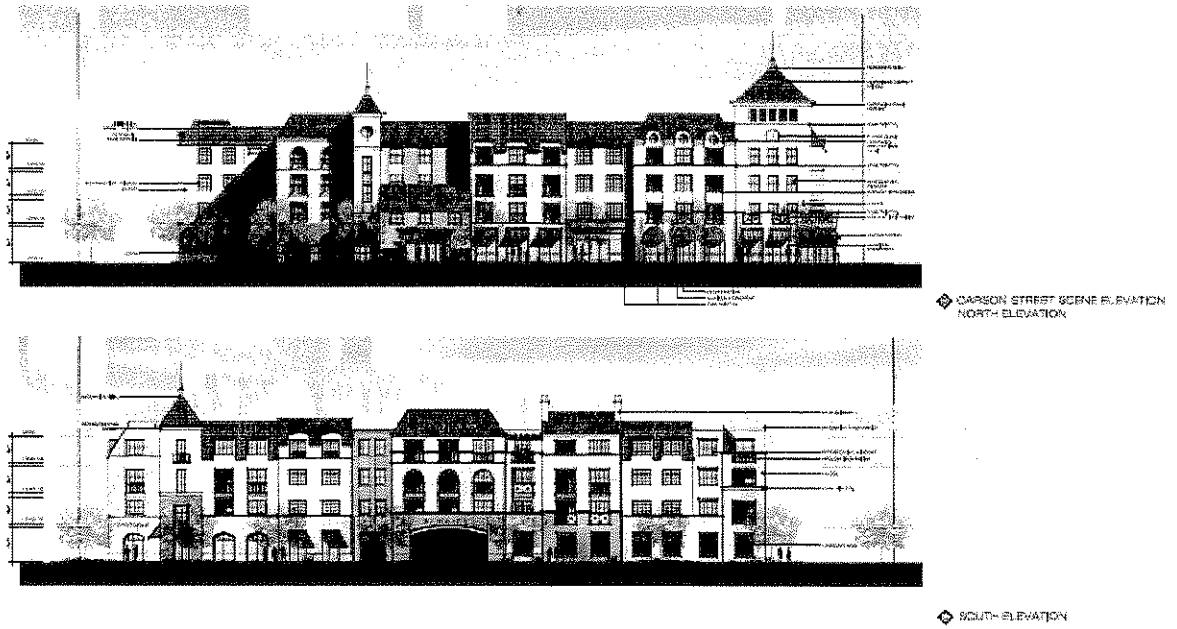
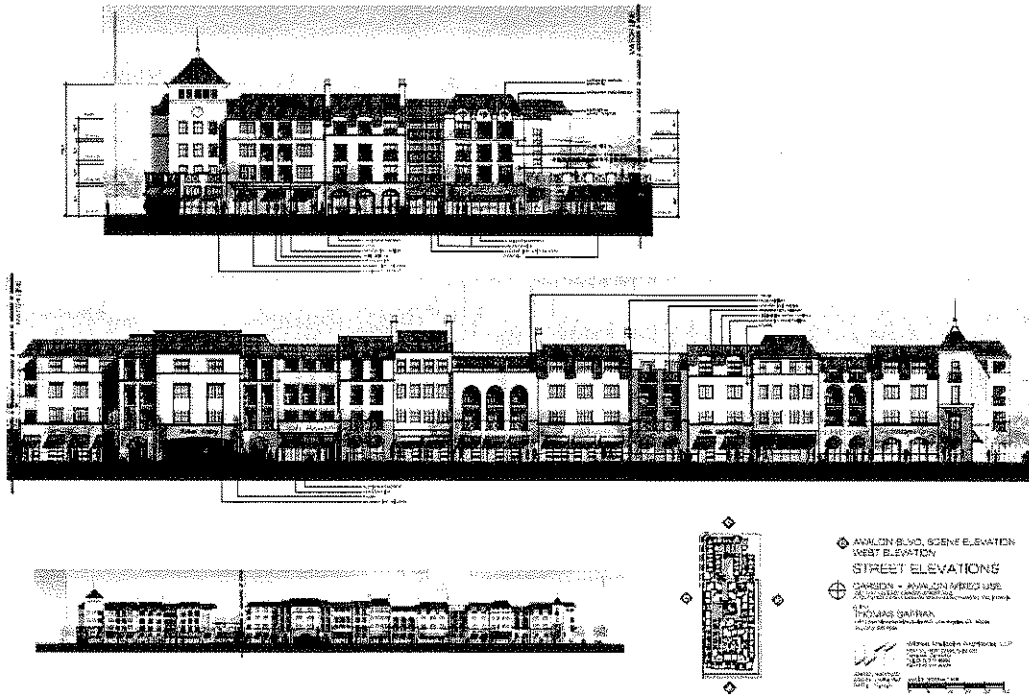


EXHIBIT 3: PROPOSED ELEVATIONS



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.

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

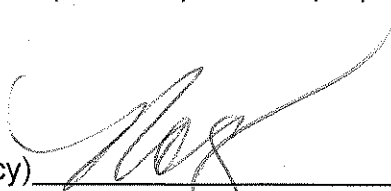
DETERMINATION:

(To be completed by the Lead Agency)
On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION 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.

Prepared by:

City of Carson (Lead Agency)


Rocio Lopez, Planner

Date: January 17, 2008

EVALUATION OF ENVIRONMENTAL IMPACTS:

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
I.	AESTHETICS. Would the project:				
a)	Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b)	Substantially damage scenic resources, including, but not limited to trees, rock outcroppings, and historic buildings within view of a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c)	Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d)	Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Explanation:

- a) **No Impact.** The project site is located in an established urbanized area. The project site has been developed with commercial and residential land uses for over four decades. While the project includes a four story mixed-use building, there are no substantial adverse effects because there are no scenic vistas within the surrounding area. Furthermore, this area is not part of any Carson General Plan-designated scenic vista and provides limited, near-range views of ground level open space, mainly to passing motorists that are not considered scenic. Mobile homes which are adjacent to the site on the northern side will not be substantially impacted due to the proposed 35 foot side yard separation and a proposed masonry wall.
- b) **No Impact.** There are no scenic trees, rock outcroppings or any buildings on the site. Both of the adjacent streets are major arterials and have no scenic corridor classification by any state or local agency.
- c) **Less Than Significant Impact.** This project will change the existing one and two story visual character of the surrounding land uses by converting existing commercial land uses into a mixed-use, multi-story residential development. However, there is another mixed-use residential development, the Villagio, located less than a mile to the west of the subject site on Carson Street. Like the proposed project, the Villagio is a four story mixed use development with 100 percent affordable housing units. Density at the Villagio is higher than the proposed development. The proposed project is seen as an improvement over the currently underutilized and blighted parcels. The four story building would be setback 10 feet from the property line along Carson Street and Avalon Boulevard. The 10 foot setback area would allow for immediate access into the retail stores and proposed outdoor courtyard area. By

concentrating the more intensive structural elements within the site interior and providing a landscape-screening element along both street frontages, the proposed plan will improve the visual character of the area.

- d) **Less Than Significant Impact.** The project site is currently developed with commercial and residential land uses which include building mounted lighting fixtures, interior lighting and parking lot lighting fixtures. Development of the mixed-use structure would include building mounted lighting fixtures at the first floor, outdoor lighting in courtyards, pedestrian walkway lighting, and internal lighting within the enclosed parking lot areas. Any parking area lighting must comply with the provisions of Section 9162.53 of the Carson Municipal Code, which requires arranging and controlling lighting to avoid impacts to nearby residences and creating a nuisance or hazard to motorists. Lighting on the exterior building façade will be positioned to avoid glare towards adjacent land uses. Interior lighting from the residential units would not have a significant impact on adjacent land uses nor traffic. Lighting impacts from this project would be less than significant.

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
II.	AGRICULTURAL RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) Prepared by the California Dept. of Conservation as an optional Model to use in assessing impacts on agriculture and farmland. <i>Would the project:</i>				
a)	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b)	Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c)	Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Explanation:

- a) **No Impact.** This site is within a small area that has not been mapped by the California Department of Conservation, as part of the Farmland Mapping and Monitoring Program, because their focus has been on areas where there has been



important agricultural production, and on areas where there is substantial land area available containing suitable physical and chemical properties to support crop farming. There has been no agricultural use of this site for many years as urbanization has taken place in the surrounding area. In the recently updated Carson General Plan, the Conservation Element does not identify this site for any conservation purposes, including preservation of land as an agricultural resource. The General Plan indicates that, according to the soil suitability classifications established by the Soil Conservation Service of the U.S. Department of Agriculture (USSCS), no prime agricultural soils exist within the City of Carson. Conversion of this vacant site to the proposed apartment development would not affect Prime Farmland, Unique Farmland or Farmland of Statewide Importance.

- b) **No Impact.** The property and all surrounding lands are zoned for either, Mixed-Use Carson Street, General Commercial or Regional Commercial development. There are no Williamson Act contracts on the project site.
- c) **No Impact.** Development of the proposed project would not result in conversion of farmland to non-agricultural uses since the subject site is fully developed as commercial and residential land uses.

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
III.	AIR QUALITY: Where available, the significance criteria Established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. <i>Would the project:</i>				
a)	Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b)	Violate any air quality standards or contribute substantially to an existing or projected air quality standard?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c)	Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d)	Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e)	Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Explanation:

- a) **Less Than Significant Impact.** The results of the air quality impact analysis conducted for this project (see Appendix A) determined that the proposed project will have less than significant short-term construction and long-term operational impacts, based on the South Coast Air Quality Management District (SCAQMD) thresholds of significance. Therefore, it is unlikely that development of the project will increase the frequency or severity of existing air quality violations due to required compliance with SCAQMD Rules and Regulations governing construction and to the relatively small size of the project in relation to the entire Basin and Basin-wide emissions.

The Air Quality Management Plan (AQMP) includes a comprehensive analysis of future emission forecasts which reflect demographic and economic growth forecasts provided by the Southern California Association of Governments (SCAG). Since the SCAG forecasts are not detailed, the test for consistency of this project is not specific. The AQMP assumptions are based upon projections from local general plans at the time the AQMP is developed. Projects that are consistent with the local general plan when the AQMP was developed are consistent with the AQMP assumptions.

Development of the project, therefore, would not result in emissions in excess of what was assumed in the AQMP and the project would not conflict with the AQMP. This is considered a less than significant impact.

- b) **Less Than Significant with Mitigation Incorporated.** The results of the air quality impact analysis conducted for this project (see Appendix A) determined that the project's short-term, construction period emissions and long-term operating emissions would be below the SCAQMD significance thresholds for the criteria pollutants of concern, with the exception of ROG (Reactive Organic Gases) levels during construction. Table 1 identifies projected peak construction phase (grading) emissions and Table 2 identifies projected long-term (operational) emissions from stationary and mobile sources. With the exception of ROG during construction, the daily thresholds would not be exceeded.

Table 1: Air Pollutant Emissions During Construction (pounds/day):				
Sources	CO	ROG	NOx	PM10
Unmitigated / Mitigated				
Demolition	30.18/ 4.18	3.63/ .42	23.32/ 12.09	.83/ .01
Grading	85.15/ 8.96	10.21/ 1.06	64.4/ 33.24	22.27/ 3.03
Building Construction	43.88/ 13.74	246.97/ 12.35	26.13/ 13.73	.40/ .20
Total Emissions	159.21/ 26.88	260.81/ 13.83	113.85/ 59.06	23.5/ 3.24
SCAQMD Thresholds	550	75	100	150

Source: Air Quality Assessment for Carson+Avalon Mixed Use Development, See Appendix A.

The following mitigation measures are (1) intended to implement requirements of SCAQMD Rule 403 (Fugitive Dust) and (2) set forth a program of air pollution control strategies designed to reduce the proposed project's air quality impacts to the extent feasible.

(1) Construction

In order to reduce the ROG level to below the AQMD threshold, the following mitigation measure will be implemented:

Mitigation Measure AQ1

Use zero Volatile Organic Compounds (VOC) content architectural coatings on buildings. These reduce VOC (ROG) emissions by 95% over conventional architectural coatings. The following websites provide lists of manufacturers and major brand names:

<http://www.aqmd.gov/business/brochures/zerovoc.html>;

<http://www.delta-institute.org/publications/paints.pdf>;

<http://www.cleaircounts.org/factsheet/FS%20PDF/Low%20VOC%20Paint.pdf>;

- Restrict the number of gallons of coatings used per day.
- Encourage water-based coatings or other low-emitting alternatives.
- Consider requiring the use of coatings with a lower VOC content than 100 grams per liter.
- Where feasible, paint contractors should use hand applications as well instead of from spray guns.

After mitigating the ROG level, this project would not violate any air quality standard or contribute substantially to an existing or projected air quality violation. Please note that the assessment of grading emissions assumes regular watering of the active grading site which reduces total dust emissions by up to 50%.

Mitigation Measure AQ2

The grading contractor shall do the following:

- Provide watering of the active grading area at least twice a day, throughout the grading phase.
- Apply soil stabilizers to inactive areas.
- Replace ground cover in disturbed areas quickly.

Mitigation Measure AQ3

General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions. During construction, trucks and vehicles in loading and unloading queues would turn their engines off, when not in use, to reduce vehicle emissions. Construction emissions should be phased and scheduled to avoid emissions peaks and discontinued during second-stage smog alerts.

Mitigation Measure AQ4

Electricity from power poles, rather than temporary diesel or gasoline powered generators, shall be used to the extent feasible.

Mitigation Measure AQ5

All construction vehicles shall be prohibited from idling in excess of five minutes, both on and off-site.

Mitigation Measure AQ6

All construction related equipment shall use aqueous diesel fuel, a diesel particulate filter and cooled exhaust gas recirculation.

Mitigation Measure AQ7

All construction vehicles tires shall be washed at the time these vehicles exit the project site.

Mitigation Measure AQ8

All fill material carried by haul trucks and stock piles shall be covered by a tarp or other means.

Mitigation Measure AQ9

Reduce speed on unpaved roads to less than 15 miles per hour (mph).

Mitigation Measure AQ10

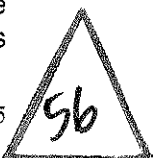
Supply lunch van to construction site for employees, to reduce vehicle trips.

Table 2: Long-Term (Operational) Emissions					
Sources	Pollution Emissions (pounds/day)				
	CO	ROG	NOx	PM10	SOx
Apartments mid rise	65.8	6.07	5.90	5.04	.06
Condominium general	137.48	12.14	12.32	10.52	.12
Strip mall	78.35	5.68	7.40	6.20	.07
Total Project Emissions	281.63	23.89	25.62	21.76	.25
SCAQMD Thresholds	550	55	55	150	150

Source: Air Quality Assessment for Carson+Avalon Mixed Use Development, See Appendix A.

(2) Operation

The results of the air quality impact analysis conducted for this project (see Appendix A) determined that the project's long-term operating emissions would be below the SCAQMD significance thresholds for the criteria pollutants of concern. None the less, the following mitigation measures are designed to reduce the proposed project's



air quality impacts to the extent feasible.

(a) Service and Support Facilities (point sources)

Mitigation Measure AQ 11

All point source facilities shall obtain all required permits from the SCAQMD. The issuance of these permits by the SCAQMD shall require the operators of these facilities to implement Best Available Control Technology and other required measures that reduce emissions of criteria air pollutants.

Mitigation Measure AQ 12

Land uses on the project site shall be limited to those that do not emit high levels of potentially toxic contaminants or odors.

(b) Natural Gas Consumption and Electricity Production

Mitigation Measure AQ 13

All residents and non-residential buildings shall meet the California Title 24 Energy Efficiency standards for water heating, space heating and cooling, to the extent feasible.

Mitigation Measure AQ 14

All fixtures used for lighting of exterior common areas shall be regulated by automatic devices to turn off lights when they are not needed, but a minimum level of lighting should be provided for safety.

(c) Building Materials, Architectural Coatings and Cleaning Solvents

Mitigation Measure AQ 15

Building materials, architectural coatings and cleaning solvents shall comply with all applicable SCAQMD rules and regulations.

(d) Transportation System Management and Demand Management

Mitigation Measure AQ 16

The applicant shall, to the extent feasible, schedule deliveries during off-peak traffic periods to encourage the reduction of trips during the most congested periods.

Mitigation Measure AQ 17

The applicant shall coordinate with the Carson Circuit Transit System, the City of Carson, the MTA and Los Angeles Department of Transportation to provide information with regard to local bus and rail services.

Mitigation Measure AQ 18

During site plan review, consideration shall be given regarding the provision of safe and convenient access to bus stops and public transportation facilities.

Mitigation Measure AQ 19

Applicant shall provide bicycle racks located at convenient locations throughout the project site.

- c) **Less Than Significant Impact.** The subject site is located in the South Coast Air Basin (SCAB), a federally designated non-attainment area with respect to air quality standards for ozone, carbon monoxide, and suspended particulates. The SCAB has met the federal nitrogen dioxide standards for the third year in a row, and is qualified for re-designation to attainment. A maintenance plan for nitrogen dioxide is included in the 2003 AQMP. Project-related emissions would contribute to cumulative levels of various pollutants, during the construction phases and over the long term. As shown in Tables 1 and 2, however, project-related emissions would not exceed significance thresholds for any of these criteria pollutants. The thresholds were established by the SCAQMD to assess both project-level and cumulative impact significance for the purpose of CEQA compliance. This project would not, therefore, result in a cumulatively considerable net increase in any of the criteria pollutants for which the SCAB has been designated as non-attainment.
- d) **Less Than Significant Impact.** See Section III (b) above.
- e) **Less Than Significant Impact.** None of the activities that would typically occur inside the proposed condominium or apartments, clubhouse/leasing office or outdoor recreation areas would generate emissions containing objectionable odors. The proposed restaurant and future food service or sales are required to comply with proper ventilation of such uses in order to comply with SCAQMD, Building and Safety and the Health Departments. Trash enclosures are provided immediately adjacent to the proposed restaurant and retail uses and at the northern side of the development. Trash enclosures will be enclosed within masonry wall units with self closing gates and trash collection will abide by the requirements of the City's trash collection company. No significant impacts involving objectionable odors from the trash storage areas would affect the nearest onsite apartments or the nearest residential uses located to the north of the site. Odors due to construction activities, including the use of paints and solvents, will be handled using best management practices required by the County Building and Safety Department. Odor impacts to nearby residents will be minimal, and thus, are considered less than significant.

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
IV.	BIOLOGICAL RESOURCES. <i>Would the project:</i>				
a)	Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b)	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c)	Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d)	Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e)	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f)	Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Explanation:

- a) **No Impact.** The site is located within a developed, urbanized area. As such, there will be no modification to any known habitat or identified species. The site does not contain any candidate, sensitive or special status plants or animal species of concern or their preferred habitats. No native habitat has grown in since the site was originally developed and no natural habitat occurs on the disturbed site today. There

is no natural habitat on any adjoining land, which consists of commercial and residential uses on the north and east sides. Development of the proposed mixed-use project, therefore, would have no effect on any sensitive plants or wildlife species or habitat that could support such species.

- b) **No Impact.** As discussed in the preceding response, there is no riparian or any type of natural habitat on this long-disturbed, developed site.
- c) **No Impact.** Hydrological data indicate that groundwater is too deep beneath the site (more than 25-30 feet below ground surface) to support development of a wetland feature, and there is no standing or running water that could potentially support wetland vegetation. Therefore, no wetlands are expected to develop, even if the site were left in its present condition.
- d) **No Impact.** The site has negligible value for native resident or migratory fish or wildlife species, due to the absence of any natural vegetation or water resources that could provide habitat and food sources for such species. Surrounded by urban development, and absent any viable habitat or water sources, this site is nowhere near any area that provides a foraging opportunity for any migratory bird species.
- e) **No Impact.** As noted in the preceding responses, there are no sensitive biological resources on site. The few ornamental trees found along the street frontages are not protected under any City policy or ordinances.
- f) **No Impact.** There are no conservation plans covering the project site.

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
V.	CULTURAL RESOURCES. <i>Would the project</i>				
a)	Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b)	Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c)	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d)	Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Explanation:

- a) **No Impact.** The records search indicated that the project area had never been surveyed by archaeologists nor had any historic or prehistoric resources have ever



been recorded on the subject property. No prehistoric or non-recent historic cultural materials were observed during the field survey of the proposed mixed-use development. The agricultural land use which existed prior to the original development of the site is not considered historic resources. Since neither records search nor the field survey indicated presence of an existing historic resource, or a record of past historic resources on site, no impacts to historic resources are expected.

- b) **Less Than Significant With Mitigation Incorporated.** As discussed in the preceding response, no evidence of any archaeological resources has been found in prior cultural resource surveys of the site and surrounding areas. Given these findings, no impacts to significant archaeological resources are expected as a result of the proposed project. There is some possibility, however, that buried archaeological resources may exist beneath the ground surface and could be uncovered during site excavations. To ensure that no potentially significant historic or prehistoric archaeological resources are destroyed by grading, the following mitigation measure will be implemented.

Mitigation Measure CR1

A qualified archaeologist shall be on site during all earth moving and trenching activities. The archaeologist shall be empowered to stop and/or relocate earth-moving activities if cultural resources are identified. In the event that previously unknown archaeological remains are uncovered during construction, land alteration work in the general vicinity of the find shall be halted. Prompt evaluations would then be made regarding the finds and an appropriate course of action would be implemented as directed by the archaeologist. If prehistoric archaeological deposits are discovered, local Native American organizations shall be consulted and involved in making cultural resources management decisions. All such procedures shall comply with CEQA Guidelines Section 15064.5, Public Resources Code 5097.98, and Health and Safety Code 7050.5. All resources shall be documented and curated, and a report shall be filed with the City's Planning Department within 30 days of the find.

- c) **No Impact.** As discussed in the preceding response, there is no evidence of any paleontological resource or site or unique geological feature on the subject site.
- d) **No Impact.** The records search found no evidence that human remains had ever been buried on site. If human remains are unearthed during excavation work, State Health and Safety code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to the origin and disposition pursuant to Public Resources Code Section 5097.98. If the remains are determined to be of Native American descent, the coroner has 24 hours to notify the Native American Heritage Commission (NAHC). The NAHC will then identify the person(s) thought to be the Most Likely Descendant (MLD) of the deceased Native American, who will then help determine what course of action should be taken in dealing with the remains. Contractor compliance with these existing provisions of law will avoid significant impacts to human remains.



		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
VI.	GEOLOGY AND SOILS. <i>Would the project:</i>				
a)	Expose people or structures to potential substantial adverse effects, including the risk of loss, or 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.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	ii. Strong seismic ground shaking?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	iii. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	iv. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b)	Result in substantial soil erosion or loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c)	Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d)	Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e)	Have soils incapable of adequately supporting the use of septic tanks or alternative waste disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Explanation:

a-i) **Less Than Significant Impact.** The project site is located west of the seismically active Newport-Inglewood fault and northeast of the Palos Verdes fault zone. Based on historic earthquakes, the fault zone is considered active. The Newport-Inglewood fault zone is considered capable of generating a maximum credible earthquake of a magnitude 7.0 on the Richter Scale. The Carson General Plan Safety Element indicates that, although the Newport-Inglewood structural zone is seismically active, surface faulting does not appear to be a significant potential hazard. Furthermore, the project site is not located in a liquefaction zone as identified in the Existing



Conditions Report and would not result in permanent ground displacement in the event of seismic ground shaking. Therefore, this project is not expected to increase the risk of exposure of people to impacts involving seismic ground shaking. This is considered a less than significant impact.

- a-ii) **Less Than Significant with Mitigation Incorporated.** The effects of ground shaking in Carson will vary considerably depending on the distance of the seismic source to the City and the duration of strong vibratory motion. In general, long period seismic waves, characteristic of earthquakes that occur approximately nine miles or more from the area of concern, interact with and damage structures such as high-rise buildings, bridges, and freeway overpasses. Short period waves, however, are generally very destructive near the epicenter of moderate-and large-magnitude seismic events, causing severe damage predominately to low-rise rigid structures (less than three stories) not specifically designed to resist them.

Detectable ground shaking within the City of Carson could be caused by any of the active or potentially active faults in the southern California region. The Newport-Inglewood, Whittier, Santa Monica, and Palos Verdes Faults are the active faults most likely to cause high ground accelerations in the City. The nearby Newport-Inglewood Fault has a history of moderate to high seismic activity with numerous quakes greater than 4.0 on the Richter scale. A magnitude 6.3 occurred on this fault line in 1933 and no surface rupture was reported. The prior geotechnical report indicated that ground shaking could be expected to occur on site, with peak ground acceleration in excess of 0.38 during a major earthquake. Without properly engineered foundations and structural elements, seismically induced ground shaking could cause substantial damage to above and belowground structures and utility facilities. Significant impacts will be avoided through implementation of the mitigation measures listed below.

Mitigation Measure GS1

Prior to issuance of building permits, the Building Department shall review and approve all structural plans to assure compliance with the seismic safety design parameters set forth in the most current version of the City's Building Code. Compliance with these requirements would ensure implementation of appropriate measures, such as reinforcement and shoring, designated construction zones, barriers, and other methods, to anticipate and avoid the potential for significant and adverse impacts caused by building site instability and falling debris during construction activities (as caused by a seismically induced event). Such plans shall be prepared in consultation with or certified by a qualified structural engineer, experienced with earthquake-resistant design techniques.

Mitigation Measure GS2

Prior to issuance of a grading permit, the Building Department shall ensure that the recommendations of a certified geologist's site-specific report are incorporated into the grading plan to mitigate seismically-induced ground shaking hazards and all applicable requirements of the City's grading ordinance.

- a-iii) **Less Than Significant Impact.** This site lies outside of a liquefaction hazard area identified on the State of California Seismic Hazard Zones Map and the City of Carson's General Plan Seismic Hazards Map. Liquefaction, if it occurs, should not



result in structural instability but may result in localized differential settlement as a result of possible sand boils. The potential for ground subsidence and shallow ground rupture is also low, given the moderately compacted underlying soils. Implementation of the mitigation measures listed in the previous response will minimize potential impacts involving seismically induced ground failure.

- a-iv) **No Impact.** The site is flat with an average slope of less than two percent, and is not located adjacent to hillsides or rock formations. Furthermore, due to low relief across the site the potential for earthquake-induced landslides is considered negligible. No large slopes are proposed to implement the grading plan. This site lies well outside of any landslide hazard areas identified on the State of California Seismic Hazard Zones Map for this area.
- b) **No Impact.** The developed urban subject site does not contain valuable topsoil materials. Routine construction control measures during site grading will minimize the potential for any wind or rain erosion of exposed ground surfaces and soil stockpiles. Site development would result in impervious surfaces covering a majority of the site, eliminating any possibility of soil erosion in those covered areas. The rest of the site, along the two street frontages, will be landscaped. This will eliminate the potential for soil erosion in those areas. Thus, no impact is expected.
- c) **Less Than Significant Impact.** Please refer to the response to VI.a.iii. Since the natural underlying soils are already compacted, the potential for ground subsidence or landslides is minimal. No surface rupture is known to have occurred in the project site area and vicinity during the past 10,000 years.
- d) **Less Than Significant Impact.** The site may be constrained by expansive soils, which involve shrinking and swelling that could damage building foundations and other pavement areas. This constraint is typically mitigated by removing the expansive materials and providing suitably compacted material beneath proposed building areas, based on recommendations in a site-specific geotechnical report that includes soil borings and laboratory testing of those samples. Soil investigations and laboratory testing to determine the specific expansive characteristics of on-site soils and will be conducted as part of routine geological investigations to be conducted in conjunction with the City's Grading Ordinance requirements. These findings will provide the basis for specific project grading and foundation design measures to mitigate such conditions. Compliance with these existing grading standards will mitigate potential impacts involving expansive soils to below a level of significance.
- e) **No Impact.** The proposed project does not involve the installation or use of septic tanks or alternative disposal systems and would connect to the existing City water distribution and sewer systems.



		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
VII.	HAZARDS AND HAZARDOUS MATERIALS. <i>Would the project:</i>				
a)	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c)	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d)	Be located on a site which is included on a list of hazardous materials sites Compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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 use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f)	For a project within the vicinity of a private airstrip, would the project result in safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g)	Impair implementation of or physically interfere with an adopted emergency plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h)	Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Explanation:

- a) **Less Than Significant Impact.** Throughout the operating life of the proposed project, a variety of commercial and residential maintenance products will be transported, stored, used and require proper disposal. These products typically



contain small concentrations of various liquid and gaseous hazardous materials, but do not represent significant health risks and are sold on a retail basis. Use of such minor commercial and household hazardous materials throughout the operating life of this project would not create a significant hazard to the public or the environment.

- b) **Less Than Significant with Mitigation Incorporated.** Site address 708 E. Carson Street currently contains an Econo Lube automobile service station and 21720 S. Avalon Boulevard currently contains a dry cleaner facility. Preliminary soils and groundwater testing showed positive readings for petroleum hydrocarbons, vocs and benzene. No further hazardous materials are expected to be transported to or from; or stored on the property as a result of this project. Construction activities are expected to adhere to local and state safety requirements, including best management practices, and are considered less than significant.

Mitigation Measure HHM1

As a condition to the issuance of grading and shoring permits for the Econo Lube site and the site of the former cleaners, (the Econo Lube contaminated with fuel and the cleaners contaminated with PCE above actionable levels), the developer shall provide the City with a plan of action for remediation that has been approved by the Los Angeles Regional Water Quality Control Board or other lead agency. Upon the developer's completion of the remediation in accordance with the approved plan, including the installation of water monitoring wells (to the extent required) and the delivery of the contaminated soil removal completion report prepared by the developer's State-licensed consultant, the City shall issue the building permit for those sites.

Mitigation Measure HHM2

As a condition to issuance of a certificate of occupancy for the buildings to be constructed on those sites, the developer shall deliver a No Further Action letter from the Regional Water Quality Board or other lead agency in connection with the soils remediation. Developer shall diligently pursue a No Further Action letter with respect to the groundwater in a timely manner.

Mitigation Measure HHM3

Prior to the issuance of any grading permit for residential/commercial development at the subject site, the City shall obtain evidence of issuance of a "No Further Action" letter from the LARWQCB, to certify that any contaminated portions of the site have been fully and adequately remediated.

- c) **Less Than Significant Impact.** The project is located within half a mile of an existing school but is not expected to be a source for hazardous emissions. No hazardous materials, substances or waste are expected to be handled on the site. Construction activities are not expected to generate hazardous emissions although construction materials may contain trace amounts of elements considered to be hazardous. Construction activities are also expected to adhere to local and state safety requirements, including best management practices. This is considered a less than significant impact.



- d) **No Impact.** The subject site is not found on the State Department of Toxic Substances Control list of hazardous materials release sites, compiled pursuant to California Government Code Section 65962.5.
- e) **No Impact.** The project site is not located within the boundaries of an Airport Land Use Plan and is not within two miles of a public airport.
- f) **No Impact.** The project site is not located within the vicinity of a private airstrip.
- g) **No Impact.** The City's emergency operations command center is at City Hall and potential emergency staging and shelter sites consist of public parks and other large potential meeting areas, not including the project site.
- h) **No Impact.** There are no wildlands in this urbanized area, and the adjacent commercial and residential land uses do not contain highly flammable brush materials that could represent a serious risk of fire.

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
VIII.	HYDROLOGY AND WATER QUALITY. <i>Would the project:</i>				
a)	Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b)	Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c)	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d)	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>



		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
e)	Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f)	Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g)	Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h)	Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i)	Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j)	Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Explanation:

- a) **No Impact.** The proposed project would be required to implement soil erosion and sediment control measures where necessary as required by the City of Carson. A Standard Urban Stormwater Mitigation Plan (SUSWMP) will be required to address and mitigate stormwater runoff. An underground storm drain system will be designed to collect site runoff and convey flows to an existing storm drain lateral. There will be no direct discharges to any surface or ground waters. All wastewater generated by interior plumbing devices will be discharged to the City's sewer system. This project would not require the issuance of any waste discharge permits by the LARWQCB. The project will require issuance of a General Construction Permit by the LARWQCB, to ensure that construction site wastes do not contact or contaminate surface or groundwaters. This will involve submittal and approval of a Stormwater Pollution Prevention Plan (SWPPP), prior to issuance of grading permits. The SWPPP will also include permanent runoff filtration controls as part of the drainage plan, such as underground centrifugal storm water filters, catch basin insert filters or bio-swailes or a combination thereof, to filter the first 0.75 inches of the rainfall. This standard LARWQCB permitting process will avoid violation of any water quality standards during construction or at the developed site.
- b) **Less Than Significant Impact.** All water demand will be met through connection to the existing potable water system. No groundwater extraction wells are proposed and none exist on site. Project-related excavation would not reach the groundwater



table, and thus would have no effect on the groundwater aquifer. The project would not substantially increase the amount of impervious surface coverage on site as the area is fully developed.

- c) **No Impact.** The proposed drainage concept would maintain the existing drainage pattern. There are no streams or rivers or other drainage courses traversing the site or which receive runoff from this site. As discussed in the previous response to item VIII.a), this project will require issuance of a General Construction Permit by the LARWQCB, to ensure construction activities do not result in contamination of surface or groundwaters. This permit covers potential impacts from soil erosion, along with miscellaneous construction wastes. Erosion control measures will also be required to comply with the City's grading ordinance standards. Compliance with these existing regulatory erosion control programs will avoid significant erosion or siltation impacts on or off site.
- d) **No Impact.** As discussed in the preceding response, this project will not substantially alter the exiting drainage pattern and will have no effect on any streams, rivers or other watercourses. Site runoff will be captured by an underground storm drain system that will drain to the City's existing storm drain system. The project storm drain system must satisfy the City's standards to protect habitable structures during design-year storm events. Runoff from the developed site would not, therefore, result in flooding on or off site.
- e) **Less Than Significant Impact.** Storm water run off will be captured and disposed of as required by the City of Carson storm water regulations. The project site lies within an area designated to drain into an existing storm drain system. Runoff from the proposed project is not expected to be substantially different and no more intensive than runoff from the existing general commercial land uses. Runoff from this project, therefore, is not expected to exceed the capacity of the existing storm drainage system serving this area.

Permanent filtration controls will be required as part of the on-site drainage system to meet the water quality standards administered by the LARWQCB. These runoff filtration mechanisms will ensure that the runoff will not result in significant water pollution impacts.
- f) **No Impact.** Please refer to responses VIII. a-e.
- g) **No Impact.** The Carson General Plan Safety Element indicates the only 100-year flood hazard zone in the city is within the Dominguez Flood Control Channel, which does not occur within or near the project site.
- h) **No Impact.** Please refer to the preceding response.
- i) **No Impact.** According to the City of Carson's SEMS Multi-Hazard Functional Plan, the City is not subject to inundation associated with dam failure. There are no water bodies or levees in this site's drainage area.
- j) **No Impact.** Due to the distance of the project site from the Pacific Ocean or from any lakes or water bodies of significant size, the development of the proposed project would not result in the exposure of people or structures to hazards due to a seiche or



tsunami. Additionally, the project site is not located within an area subject to mudflow hazards.

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
IX.	LAND USE AND PLANNING. <i>Would the project:</i>				
a)	Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c)	Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Explanation:

- a) **No Impact.** The project would be located where there are existing commercial and residential land uses. These land uses would be demolished to make way for the project within an existing urban setting and would provide a continuation of existing development patterns within this intersection (Avalon Boulevard and Carson Street). As the project's land uses are consistent with the Carson General Plan Mixed Use - Residential Land Use designation and adheres to the policies, goals and objectives of the Carson Street Master Plan, it would not physically divide the established community.
- b) **Less Than Significant Impact.** The proposed project is consistent and adheres to the Carson General Plan Mixed Use - Residential Land Use designation and adheres to the policies, goals and objectives of the Carson Street Master Plan. The proposed mixed-use development is consistent with development standards of the recently adopted MU-CS (Mixed-Use – Carson Street) zone. The proposed project will be a focal point at this corner and exemplary example of a mixed-use project design. The project will therefore have a less than significant impact.
- c) **No Impact.** The subject site is not within any habitat conservation plan of the City of Carson.

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
X.	MINERAL RESOURCES. <i>Would the project:</i>				
a)	Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b)	Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Explanation:

- a) **No Impact.** The proposed project would not 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 because the project site is not located in a mineral rich area nor does it involve any mining practice. The Carson General Plan Land Use Element designates this site for Mixed Use – Residential uses.
- b) **No Impact.** Please refer to the preceding response.

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XI.	NOISE. <i>Would the project result in:</i>				
a)	Exposure of persons to or generation of noise level in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b)	Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c)	A substantial permanent increase in the ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d)	A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>



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

Explanation:

- a) **Less Than Significant With Mitigation Incorporated.** The proposed mixed-use project consists of general retail uses, restaurant uses and live-work units within the ground floor with residential uses on the second, third and fourth floors. The project will not expose persons to or generate noise levels in excess of the established standards of the General Plan Land Use designation of Mixed Use – Residential and of the MU-CS (Mixed Use – Carson Street) zone. In 1995, Carson adopted the “Noise Control Ordinance of the County of Los Angeles,” as amended, as the City’s Noise Control Ordinance. The adopted Noise Ordinance sets standards for noise levels citywide and provides the means to enforce the reduction of obnoxious or offensive noises. The noise sources enumerated in the Noise Ordinance include radios, phonographs, loudspeakers and amplifiers, electric motors or engines, animals, motor vehicles and construction equipment. The Noise Ordinance sets interior and exterior noise levels for all properties within designated noise zones, unless specifically exempted. Enforcing the Noise Ordinance includes requiring proposed development projects to show compliance with the ordinance, and requiring construction activity to comply with established schedule limits.

The Carson General Plan Noise Element specifies outdoor and indoor noise limits for various land uses, in terms of the Community Noise Equivalent Level (CNEL). For residential land use, the exterior noise exposure level shall not exceed 65 dB CNEL, and the interior noise exposure level shall not exceed 45 dB CNEL. For commercial land use, the exterior noise exposure level shall not exceed 65 dB CNEL, and the interior noise exposure level shall not exceed 55 dB CNEL.

The proposed residential units along Avalon Boulevard and Carson Street would be exposed to noise levels that exceed the City’s Noise Element standards for residential uses. All of these units will need mechanical ventilation systems so that windows can be closed if the resident wishes to reduce interior noise to acceptable levels. Furthermore, all units along Avalon Boulevard and Carson Street will require noise barriers around patios and balconies to reduce exterior noise exposure to an acceptable level. These mitigation measures will be incorporated into the project design and are listed at the end of this section.

The primary noise impact that will occur as a result of this project will be traffic noise, and most of this will occur along a major highway, Avalon Boulevard. An emergency access driveway located along Carson Street, a major highway, on the northern side of the property is not expected to generate an increase in existing traffic circulation. No significant near-term or long-term noise impacts would result from this project’s

traffic or cumulative traffic volumes along the nearby segments of Avalon Boulevard and Carson Street.

Mitigation Measure N1

All construction equipment powered by internal combustion engines shall be equipped with proper mufflers and air-intake silencers in good working order.

Mitigation Measure N2

All equipment maintenance activities shall be performed within the center of the project site as is practical.

Mitigation Measure N3

Stationary equipment such as concrete pumps, generators and compressors shall be located more than 200 feet from the nearest residential uses. Alternately, they may be located behind a structure or temporary noise barrier constructed of minimum 3/4" thick plywood with no gaps or cracks that blocks line of site between the residential uses within 200 feet of the unit and the unit itself.

Mitigation Measure N4

Solid noise barriers shall be provided for all exterior patios and balconies for units along Avalon Boulevard and Carson Street. This will reduce exterior noise levels in these private outdoor recreation spaces to less than the City's maximum exposure of 65 dBA CNEL. When final grading plans become available, and prior to grading permit issuance, an analysis will be performed to determine the exact height and location of barriers required to meet the noise standards in the residential patios and balconies. This analysis shall be prepared by a qualified acoustical engineer and be reviewed and approved by the City prior to permit issuance.

Mitigation Measure N5

Mechanical ventilation shall be provided for all dwelling units along Avalon Boulevard and Carson Street. This will enable residents to close all windows to achieve the City's interior noise level standard of 45 dBA CNEL or less. Compliance with this requirement shall be shown on the architectural plans, prior to issuance of building permits.

Mitigation Measure N6

Exterior construction activities at the project site shall be limited to the hours of 7:00 a.m. to 8:00 p.m. Monday through Saturday and shall exclude public holidays. Interior construction activities that do not generate exterior noise are exempt from this requirement.

- b) **Less Than Significant Impact.** Use of pile driving, or other heavy vibratory machinery during construction is not expected. Other construction activities may produce minimal groundborne vibration or noise levels, however, are not expected to be excessive. Vehicular access and parking, retail service and restaurant uses, indoor activities, and

passive outdoor recreation activities that would occur within the proposed mixed-use development would not generate groundborne vibration or groundborne noise.

- c) **Less Than Significant Impact.** As discussed in the previous response to item XI.a, project-generated traffic would result in insignificant increases in the ambient noise levels near this site. The project site has been fully developed with commercial land uses for over four decades. Noise sources associated with the proposed mixed-use development would be minor and would have little effect on ambient noise levels.
- d) **Less Than Significant Impact.** Construction activities would temporarily increase noise levels at the nearest homes within a mobile home park located on the north side of the site. As discussed in the previous response to item XI.a, however, this would not result in a significant noise impact, as long as contractors comply with all restrictions on working hours specified in the City's Noise Ordinance, and comply with the additional mitigation measures to minimize noise specified in that response. Operational noise levels for the mixed-use development would be less than significant.
- e) **No Impact.** As noted in the previous response to item VII.e, this property is not within two miles of a public airport and is not within any adopted airport land use plan.
- f) **No Impact.** The project site is not located near a private airstrip.

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XII.	POPULATION AND HOUSING. <i>Would the project</i>				
a)	Induce substantial 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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b)	Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Explanation:

- a) **Less Than Significant Impact.** The proposed project is located in an urbanized, developed area with mixed-use, commercial and residential land uses to the west, north, east and south of the site. The development of the mixed-use project will increase the resident population and some business in the City of Carson by roughly 490 persons. This would represent an insignificant, 0.5% increase in the year 2004 citywide population of 96,295. All required urban infrastructure is available in the immediate vicinity of the site and no increases in the capacity of any such infrastructure will be required to implement this project. This project would not have significant growth inducing effects.



- b) **Less Than Significant Impact.** The project site is currently developed with an Econolube automotive service stand, a taco stand, a commercial strip center, an IHOP restaurant and commercial strip center, a residence with several garages, a commercial building with detached vacant residence, a vacant parcel and adjacent parcel containing only a parking lot. Only one residence would be displaced. With the exception of the Econolube business, existing businesses and residents will be offered occupancy and leasing opportunities within the proposed mixed-use development. No other housing will be destroyed as a result of the proposed project.

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XIII.	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 public services:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Explanation:

a) **Fire protection - No Impact.** The proposed project site is within an urbanized area, and has access to two major highways. The closest fire station to the project site is Fire Station No. 36 located at 127 W. 223rd Street, approximately two miles to the southwest. This fire station is expected to have a response time of no more than five minutes. No new fire stations, other fire fighting facilities, or physical alterations to existing fire station facilities would need to be constructed to provide adequate fire protection service for this project.

Police protection- No Impact. The proposed project site is within an urbanized area, and has access to two major highways. The Carson Sheriff Station is located at 717 E. Desford Street approximately a half mile to the north. No new Sheriff stations, or other new facilities, or physical alterations to existing Sheriff facilities would need to be constructed to provide adequate police protection service for this project.

Schools - Less Than Significant Impact. The proposed project may be occupied by

