c)	Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☐	☑	☐
d)	Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	☑	☐
e)	Have soils incapable of adequately supporting the use of septic tanks or alternative waste disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☑

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.** 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. The proposed project will be reviewed and approved by the Building and Safety Division to assure compliance with the seismic safety design parameters set forth in the City's Building Code, and a grading plan will be prepared based on a certified geologist's site-specific report to address seismically-induced ground shaking hazards and all applicable requirements of the City's grading ordinance. 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 will be prepared in consultation with or certified by a qualified structural engineer, experienced with earthquake-resistant design techniques. Thus, this is considered a less than significant impact.

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. Therefore, seismic-related ground failure, including liquefaction is considered a less than significant impact.

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 project site is located in a developed urban area and 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 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.** *Would the project:*				
a)	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☑	☐
b)	Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☑	☐
c)	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☑	☐
d)	Be located on a site which is included on a list of hazardous materials sites Compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☑
e)	For a project located within an airport land use plan, or, where such a plan has not been adopted, within two miles of a public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☑
f)	For a project within the vicinity of a private airstrip, would the project result in safety hazard for people residing or working in the project area?	☐	☐	☐	☑
g)	Impair implementation of or physically interfere with an adopted emergency plan	☐	☐	☐	☑

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
	or emergency evacuation plan?				
h)	Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☐	☑

Explanation:

a) **Less Than Significant Impact.** According to the Phase I Environmental Site Assessment report dated April 25, 2006, prepared by Ninyo & Moore, a site and site vicinity reconnaissance found no evidence of on-site chemical storage or hazardous waste storage. However, one unlabeled 55-gallon drum containing an unidentified liquid substance, which is suspected to be motor oil, was discovered in the southeast corner of the site, and one large roll-off container and trash dumpster were also observed. There is no evidence that the container or dumpster contains hazardous substances or building materials that may contain asbestos or lead-based paints. The property owner is aware of the objects and will properly dispose of them. 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 Impact.** No hazardous materials are expected to be transported to or from the site during operation; 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.

c) **Less Than Significant Impact.** The project site 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 during operation. 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.** *Would the project:*				
a)	Violate any water quality standards or waste discharge requirements?	☐	☐	☐	☑
b)	Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☑	☐
c)	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☐	☐	☑
d)	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	☐	☐	☐	☑
e)	Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or	☐	☐	☑	☐

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
	provide substantial additional sources of polluted runoff?				
f)	Otherwise substantially degrade water quality?	☐	☐	☐	☑
g)	Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☑
h)	Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☐	☑
i)	Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure if a levee or dam?	☐	☐	☐	☑
j)	Inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☑

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 (SUSMP) has been prepared to address stormwater runoff once the project has been constructed. For the westerly portion of the commercial development, on-site storm water runoff will be conveyed to an underground diversion structure by the private storm drain network, and subsequently diverted toward the public storm drain system on Carson Street. The proposed improvements for the westerly commercial portion will not increase the amount of impervious surface, and therefore would not increase the amount of runoff discharged into the public storm drain system.

The easterly portion will not be changed. Storm water is currently collected at catch basins/inlets and is discharged from a private storm drain system into the public storm drain facilities located on Avalon Boulevard through two existing connections. 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 Los Angeles Regional Water Quality Control Board (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-swales or a combination thereof, to filter the first 0.75 inch of rainfall. This standard LARWQCB permitting process will avoid violation of any water quality standards during construction or at the developed site. The residential project will be required to meet all applicable requirements. Thus, no impact is expected as a result of these projects.

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 proposed projects would result in 90 percent of the project site developed as impervious area, but the project site has been developed for several decades with approximately the same amount or more of impervious area. The proposed projects are expected to improve drainage patterns and result in more groundwater discharge due to infiltration as required by the SUSMP. Therefore, this is considered a less than significant impact to groundwater recharge.

c) **No Impact.** The proposed drainage concept for the easterly portion of the commercial development will not change. The westerly portion of the commercial development will flow toward Carson Street, and will include infiltration measures to treat the first one-quarter inch of storm water. The SUSMP for the residential portion will be prepared to require best management practices (BMPs) that will most likely require infiltration measures. 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.** *Would the project:*				
a)	Physically divide an established community?	☐	☐	☐	☑
b)	Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☑
c)	Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☑

Explanation:

a) **No Impact.** The project site is located within the Carson Street Master Plan which encourages mixed-use development. The proposal includes residential and commercial uses that are linked by a common driveway. The existing commercial buildings will be maintained and improved and the former mobile home park has been removed to make way for future residential and commercial development. The project site is located within an existing urban setting and would provide a continuation of existing development patterns along 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 and the MU-CS (Mixed Use – Carson Street) zone, 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 commercial and residential developments are consistent with development standards of the recently adopted MU-CS (Mixed-Use – Carson Street) zone. The proposed project is expected to improve the land uses at this corner and will incorporate commercial and residential uses along Carson Street. The proposed 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.** *Would the project:*				
a)	Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State?	☐	☐	☐	☑
b)	Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☑

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.** *Would the project result in:*				
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?	☐	☑	☐	☐
b)	Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☑	☐
c)	A substantial permanent increase in the ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☑	☐
d)	A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☑	☐

e)	For a project located within an airport land use plan, or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☑
f)	For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☑

Explanation:

a) **Less Than Significant With Mitigation Incorporated.** The proposed projects consist of general retail uses, restaurant uses, live-work units, and residential condominiums. 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 are not expected to be exposed to noise levels that exceed the City's Noise Element standards for residential uses. However, with windows open, exterior traffic noise levels for homes along Carson Street are expected to reach 57 dBA CNEL, which exceeds the City's 45 dBA CNEL interior noise standard. Mechanical ventilation systems will be provided so that windows can be closed if a resident wishes to reduce interior noise levels. Furthermore, all units along Carson Street will have appropriate window treatment to reduce exterior noise levels to the greatest extent feasible.

The primary noise impact that will occur as a result of this project will be traffic noise, and most of this will occur along major highways, Carson Street and Avalon Boulevard. The main entry on Carson Street, a major highway, on the northern side of the project site is not expected to generate an increase in existing traffic circulation as the proposed project is expected to increase noise by 0.1 dBA or less.

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 with incorporation of the following mitigation measures.

Mitigation Measure N1: Construction Impacts

Construction will be limited to the hours of 7:00 a.m. to 7:00 p.m., Monday through Saturday in accordance with the City's Noise Control Ordinance. No construction activities are permitted outside of these hours or on Sundays and federal holidays.

Mitigation Measure N2: Construction Impacts

The following measures can be implemented to reduce potential construction noise impacts on nearby sensitive receptors:

1. During all site excavation and grading, the project contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers consistent with manufacturers' standards.
2. The project contractor shall place all stationary construction equipment so that emitted noise is directed away from sensitive receptors nearest the project site.
3. The construction contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise sources and noise-sensitive receptors nearest the project site during all project construction.
4. A temporary construction barrier with a minimum height of six feet shall be installed along the northwestern, western, and southwestern boundaries to reduce construction noise level at the closest existing off-site residences without walls between them and the project site.

Mitigation Measure N3: Outdoor Land Uses

All outdoor active-use areas (backyard, patio, or balconies, etc.) proposed within 69 feet of the Carson Street centerline requires a sound wall with a minimum wall height of 5 feet.

Mitigation Measure N4: Interior Noise

All residential structures along Carson Street shall be have mechanical ventilation to ensure that windows can remain closed for a prolonged period of time in order to meet the City's interior-noise standard.

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 and a mobile home park for decades. Noise sources associated with the proposed commercial and residential 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.** *Would the project*				
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)?	☐	☐	☑	☐
b)	Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☑	☐

Explanation:

a) **Less Than Significant Impact.** The proposed project is located in an urbanized, developed area and is surrounded by mixed-use, commercial and residential land

uses. The development of the proposed projects will increase the resident population in the City of Carson by roughly 210 persons, which is considered an insignificant increase. 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 a shopping center and a vacant lot which was formerly used as a mobile homes park. Except for the mobile home park which was closed in 2003, no other housing will be destroyed as a result of the proposed projects.

		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:	☐	☐	☑	☐
	Fire protection?	☐	☐	☑	☐
	Police protection?	☐	☐	☑	☐
	Schools?	☐	☐	☑	☐
	Parks?	☐	☐	☑	☐
	Other public facilities?	☐	☐	☑	☐

Explanation:

a) *Fire protection* – **Less Than Significant 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. The development of the proposed project would have an incremental impact on fire protection. This is considered a less than significant impact.

Police protection- **Less Than Significant 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 thousand feet 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. The development of the proposed project would have an incremental impact on police protection. This is considered a less than significant impact.

Schools - **Less Than Significant Impact.** The proposed project may be occupied by a number of households that include school age children who would attend local public schools. The number of such children cannot be precisely estimated. Nearby grade schools in the Los Angeles Unified School District (LAUSD) are located in the immediate area, and schoolchildren would be assigned to those schools unless it is agreed by the school districts otherwise. In accordance with Section 65995 of the California Government Code, the developer must pay the most current impact fee to the local school district(s), prior to the issuance of building permits, to help fund the ongoing expansion of local school facilities. This is considered a less than significant impact.

Parks - **Less Than Significant Impact.** Project residents are expected to use onsite recreation facilities regularly, and may visit one or more City parks occasionally. Usage of local parks by project residents would not necessitate physical alterations to those parks that would result in significant environmental effects. In addition, the developer must pay the required park dedication fee to the City to help fund the ongoing expansion and maintenance of local park facilities within the City. This is considered a less than significant impact.

Other public facilities - **Less Than Significant Impact.** The proposed project will have a limited impact on governmental services, and would not require construction of any new government facilities, or any physical alterations to existing facilities.

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XIV.	**RECREATION.**				
a)	Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration the facility would occur to be accelerated?	☐	☐	☑	☐
b)	Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse effect on the environment?	☐	☐	☑	☐

Explanation:

a) **Less Than Significant Impact.** Residents of the proposed residential project will

likely increase the use of existing local and regional parks. This would occur on a periodic basis, most likely in small numbers, and would not result in physical deterioration of affected parks. Usage of local parks by project residents would not necessitate physical alterations to those parks that would result in significant environmental effects. In addition, the developer must pay the required park dedication fee to the City to help fund the ongoing expansion and maintenance of local park facilities within the City. This is considered a less than significant impact.

b) **Less Than Significant Impact**. An outdoor swimming pool/courtyard and additional courtyards are included in the proposed residential project, to provide residents with a variety of passive and active recreation opportunities on site. These facilities would not result in significant environmental effects on or off site. Occasional resident demands for local public parks would not be substantial enough to require construction of a new park or expansion of an existing public park and recreational facilities.

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XV.	**TRANSPORTATION/TRAFFIC.** *Would the project:*				
a)	Cause an increase in traffic, which is substantial in relation to the existing system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	☐	☑	☐	☐
b)	Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	☐	☑	☐	☐
c)	Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☑
d)	Substantially increase hazards due to design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☑	☐
e)	Result in inadequate emergency access?	☐	☐	☐	☑
f)	Result in inadequate parking capacity?	☐	☑	☐	☐
g)	Conflicts with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	☐	☐	☑	☐

Explanation:

a-b) **Less Than Significant with Mitigation Incorporated**. The proposed projects would result in an increase in traffic volumes on the streets in the vicinity of the project site as the proposed land uses would generate a higher volume of traffic than the current condition of the site. The streets that would be most directly affected by the additional site-generated traffic are Avalon Boulevard and Carson Street. The trip generation rates and the anticipated volumes of traffic that would be generated by the project are shown in Table XV-1. The volume of traffic that is generated by the existing shopping center was not considered since additional traffic is not expected to be eliminated or created. The trip rates used for the calculations represent the values shown in the *Trip Generation* manual (Institute of Transportation Engineers, 7th Edition, 2003) for the existing and proposed land use categories.

Table XV-1 indicates that the proposed projects would generate an estimated 158 vehicle trips during the morning peak hour (89 inbound and 68 outbound), 396 trips during the afternoon peak hour (189 inbound and 207 outbound), and 4,175 trips per day. These traffic estimates incorporate the assumption that the project-generated traffic would be reduced by approximately 10 percent because the mixed-use nature of the projects would provide the opportunity for internal walking trips to occur between the on-site residential units and the retail/restaurant land uses at the development.

TABLE XV-1
PROJECT GENERATED TRAFFIC

Land Use	AM Peak Hour			PM Peak Hour			Daily
	Total	In	Out	Total	In	Out	Trips
TRIP GENERATION RATES (per 1,000 sq. ft. except as noted)							
Condominiums (81units)	0.44	17%	83%	0.52	67%	33%	5.86
Live/Work (9 units)	1.55	88%	12%	0.11	17%	83%	11.01
Drugstore	2.66	57%	43%	8.62	49%	51%	88.16
Retail & Restaurant	--	61%	39%	--	48%	52%	--
GENERATED TRAFFIC VOLUMES							
Proposed Land Uses							
Condos (81units)	36	6	30	42	28	14	475
Live/Work (9 units)	36	31	4	34	6	28	253
Drugstore (14,390 s.f.)	38	22	16	124	61	63	1,269
Retail & Restaurant (23,405 s.f.)	65	40	25	240	115	125	2,642
Proposed Project Total	175	99	75	440	210	230	4,639
With 10% Reduction For Internal Trips	**158**	**89**	**68**	**396**	**189**	**207**	**4,175**
Existing Land Uses							
Lube Shop (1,500 sq. ft.)	5	3	2	8	4	4	60
Restaurant (4,960 sf)	57	30	27	54	33	21	630
Fast-Food Rest (1,064 sf)	47	28	19	28	14	14	760
General Office (5,699 sf)	9	8	1	8	1	7	60
Retail (8,000 sf)	8	5	3	30	14	16	340
Total Existing Land Uses	126	74	52	128	66	62	1,850
Net Increase in Traffic	68	6	62	90	68	22	820

The project-generated traffic would primarily affect the nearby segments of Avalon Boulevard and Carson Street and the signalized intersection of those two streets, which is located at the northeast corner of the project site. An analysis of traffic impacts was conducted by quantifying the before-and-after traffic volumes, then determining the intersection capacity utilization (ICU) values and levels of service (LOS) at the Avalon Boulevard/Carson Street intersection for the "without project" and "with project" scenarios. The before-and-after ICU values and LOS at this intersection are summarized in Table XV-2 for the morning and afternoon peak hours. The table shows the existing traffic conditions, the future cumulative traffic conditions without the project, and the future cumulative traffic conditions with the addition of the project traffic. The table also shows the increase in the ICU values attributable to the project and the cumulative increase in the ICU values associated with other proposed development projects in Carson. The future cumulative traffic conditions were taken from the report titled "Traffic Impact Study for the Carson Marketplace" (Kaku Associates, October 2005).

An impact is considered to be significant if the increase in the ICU value would be 0.020 or greater at an intersection that is projected to operate at LOS E or F. Table XV-2 indicates that the project would result in a significant impact at the intersection of Avalon Boulevard and Carson Street during PM peak hour because the project-related increase in the ICU value would be 0.056. The cumulative increase in traffic volumes at this intersection would also result in a significant impact during the afternoon peak hour because the intersection is projected to operate at LOS E and the cumulative increase in the ICU value would be 0.158, which is greater than the significance threshold of 0.020.

TABLE XV-2
PROJECT IMPACT ON INTERSECTION LEVELS OF SERVICE

Intersection	ICU Value and Levels of Service				
	Existing Conditions	Future Cumulative Without Project	Future Cumulative With Project	Increase in ICU – Significant Impact	
				Project Only	Cumula-tive
Carson St./ Grace Ave.					
AM Pk. Hr.	0.365 A	0.387 A	0.391 A	0.004	0.026
PM Pk. Hr.	0.516 A	0.624 B	0.642 B	0.018	0.126
Carson St./ Project Driveway					
AM Pk. Hr.	N/A	N/A	0.507 A	N/A	N/A
PM Pk. Hr.	N/A	N/A	0.839 D	N/A	N/A
Carson St./ Avalon Blvd.					
AM Pk. Hr.	0.742 C	0.784 C	0.786 C	0.002	0.044
PM Pk. Hr.	0.809 D	0.911 E	0.967 E	0.056	0.158

The "Traffic Impact Study for the Carson Marketplace" identified the improvements that would be required to mitigate the impacts at this intersection, which include constructing right-turn lanes on the northbound, westbound, and southbound approaches to the intersection. The mitigated negative declaration for the City Center project to the east across Avalon Boulevard also identified a significant impact and required that a northbound right-turn lane be installed on Avalon Boulevard as mitigation.

The proposed mitigation measure would lower the volume/capacity ratio of the Carson Street/Avalon Boulevard intersection from 0.967 to 0.872, resulting in LOS D. Thus, the proposed project is considered a significant impact unless the mitigation measure is incorporated.

Mitigation Measure T1

A southbound right turn overlap phase shall be installed at the newly installed signal. This would require u-turns to be prohibited in the eastbound direction.

c) **No Impact**. The proposed project would not encroach into any air traffic space and this mixed-use project would have no effect on air traffic patterns.

d) **Less Than Significant.** The design of the proposed project has been reviewed by

the City Traffic Engineer. The project will be designed to meet the City's requirements for street right-of-way improvements, including installation of a curb and gutter, sidewalk repair, center median improvements, and left turn lanes. This is considered a less than significant impact.

e) **No Impact.** This project would have no effect on emergency access to any surrounding properties and emergency access would be provided to all required areas of the project site. The projects will be required to meet all Fire Department requirements, including the installation of a fire lane and accessibility. Avalon Boulevard and Carson Street are identified as emergency evacuation routes in the City's Emergency Preparedness Plan, and the projects will comply with all City and Fire Department requirements.

f) **Less Than Significant With Mitigation Incorporated.** A total of 162 garage spaces and 81 guest parking spaces are required per Municipal Code for the residential development, and 475 parking spaces are required for the commercial development. The proposed commercial project includes 428 parking spaces, thus is short 47 spaces. In order to address this issue, the proposed project must be revised to meet the parking requirement, must limit the amount of restaurant uses, or must obtain a conditional use permit (CUP) for overlapping hours of operation. The proposed project is considered less than signification with incorporation of the proposed mitigation measure.

Mitigation Measure T2

The proposed project shall be redesigned to include adequate onsite parking spaces, be limited in the number of restaurant uses permitted, or require a conditional use permit (CUP) for overlapping hours of operation.

g) **Less Than Significant.** The design standards for the MU-CS (Mixed-Use – Carson Street) zone require that the projects encourage alternative transportation by incorporating bike racks and providing pedestrian walkways. The commercial development has incorporated bike racks and pedestrian walkways, and the overall development allows residents to walk from their homes to the shopping center. This is considered a less than significant impact.

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVI.	**UTILITIES AND SERVICE SYSTEMS.** *Would the project:*				
a)	Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☐	☑

b)	Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☑
c)	Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☑	☐
d)	Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☑	☐
e)	Result in determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	☑
f)	Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☑	☐
g)	Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☐	☑

Explanation:

a) **No Impact**. All wastewater generated by interior plumbing devices will discharge to on-site sanitary sewer system, which will flow into an existing local sewer, and then into an exiting sewer main, maintained by the County Sanitation Districts of Los Angeles County (CSDLAC) sewer facilities. The City's wastewater is treated at the CSDLAC's Joint Water Pollution Control Plant. Wastewater from the proposed retail, restaurant, residential, office, clubhouse and fitness center would not require any unusual forms of treatment, and would not exceed any wastewater treatment requirements.

As discussed in the previous response to item VIII.a, this project must comply with the NPDES water quality standards enforced by the Los Angeles Regional Water Quality Control Board, for both construction period activities, and with respect to permanent filtration controls for the developed site. Compliance with these standards ensures that this project would not violate any wastewater treatment standards involving site runoff.

b) **No Impact**. It is estimated that the residential project would generate roughly 21,060 gallons of wastewater per day (based on 2.6 persons per unit and 100 gallons per person per day) and the commercial project would generate roughly 9,450 gallons of wastewater per day (based on 250 employees per 100,000 s.f., or 95 employees for 37,785 s.f.), all of which would be conveyed for treatment at the

Joint Water Pollution Control Plant (JWPCP), operated by the CSDLAC. The JWPCP has a design capacity for 385 million gallons per day (mgd) and currently processes an average flow of approximately 317 mgd. There is sufficient capacity, therefore, to handle the volumes of wastewater that would be generated by this project and no additional wastewater treatment facilities would be required. A sewer area study for the commercial project (see Appendix D) determined that the existing eight-inch sewer main in Carson Street has sufficient capacity to handle the increased flow volume.

As discussed in the response to item d), later in this section, this project would not require acquisition or construction of any new water supply or water storage facilities. No new water treatment facilities would be needed to deliver potable water to this mixed-use project. There is some possibility that a new water line or an upgrade to one or more existing water delivery pipelines may be required to provide the required fire flows for this project. That will be determined at the plan check stage when the Fire Department establishes the fire flow criteria for this project. If such off-site water system improvements are required, minor and less than significant impacts would occur during the temporary period of construction of those improvements.

c) **Less Than Significant Impact.** The subject site lies within an area designated to drain into an existing 81-inch storm drain system located in Avalon Boulevard to the east. The project site is within an area intended to flow directly into the 81-inch storm drain without flow restrictions. Onsite storm water runoff drains into catch basins and grated inlets, and flows into a private underground storm drain network and into underground detention facilities prior to connecting to the public storm drain facilities located in Avalon Boulevard. The total site runoff for the commercial portion is not expected to exceed 5.12 cubic feet per second (cfs). No alterations to the existing off-site storm drain system will be required for this project.

Construction of the on-site drainage system would not result in any significant impacts or any impacts that would be independent from construction of other infrastructure facilities for this project.

d) **Less Than Significant Impact.** Water service for this project would be provided by the California Water Service Company, which supplies water for most of the City of Carson. The total number of California Water customers is projected to grow approximately 6.2 percent from 1995 to 2015. Future shifts in water demand most likely would result from either the expansion/downsizing of major industrial customers, new industrial customer growth and the introduction of recycled water. To meet water demands for the next decade, the company will rely on a mix of ground, imported, desalinated and recycled water sources. California Water projections indicate that, under normal precipitation conditions, it will have sufficient water supplies to meet annual customer water demand through 2015. This is based on the continuation of conservation programs, on desalinated and recycled water becoming available, and on planned efforts to emphasize groundwater supplies and to reduce reliance on imported water sources.

The proposed commercial and residential developments would not represent a significant impact on the total water demand projections for the California Water Service Company, and no new water supply entitlements would be necessary to meet this project's demands.

e) **No Impact.** Please refer to the previous response to item XVI. b.

f) **Less Than Significant Impact.** Waste Management currently provides residential, commercial and industrial waste collection service for the City of Carson. The recently updated General Plan indicates that approximately 70,000 tons are collected from residential customers and 153,500 tons are collected from commercial and industrial customers per year. The disposal service uses traditional methods of solid waste collection using standard trash trucks and crews. The service also includes the pickup of sorted recyclable materials, which are transported directly to a company that separates and sells them.

The solid waste collected by Waste Management is transported to the company's transfer station at 321 W. Francisco Street in Carson, where it is sorted. The 10-acre facility has a permitted capacity of 5,300 tons per day. After the materials are sorted, tires, green waste, steel, and wood are sent to special facilities for disposal or recycling. The remaining waste materials are loaded onto trailers and taken to the El Sobrante Landfill in Riverside County, a distance of 75 miles from Carson. The El Sobrante Landfill can accept up to 10,000 tons per day of solid waste from Los Angeles, Orange, Riverside, San Bernardino, and San Diego Counties. Its current life expectancy is 100 years. Waste Management also uses Lancaster Landfill and Simi Valley Landfill as alternates.

Waste Management and any future waste collection firms who may be employed by the City may haul solid wastes only to properly licensed and permitted landfills that have capacity to accept the wastes being delivered.

While the proposed residential portion of the project would generate a higher volume of solid wastes than a commercial development, the additional solid waste would not cause the capacity of any of the regional landfills to be exceeded. No unique waste disposal methods would be required and this project would be required to comply with any City regulations governing recycling, reuse and other reductions of the volume of materials that require landfill disposal.

g) **No Impact.** Contractors must properly dispose of all solid waste materials during the construction phases as required by law, or risk losing their licenses. Over the long-term operating life of this project, solid wastes would be collected by the local waste hauler and added to the residential and commercial waste stream collected throughout Carson. No unique waste disposal methods would be required and this project would be required to comply with any City regulations governing recycling, reuse and other reductions of the volume of materials that require landfill disposal. This project would not result in any conflicts with federal, state or local regulations governing solid waste disposal.

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVII.	**MANDATORY FINDINGS OF SIGNIFICANCE.**				
a)	Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☑	☐
b)	Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☐	☑	☐
c)	Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☐	☑

Explanation:

a) **Less Than Significant Impact.** As discussed in the responses to items IVa-IVf, there is no sensitive habitat on or near this site that could support any rare, endangered, threatened or otherwise sensitive plants, fish, or wildlife species; therefore, the project would have no effect upon important biological resources or any conservation plans established to protect such resources. As discussed in the response to item Va-V.b, no historic or prehistoric resources were identified on site in past cultural resource surveys, and none are expected to be found. Monitoring of grading activities by a qualified archaeologist will ensure that no unexpected historic or archaeological resources are accidentally damaged. Grading will be monitored by a qualified paleontologist to ensure that any potentially significant fossil materials that may be uncovered are properly identified and salvaged, if necessary, to preserve the important scientific information therein. Therefore, the proposed projects would have a less than significant impact.

b) **Less Than Significant Impact.** Project-related impacts involving aesthetics would be site specific, and less than significant, and would not contribute to cumulative impacts on any scenic resources or to any substantial degradation of visual

character and quality. Since this project would have no effect upon agricultural resources, it would not contribute to any cumulative impacts on such resources. The air quality assessment conducted for this project (Appendix A) determined that construction and long-term emissions would not exceed SCAQMD thresholds, which were established to provide criteria to determine whether impacts are significant at a project level, or cumulatively considerable. With the monitoring of grading by qualified archaeologist and paleontologist, this project would avoid impacts to significant cultural and paleontological resources and would not, therefore, contribute to any cumulative impacts on such resources.

Research on the site did not reveal existing hazardous materials from uses on the site, therefore no hazardous materials remediation is required and would therefore not affect surrounding properties. This project's impacts relative to the regional hazardous waste disposal requirements are not cumulatively considerable. Compliance with existing water quality regulations administered by the LARWQCB and the City of Carson will ensure that runoff from active construction areas and from the developed site would not violate any water quality standards and would have a less than cumulatively considerable impact on surface and ground waters in this watershed. The subject site is not within any kind of flood hazard zone. Therefore, there would be no cumulative effect involving exposure of more persons and properties to such hazards.

The proposed uses are allowed under the Mixed Use – Residential General Plan Land Use Designation and within the MU-CS (Mixed Use – Carson Street) zone. As such, the project would not result in any significant impacts or cumulatively considerable effect involving land use policies, programs or regulations. Since there are no mineral resources affected by this project, there would be no cumulative effects on such resources. The noise impact associated with this project will primarily involve an increase in traffic noise which would be imperceptible by itself, and when combined with projected growth in traffic volumes from other sources over the next 20 years. The project's noise impacts, therefore, would not be cumulatively considerable. Citywide population is projected to increase by roughly 8,700 persons through the year 2020.[1] The project's roughly 211 residents represent less than three percent of that projected growth, a less than cumulatively considerable impact.

No new or expanded public services facilities would need to be built to provide service to this project. Cumulative effects on fire and police protection, public schools, libraries, parks, and water, sewer, storm drainage, electricity, natural gas and telephone utilities were addressed comprehensively, on a citywide basis, are identified in the Final EIR certified for the updated Carson General Plan. That EIR concluded that the policies in the General Plan would be sufficient to avoid significant impacts involving the cumulative impacts associated with expanding public services and utilities to accommodate the City's growth. Although the proposed project was not included in the General Plan FEIR, the project would not result in any new or more severe cumulative impacts not addressed in the FEIR. No significant traffic congestion impacts were identified in the traffic study prepared for this project (Appendix C), which examined both near-term, project-level impacts and long-term, cumulative impacts.

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1 City of Carson General Plan, Housing Element. As adopted July 2002.

c) **No Impact**. The proposed project is for commercial and residential land uses located in a developed, urban area. The proposed project has been designed to meet the Building and Safety Code for the protection of public health, safety, and welfare, and will not cause substantial adverse effects on human beings, either directly or indirectly.

Earlier Analysis

Earlier analyses may be used where, pursuant to tiering, program EIR, or other CEQA process, one or more effects may have been adequately analyzed in an earlier EIR or negative declaration, Section 15603(c)(3)(D).

Relative information was taken from the *Carson Mixed-Use District Master Plan (June, 2006), General Plan Environmental Impact Report SCH #2001091120 (October, 2002),)* prepared for the General Plan Update, the Amended General Plan (2004), *Carson Marketplace Final Environmental Impact Report SCH No. 2005051059 (January 2006)* and Municipal Zoning Code for Carson, California. These documents are available for review at the City of Carson Planning Division located at 701 E. Carson Street, Carson, CA and on the internet at http://ci.carson.ca.us.

XVIII. SUMMARY OF MITIGATION MEASURES

Air Quality – Residential Construction Impacts

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.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.

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.

Noise

Mitigation Measure N1: Construction Impacts

Construction will be limited to the hours of 7:00 a.m. to 7:00 p.m., Monday through Saturday in accordance with the City's Noise Control Ordinance. No construction activities are permitted outside of these hours or on Sundays and federal holidays.

Mitigation Measure N2: Construction Impacts

The following measures can be implemented to reduce potential construction noise impacts on nearby sensitive receptors:

5. During all site excavation and grading, the project contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers consistent with manufacturers' standards.
6. The project contractor shall place all stationary construction equipment so that emitted noise is directed away from sensitive receptors nearest the project site.
7. The construction contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise sources and noise-sensitive receptors nearest the project site during all project construction.
8. A temporary construction barrier with a minimum height of six feet shall be installed along the northwestern, western, and southwestern boundaries to reduce construction noise level at the closest existing off-site residences without walls between them and the project site.

Mitigation Measure N3: Outdoor Land Uses

All outdoor active-use areas (backyard, patio, or balconies, etc.) proposed within 69 feet of the Carson Street centerline requires a sound wall with a minimum wall height of 5 feet.

Mitigation Measure N4: Interior Noise

All residential structures along Carson Street shall be have mechanical ventilation to ensure that windows can remain closed for a prolonged period of time in order to meet the City's interior-noise standard.

Transportation/Traffic

Mitigation Measure T1

A southbound right turn overlap phase shall be installed at the newly installed signal. This would require u-turns to be prohibited in the eastbound direction.

Mitigation Measure T2

The proposed project shall be redesigned to include adequate onsite parking spaces, be limited in the number of restaurant uses permitted, or require a conditional use permit (CUP) for overlapping hours of operation.

APPENDIX A
Air Quality Study

Urbemis 2007 Worksheet for Commercial Development

(Air Quality Analysis for Residential Development Under Separate Cover)

APPENDIX B

Traffic Impact Analysis for the Carson Town Square

(Under Separate Cover)

WATER RECLAMATION
SOLID WASTE MANAGEMENT

COUNTY SANITATION DISTRICTS
OF LOS ANGELES COUNTY

1955 Workman Mill Road, Whittier, CA 90601-1400
Mailing Address: P.O. Box 4998, Whittier, CA 90607-4998
Telephone: (562) 699-7411, FAX: (562) 699-5422
www.lacsd.org

STEPHEN R. MAGUIN
Chief Engineer and General Manager

April 7, 2008

File No: 08-00.04-00

Mr. John F. Signo, AICP, Senior Planner
City of Carson
701 East Carson Street
P.O. Box 6234
Carson, CA 90749

Dear Mr. Signo:

DOR No. 936-06, CUP No. 618-06, Tentative Tract
Map No. 0667711, VAR No. 482-06, DOR No. 1016-07

The County Sanitation Districts of Los Angeles County (Districts) received an Initial Study and Mitigated Negative Declaration for the subject project on March 28, 2008. The proposed development is located within the jurisdictional boundaries of District No. 8. We offer the following comments regarding sewerage service:

1. The wastewater flow originating from the proposed project will discharge to a local sewer line, which is not maintained by the Districts, for conveyance to the Districts' Grace Street Trunk Sewer, Sections 2 and 3, located in Avalon Boulevard at Carson Street. This 15-inch diameter trunk sewer has a design capacity of 1.3 million gallons per day (mgd) and conveyed a peak flow of 0.5 mgd when last measured in 2008.

2. The wastewater generated by the proposed project will be treated at the Joint Water Pollution Control Plant located in the City of Carson, which has a design capacity of 400 mgd and currently processes an average flow of 309.4 mgd.

3. The expected increase in average wastewater flow from the project site is 28,080 gallons per day. For a copy of the Districts' average wastewater generation factors, go to www.lacsd.org, Information Center, Will Serve Program, Obtain Will Serve Letter, and click on the appropriate link on page 2.

4. The Districts are authorized by the California Health and Safety Code to charge a fee for the privilege of connecting (directly or indirectly) to the Districts' Sewerage System or increasing the strength or quantity of wastewater attributable to a particular parcel or operation already connected. This connection fee is a capital facilities fee that is imposed in an amount sufficient to construct an incremental expansion of the Sewerage System to accommodate the proposed project. Payment of a connection fee will be required before a permit to connect to the sewer is issued. For a copy of the Connection Fee Information Sheet, go to www.lacsd.org, Information Center, Will Serve Program, Obtain Will Serve Letter, and click on the appropriate link on

page 2. For more specific information regarding the connection fee application procedure and fees, please contact the Connection Fee Counter at extension 2727.

5. In order for the Districts to conform to the requirements of the Federal Clean Air Act (CAA), the design capacities of the Districts' wastewater treatment facilities are based on the regional growth forecast adopted by the Southern California Association of Governments (SCAG). Specific policies included in the development of the SCAG regional growth forecast are incorporated into clean air plans, which are prepared by the South Coast and Antelope Valley Air Quality Management Districts in order to improve air quality in the South Coast and Mojave Desert Air Basins as mandated by the CAA. All expansions of Districts' facilities must be sized and service phased in a manner that will be consistent with the SCAG regional growth forecast for the counties of Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial. The available capacity of the Districts' treatment facilities will, therefore, be limited to levels associated with the approved growth identified by SCAG. As such, this letter does not constitute a guarantee of wastewater service, but is to advise you that the Districts intend to provide this service up to the levels that are legally permitted and to inform you of the currently existing capacity and any proposed expansion of the Districts' facilities.

If you have any questions, please contact the undersigned at (562) 908-4288, extension 2717.

Very truly yours,

Stephen R. Maguin

Ruth I. Frazen
Customer Service Specialist
Facilities Planning Department

RIF:rf

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Los Angeles Unified School District

Office of Environmental Health and Safety

DAVID L. BREWER III
Superintendent of Schools

DAVID HOLMQUIST
Chief Operating Officer

YI HWA KIM
Interim Director

May 1, 2008

City of Carson
Development Services/Planning Division
701 East Carson Street
P.O. Box 6234
Carson, CA 90749
jsigno@carson.ca.us

SUBJECT: **616 East Carson Street and 21703-21819 South Avalon Boulevard**
Carson, California
Mixed-Use Commercial-Residential Development

Thank you for giving the Los Angeles Unified School District (LAUSD) the opportunity to comment on the upgrade of an existing 14-acre shopping center with the addition of 81 new condominium units. The project is located about 700 feet northwest of ***Bonita Street Elementary School*** and 1,300 feet west of ***Carnegie Junior High School***.

Based on the proximity of the proposed development, it is our opinion that environmental impacts on the surrounding community (traffic, noise, air, pollution, etc.) will occur. Since the project will likely have a significant impact on LAUSD schools, measures designed to help reduce or eliminate such impacts are included in this response. Owing to the project's close proximity to District schools, we also request that a communication line be established directly with the school to ensure that any project construction-related impacts can be reported and promptly mitigated by site construction personnel. Please contact me at *(213) 241-3199* and I will help coordinated communication with school administrators.

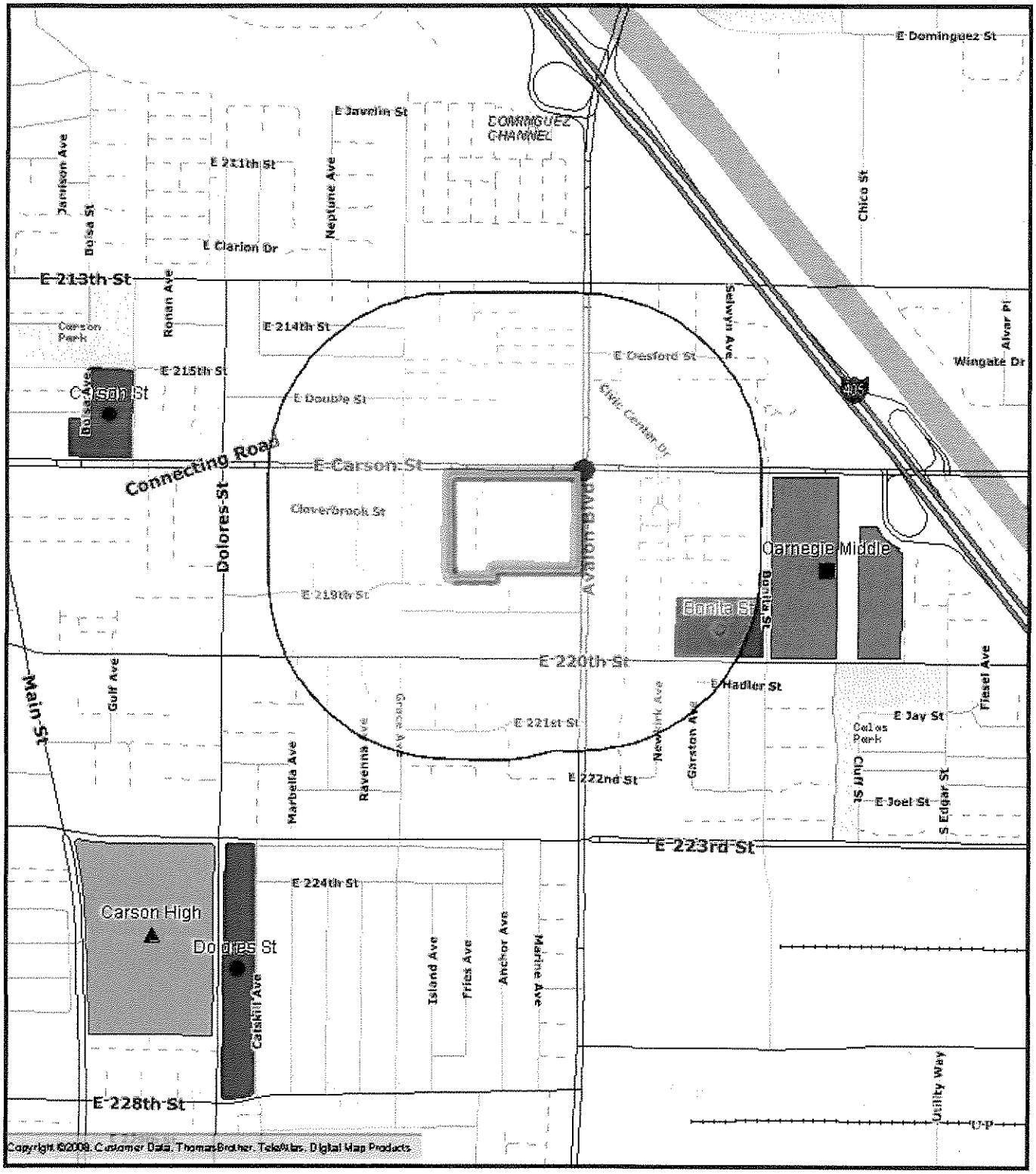
Thank you for your attention to this matter.

Glenn Striegler – PG
Environmental Assessment Coordinator

Attachment

c: Linda Del Cueto
Jay Eastman

Environmental Review File
Miscellaneous "BB"



616 East Carson Street

Upgrades to Existing 14-Acre Shopping Center w/ Addition of 81 New Condos

N

1000ft

CityGIS

Los Angeles Unified School District

Office of Environmental Health and Safety

DAVID L. BREWER III
Superintendent of Schools

DAVID HOLMQUIST
Chief Operating Officer

YI HWA KIM
Interim Director

ENVIRONMENTAL IMPACT RESPONSE

Upgrade of an existing 14-acre shopping center with the addition of 81 new condominium units at **616 East Carson Street** and **21703-21819 South Avalon Boulevard** in the City of Carson, California warrants the following measures to address environmental impacts related to school traffic, pedestrian routes, and transportation safety issues at ***Bonita Street Elementary*** and ***Carnegie Junior High Schools***.

- *School Bus Access*
  - Prior to construction, contact LAUSD Transportation Branch at *(323) 342-1400* regarding potential impact to school bus routes.
  - Maintain unrestricted access for school buses during construction.
  - Comply with provisions of the California Vehicle Code by requiring construction vehicles to stop when encountering school buses using red flashing lights.

- *School Pedestrian/Traffic Safety Access*
  - Not endanger passenger safety or delay student drop-off or pickup due to changes in traffic patterns, lane adjustments, altered bus stops, or traffic lights.
  - Maintain safe and convenient pedestrian routes to LAUSD schools (LAUSD will provide School Pedestrian Route Maps upon your request).
  - Maintain ongoing communication with school administration at affected schools, providing sufficient notice to forewarn students and parents/guardians when existing pedestrian and vehicle routes to school may be impacted.
  - Install appropriate traffic controls (signs and signals) to ensure pedestrian and vehicular safety.
  - Not haul past affected school sites, except when school is ***not*** in session. If that is infeasible, not haul during school arrival and dismissal times.
  - Not staging or parking of construction-related vehicles, including worker-transport vehicles, adjacent to school sites.
  - Provide crossing guards when safety of students may be compromised by construction-related activities at impacted school crossings.
  - Install barriers and/or fencing to secure construction equipment and site to prevent trespassing, vandalism, and attractive nuisances.
  - Provide security patrols to minimize trespassing, vandalism, and short-cut attractions.

County of Los Angeles
Sheriff's Department Headquarters
4700 Ramona Boulevard
Monterey Park, California 91754-2169

LEROY D. BACA, SHERIFF

May 7, 2008

Mr. John F. Signo
Development Services/Planning Division
City of Carson
701 East Carson Street
Carson, California 90749

Dear Mr. Signo:

DESIGN OVERLAY REVIEW NO. 936-06 & 1016-07
CONDITIONAL USE PERMIT NO. 618-06
TENTATIVE TRACT MAP NO. 6671, VARIANCE NO.482-06

This is in response to your letter dated March 27, 2008, requesting comments from the Carson Sheriff's Station regarding the application to construct a residential and commercial development at 616 East Carson Street and 21703-21819 South Avalon Boulevard, Carson. For our comments, please see the attached letter from Captain Todd Rogers of the Carson Sheriff's Station.

In summary, the Station does not anticipate that this project will result in the need for additional law enforcement service or administrative staffing. However, the construction effort itself is a concern as it may increase traffic congestion on Avalon Boulevard and Carson Street, which are major thoroughfares. Emergency vehicles going to and from the Carson Sheriff's Station, which is one block north of the project site, are a particular concern. Additionally, it is recommended that a video recording system with 24-hour monitoring of all common areas of the development be installed. With respect to construction noise, it is recommended that on-site workers be aware of the Carson Municipal Code ordinance governing working hours and construction noise. They should be advised of its restrictions, so as not to disturb nearby residents. We reserve the right to address these issues in future reviews

Should you have any additional questions regarding this matter, please contact Tom Bellizia, of my staff at (626) 300-3021.

Sincerely,

LEROY D. BACA, SHERIFF

Gary T. K. Tse, Director by AP
Facilities Planning Bureau

GTKT:TB:tb/mm

Attachments

cc: David Waters, Commander, ASD
Adrianne Ferree, Assistant Director, FPB
Captain Todd Rogers, Carson Station
Sergeant Vickie Panzone, Carson Station
Tom Bellizia, Project Manager
Chrono
File
(EIR-616EastCarsonSt.CarsonDesignOverlayReview.doc)

TOM

County of Los Angeles
Sheriff's Department Headquarters
4700 Ramona Boulevard
Monterey Park, California 91754-2169
(310) 830-1123

Leroy D. Baca, Sheriff

April 29, 2008

RECEIVED
APR 30 2008
#173
FACILITIES PLANNING BUREAU
ADMINISTRATIVE SERVICES DIVISION

Gary T. K. Tse, Director
Facilities Planning Bureau
1000 South Fremont Avenue
Building A-9 East 5th Floor North
Alhambra, California 91803

Dear Mr. Tse:

DESIGN OVERLAY REVIEW NO. 936-06 & 1016-07,
CONDITIONAL USE PERMIT NO. 618-06,
TENTATIVE TRACT MAP NO. 66771, VARIANCE NO. 482-06

I have reviewed the application dated March 27, 2008, to construct a residential and commercial development on 13.86 acres at 616 East Carson Street and 21703-21819 South Avalon Boulevard. The project consists of 81 condominium townhomes and the addition of 37,800 square feet of commercial buildings. It will include an upgrade to an existing shopping center, including a facade remodel and improvements to the parking lot and landscaping. The indicated property has mobile homes to the west, residential to the south, and commercial to the north and east.

Upon consideration of the proposal project, we would make the following recommendations:

- Installation and maintenance of a recorded video system with 24-hour monitoring of all common areas of the development. This will serve as a deterrent to criminal and nuisance activity. It will also aid in the investigation of any crimes committed on site or against the project residents/occupants.

- Avalon Boulevard and Carson Street are two of Carson's major thoroughfares and must be kept clear for regular traffic, along with emergency traffic. The Carson Sheriff's Station is only one block north of the indicated project site, and thus several emergency vehicles will be going through the intersection where construction is scheduled to take place.

orig file
cc: GARY, adrianne, TOM has orig drawings

96

- In consideration and respect for the citizens in the City of Carson, the Carson Municipal Code, Article IV: Public Peace; Chapter 1, Prohibited Conduct - Offenses; Section 4101, Unnecessary Noises; Subsection (J), Construction or Repair of Buildings, provides limited working hours and noise by construction workers, it is recommended that the on-site workers be advised of the restrictions, as to not bother the residents that live to the east of the project site.

An address search of the property did not reveal any concerns regarding complaints and/or prior police actions taken by the Sheriff's Department relevant to your project. We do not currently anticipate a need for increased law enforcement or administrative staffing for the duration of this project, however, we reserve the right to revisit this issue in future reviews.

We appreciate the opportunity to provide input and please do not hesitate to contact me or Sergeant Vickie Panzone at (310) 847-8383 if you need any additional information.

Sincerely,

LEROY D. BACA, SHERIFF

Todd S. Rogers, Captain
Commander, Carson Station

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SHARED PARKING ANALYSIS
PER THE ULI SHARED PARKING MANUAL (Second Edition - 2005)
FOR WEEKDAY PARKING DEMAND

PROJECT: Carson Mixed Use
SCENARIO: Weekday Parking

Summary		
Month	Pkg Demand	
	Without shared pkg	With shared pkg
JAN	430	294
FEB	430	298
MAR	430	332
APR	430	324
MAY	430	339
JUN	430	339
JUL	430	337
AUG	430	352
SEP	430	325
OCT	430	339
NOV	430	348
DEC	430	430
Max	NA	430
95 %ile	NA	387

SEASONAL FACTORS			
	RETAIL	RESTAURANT	RESIDENTIAL
Seasonal Factor (Jan)	0.56	0.85	1.00
Seasonal Factor (Feb)	0.57	0.86	1.00
Seasonal Factor (Mar)	0.64	0.95	1.00
Seasonal Factor (Apr)	0.63	0.92	1.00
Seasonal Factor (May)	0.66	0.96	1.00
Seasonal Factor (June)	0.67	0.95	1.00
Seasonal Factor (July)	0.64	0.98	1.00
Seasonal Factor (Aug)	0.69	0.99	1.00
Seasonal Factor (Sept)	0.64	0.91	1.00
Seasonal Factor (Oct)	0.66	0.96	1.00
Seasonal Factor (Nov)	0.72	0.93	1.00
Seasonal Factor (Dec)	1.00	1.00	1.00

PROJECT DESCRIPTION				
	RETAIL	RESTAURANT	RESIDENTIAL*	TOTAL
Size (sf)	77,799	19,253	NA	97,052
Required Parking (per sf)	1/300	1/100	NA	NA
Total Parking w/5% Reduction	247	183	25	430

* Guest parking

EXHIBIT 5

SHARED PARKING ANALYSIS
PER THE ULI SHARED PARKING MANUAL (Second Edition - 2005)
FOR WEEKEND PARKING DEMAND

PROJECT: Carson Mixed Use
SCENARIO: Weekend Parking

Summary		
Month	Pkg Demand	
	Without shared pkg	With shared pkg
JAN	430	285
FEB	430	289
MAR	430	321
APR	430	313
MAY	430	327
JUN	430	328
JUL	430	327
AUG	430	339
SEP	430	314
OCT	430	327
NOV	430	336
DEC	430	417
Max	NA	417
95 %ile	NA	374

SEASONAL FACTORS			
	RETAIL 1	RESTAURANT	RESIDENTIAL
Seasonal Factor (Jan)	0.56	0.85	1.00
Seasonal Factor (Feb)	0.57	0.86	1.00
Seasonal Factor (Mar)	0.64	0.95	1.00
Seasonal Factor (Apr)	0.63	0.92	1.00
Seasonal Factor (May)	0.66	0.96	1.00
Seasonal Factor (June)	0.67	0.95	1.00
Seasonal Factor (July)	0.64	0.98	1.00
Seasonal Factor (Aug)	0.69	0.99	1.00
Seasonal Factor (Sept)	0.64	0.91	1.00
Seasonal Factor (Oct)	0.66	0.96	1.00
Seasonal Factor (Nov)	0.72	0.93	1.00
Seasonal Factor (Dec)	1.00	1.00	1.00

PROJECT DESCRIPTION				
	RETAIL	RESTAURANT	RESIDENTIAL*	TOTAL
Size (sf)	77,799	19,253	NA	97,052
Required Parking (per sf)	1/300	1/100	NA	NA
Total Required Parking	247	183	25	430

* Guest parking

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