



# CITY OF CARSON

## PLANNING COMMISSION STAFF REPORT

PUBLIC HEARING: September 23, 2008  
SUBJECT: Design Overlay Review No. 1271-08  
APPLICANT/REPRESENTATIVE: Watson Land Company  
Attention: Stefan Rubendall  
22010 S. Wilmington Avenue  
Carson, CA 90745  
REQUEST: To demolish an existing 16,600-square-foot office building and construct a new 25,500-square-foot two-story office building with a 12,000-square-foot single-level subterranean parking garage located in the Manufacturing Light (ML) zoning district  
PROPERTY INVOLVED: 22010 South Wilmington Avenue

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### COMMISSION ACTION

- Concurred with staff  
 Did not concur with staff  
 Other

### COMMISSIONERS' VOTE

AYE	NO		AYE	NO	
		Faletogo – Chairman			Saenz
		Cannon			Verrett
		Graber			

***Item No. 11F***

## I. Introduction

The representative, Mr. Stefan Rubendall, on behalf of the property owner, Watson Land Company, is requesting approval of Design Overlay Review (DOR) No. 1271-08 to demolish an existing 16,600-square-foot office building and construct a new 25,500-square-foot two-story office building with a 12,000-square-foot single-level subterranean parking garage on a 1.15-acre lot. The new office building will be located directly north of the existing building to be demolished. In order to accommodate the new footprint of the building, a lot line adjustment is required and a portion of 220<sup>th</sup> Street along the northern boundary of the project area will be widened per City requirements. The proposed office building will retain the 22010 S. Wilmington Avenue address and the existing buildings on 22010 S. Wilmington Avenue to the east will be reassigned 220<sup>th</sup> Street addresses since they will no longer have street frontage on Wilmington Avenue. The current address of 22000 S. Wilmington Avenue will no longer be active.

The application for DOR No. 1271-08 was received on April 3, 2008 and at that time all applicable fees including the environmental assessment fee for the associated Mitigated Negative Declaration (MND) were paid in full. The property is located at 22010 South Wilmington Avenue and is zoned Manufacturing Light (ML).

## II. Background

The property located at 22010 S. Wilmington Avenue is currently occupied by the existing 16,600-square-foot headquarters office building for Watson Land Company and Watson Corporate Business Center. The project site at 22000 S. Wilmington Avenue is currently vacant, however the lot formerly contained a gasoline service station between 1971 through 1983.

Staff has inspected the property and reviewed all building permit records. The subject property was issued a building permit for a 16,600-square-foot office structure in 1981. City records also show a building permit for a service station being issued in 1970 for the subject parcel, 22000 S. Wilmington Avenue, and a separate permit in 1982 for the demolition and removal of the structure. An additional permit for the demolition of a sign structure and removal of debris was issued in 1999.

The property site has no previously approved discretionary permits on file and there are no past or current zoning code enforcement cases.

## III. Analysis

The project site is located at 20010 South Wilmington Avenue and is immediately bordered by 220<sup>th</sup> Street to the north and a metal scrap yard to the east of the project area. South of the project site is the I-405 freeway and exit ramp to Wilmington Avenue. To the west of the project site are single-family residential uses across Wilmington Avenue.



The proposed site plan includes 82 parking spaces which comply with Section 9162.21 of the Carson Municipal Code (CMC). The CMC requires that a building with a proposed use of office provide off-street parking at a ratio of one (1) parking space for each 300 square feet of gross floor area. The proposed project is required to provide 82 off-street parking spaces. Thus, adequate off-street parking is provided.

#### Design Overlay Review

The proposed project is subject to Site Plan and Design Review pursuant to Section 9172.23 of the Carson Municipal Code (CMC) and the Planning Commission may approve the proposal only if the following findings can be made in the affirmative based on certain criteria. All of the required findings pursuant to Section 9172.23(D), "Site Plan and Design Review, Approval Authority and Findings and Decision", can be made in the affirmative as follows:

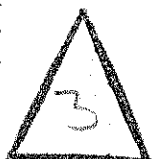
**a. Compatibility with the General Plan, any specific plans for the area, and surrounding uses.**

The proposed project is consistent with the General Plan of the City of Carson in that the property and the majority of the surrounding areas are designated as Light Industrial. The area to the west is designation Low Density – Residential; however the proposed project is an office building and is considered to be a less intense use for a Light Industrial designation. The subject property is zoned Light Manufacturing (ML), therefore the proposed replacement office building is consistent with this zoning. In addition, the zoning designation for the subject property is consistent with the General Plan Land Use designation of Light Industrial.

**b. Compatibility of architecture and design with existing and anticipated development in the vicinity, including the aspects of site planning, land coverage, landscaping, appearance, scale of structures, open spaces, and other features relative to a harmonious and attractive development of the area.**

The proposed project is for a new 25,500-square-foot office building with subterranean parking within an established industrial area. The proposed development is consistent with the existing industrial buildings located directly east, north, and south of the project area. The project site currently contains landscaping and parking areas, however new landscaping and parking areas are proposed to accommodate the new structure.

In order to provide an attractive development, all yard setbacks will be landscaped. The proposed project provides a variety of approximately thirty (30) trees located in the parking lot and open space areas. The proposed



landscaping is appropriately distributed on the project site and the botanical palette is consistent with the surrounding area.

The proposed two-story building will be 34 feet in height and is considered to be compatible with the height of the neighboring buildings. The floor area ratio (FAR) for the project is 0.49.

The proposed project adequately meets the city's design and development standards.

**c. Convenience and safety of circulation for pedestrians and vehicles.**

The proposed 25,500-square-foot office building will increase the building area by approximately 8,400 square feet. The increase of 8,400 square feet of office space will result in a minimal increase in traffic trips and is considered insignificant within the existing urban environment.

Adequate drive aisle width and pedestrian walkways will ensure safety for pedestrians and motorists. Clear views for ingress and egress, minimum drive aisle widths for back-up, and pedestrian walkways have been provided.

**d. Attractiveness, effectiveness and restraint in signing, graphics and color.**

Address identification and business signs may be proposed however, all proposed signage will conform with the requirements of Section 9146.7 of the CMC.

**e. Conformance to any applicable design standards and guidelines which have been adopted pursuant to Section 9172.15.**

The subject property is located within the merged and amended Redevelopment Project Area therefore will be subject to Redevelopment Agency approval.

The proposed project meets all applicable design standards and guidelines of the Municipal Code.

**III. Environmental Review**

Pursuant to Title 14 of the California Code of Regulations, Chapter 3, Guidelines for Implementation of the California Environmental Quality Act (CEQA), Article 6 (Negative Declaration Process) an Initial Study/Mitigated Negative Declaration (MND) was prepared for the proposed project. The MND contains an adequate assessment of the potential environmental impacts and finds that with the implementation of standard conditions, mitigation measures and conformance with project design plans, impacts will be less than significant. The MND was circulated for public review from July 31, 2008 to August 20, 2008 and noticing was conducted



in compliance with the CEQA Guidelines. No public comments were received (Exhibit 3).

**IV. Recommendation**

That the Planning Commission:

- ADOPT the Mitigated Negative Declaration (MND); and
- WAIVE further reading and ADOPT Resolution No. \_\_\_\_\_, entitled, "A Resolution of the Planning Commission of the city of Carson recommending approval of Design Overlay Review No. 1271-08 to the Redevelopment Agency for the construction of an office building located at 22010 South Wilmington Avenue."

**V. Exhibits**

1. Draft Resolution
2. Development Plans for DOR 1271-08
3. Color Renderings
4. Circulated Mitigated Negative Declaration (MND)

Prepared by:

  
Sharon Song, Associate Planner

Reviewed by:

  
John F. Sgro, AICP, Senior Planner

Approved by:

  
Sheri Repp, Planning Manager

CITY OF CARSON  
PLANNING COMMISSION  
RESOLUTION NO. 08-XXXX

A RESOLUTION OF THE PLANNING COMMISSION OF THE  
CITY OF CARSON RECOMMENDING APPROVAL OF DESIGN  
OVERLAY REVIEW NO. 1271-08 TO THE REDEVELOPMENT  
AGENCY FOR THE CONSTRUCTION OF AN OFFICE BUILDING  
LOCATED AT 22010 SOUTH WILMINGTON AVENUE

THE PLANNING COMMISSION OF THE CITY OF CARSON, CALIFORNIA,  
HEREBY FINDS, RESOLVES AND ORDERS AS FOLLOWS:

**Section 1.** An application was duly filed by the applicant, Watson Land Company, with respect to real property located at 22010 South Wilmington Avenue, and described in Exhibit "A" attached hereto, requesting the approval of a Design Overlay Review (DOR No. 1271-08) to construct a 25,500-square-foot office building in the ML (Manufacturing Light) zone and within the merged and amended Redevelopment Project Area.

A public hearing was duly held on September 23, 2008, at 6:30 P.M. at City Hall, Council Chambers, 701 East Carson Street, Carson, California. A notice of time, place and purpose of the aforesaid meeting was duly given.

**Section 2.** Evidence, both written and oral, was duly presented to and considered by the Planning Commission at the aforesaid meeting.

**Section 3.** The Planning Commission finds that:

- a) The General Plan designates the property as Light Industrial which allows for the proposed use. The proposed construction of an office building will be consistent with the surrounding light industrial uses and is appropriate for the subject property.
- b) The project is compatible in design with existing and anticipated development in the vicinity, including the aspects of site planning, land coverage, landscaping, appearance and scale of structures, open spaces, and other features relative to a harmonious and attractive development of the area.
- c) The site is adequate in size, shape, topography, location, utilities, and other factors to accommodate the proposed use and development. The surrounding land uses are primarily light Industrial uses and the proposed project is compatible with those uses. The 1.15-acre site is vacant and the proposed project will be an improvement to the area.
- d) The proposed project includes 82 parking spaces which complies with Section 9162.21 of the Carson Municipal Code (CMC). Safety and convenience of vehicular and pedestrian access is provided.
- e) Signage will be reviewed and approved by the Planning Division for consistency with the requirements of the CMC. The proposed project for the construction of an office building meets the goals and objectives of the General Plan and is consistent with applicable zoning and design regulations. Therefore all of the



required findings pursuant to Section 9172.23 (D), "Design Overlay Review, Approval Authority and Findings and Decision," can be made in the affirmative.

**Section 4.** The Planning Commission further finds that the use permitted by the proposed Design Overlay Review was subject to environmental review pursuant to the California Environmental Quality Act (CEQA) Guidelines and a Mitigated Negative Declaration (MND) was prepared. The MND showed that any potential significant adverse effects on the environment would be reduced to less than significant levels with the implementation of standard conditions and mitigation measures. The environmental document was duly noticed as required by Sections 15070 to 15075 of the CEQA (California Environmental Quality Act) Guidelines. The proposed use will not alter the predominantly Light Industrial character of the surrounding area and will meet or exceed all City standards for protection of the environment.

**Section 5.** Based on the aforementioned findings, the Commission hereby adopts the Mitigated Negative Declaration and recommends approval of Design Overlay Review No. 1271-08 to the Redevelopment Agency for said project with respect to the property described in Section 1 hereof, subject to the conditions set forth in Exhibit "B" attached hereto, recommending approval to the Carson Redevelopment Agency.

**Section 6.** The Secretary shall certify to the adoption of the Resolution and shall transmit copies of the same to the applicant.

**Section 7.** This action shall become final and effective fifteen days after the adoption of this Resolution unless within such time an appeal is filed with the City Clerk in accordance with the provisions of the Carson Zoning Ordinance.

**PASSED, APPROVED AND ADOPTED THIS 23<sup>rd</sup> DAY OF September, 2008**

\_\_\_\_\_  
CHAIRMAN

ATTEST:

\_\_\_\_\_  
SECRETARY



## EXHIBIT "A"

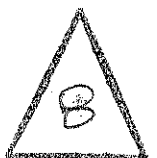
### Parcel A:

That portion of the Northwest one-quarter of Lot 4, Block "C" of the Subdivision of a part of the Rancho San Pedro, (also known as Dominguez Colony), in the City of Carson, County of Los Angeles, State of California, as shown on map recorded in Book 1, Page 602, of Miscellaneous Records, in the Office of the County Recorder of said County, described as follows:

Beginning at a point on the Southerly line of the Northerly 60.00 feet of said Lot 4, said point being distant along said Southerly line North  $89^{\circ} 51' 08''$  East 150.00 feet from the most Northerly corner of that certain parcel of land described in deed to the State of California, recorded in Book D-854, Page 515, Official Records, in the Office of said County Recorder, said Northerly corner being a point on the Easterly line of the Westerly 17.00 feet of said Lot 4; thence along said Southerly line, North  $89^{\circ} 51' 08''$  East 493.99 feet to the Easterly line of said Northwest one-quarter of Lot 4; thence along said last mentioned Easterly line, South  $17^{\circ} 09' 53''$  West 519.10 feet to the most Easterly corner of said parcel of land described in said aforementioned deed to the State of California, said most Easterly corner being a point on a curve concave Northeasterly and having a radius of 600.00 feet, a radial line of said curve to said corner bears South  $27^{\circ} 03' 46''$  West; thence along the Northeasterly, Northerly, and Easterly boundaries of said parcel of land described in said deed to the State of California, the following courses and distances: Northwesterly along said curve through a central angle of  $4^{\circ} 28' 19''$  an arc distance of 46.83 feet; North  $58^{\circ} 27' 55''$  West 239.40 feet to the beginning of a tangent curve concave Southwesterly and having a radius of 420.00 feet; Northwesterly along said curve through a central angle of  $20^{\circ} 15' 17''$  an arc distance of 148.48 feet, North  $78^{\circ} 43' 12''$  West 190.86 feet; and North  $17^{\circ} 10' 08''$  East 116.84 feet to a point which is South  $17^{\circ} 10' 08''$  West 150.00 feet from said aforementioned most Northerly corner; thence leaving said aforementioned boundary, North  $85^{\circ} 58' 20''$  East 195.10 feet to a point which is South  $0^{\circ} 08' 52''$  East 130.00 feet from the point of beginning of this description; thence North  $0^{\circ} 08' 52''$  West 130.00 feet to the point of beginning.

### Parcel B:

An easement for ingress and egress, to be used in common with others, over that portion of the Northwest one-quarter of Lot 4, Block "C", of the Subdivision of a part of the Rancho San Pedro, (also known as Dominguez Colony), in the City of Carson, County of Los Angeles, State of California, as shown on map recorded in Book 1, Page 601 and 602 of Miscellaneous Records, in the Office of the County Recorder of said County, described as follows:





Beginning at a point on the Easterly line of the Westerly 17.00 feet of said Lot 4, said point being distant along said Easterly line, South  $17^{\circ} 10' 08''$  West 120.00 feet from the Southerly line of the Northerly 60.00 feet of said Lot 4; thence continuing South  $17^{\circ} 10' 08''$  West 30.00 feet; thence North  $85^{\circ} 58' 20''$  East 195.10 feet to the Southerly terminus of that certain course described as having a bearing and distance of "South  $0^{\circ} 08' 52''$  East 130.00 feet" in the description for Parcel "A" above; thence North  $85^{\circ} 23' 44''$  West 186.36 feet to the point of beginning.



**CITY OF CARSON**  
**ECONOMIC DEVELOPMENT**  
**PLANNING DIVISION**  
**EXHIBIT "B"**  
**CONDITIONS OF APPROVAL**  
**DESIGN OVERLAY REVIEW NO. 1271-08**

GENERAL CONDITIONS

1. If a building permit for Design Overlay Review No. 1271-08 is not issued within one year of their effective date, said permit shall be declared null and void unless an extension of time is previously approved by the Planning Commission.
2. The approved Resolution, including the Conditions of Approval contained herein, and signed Affidavit of Acceptance, shall be copied in their entirety and placed directly onto a separate plan sheet behind the cover sheet of the development plans prior to Building and Safety plan check submittal. Said copies shall be included in all development plan submittals, including any revisions and the final working drawings.
3. The applicant shall comply with all city, county, state and federal regulations applicable to this project.
4. The applicant shall make any necessary site plan and design revisions to the site plan and elevations approved by the Planning Commission in order to comply with all the conditions of approval and applicable Zoning Ordinance provisions. Substantial revisions will require review and approval by the Planning Commission. Any revisions shall be approved by the Planning Division prior to Building and Safety plan check submittal.
5. The applicant and property owner shall sign an Affidavit of Acceptance form and submit the document to the Planning Division within 30 days of receipt of the Planning Commission Resolution.
6. It is further made a condition of this approval that if any condition is violated or if any law, statute ordinance is violated, this permit may be revoked by the Planning Commission or City Council, as may be applicable; provided the applicant has been given written notice to cease such violation and has failed to do so for a period of thirty days.



7. The applicant shall submit two complete sets of plans that conform to all the Conditions of Approval to be reviewed and approved by the Planning Division prior to the issuance of a building permit.
8. Within forty-eight hours of approval of the subject project, the applicant shall deliver to the Planning Division a cashier's check or money order payable to the County Clerk in the amount of \$50.00 (fifty dollars) pursuant to SB 1535 to enable the city to file the Notice of Determination. If within such forty-eight hour period the applicant has not delivered to the Planning Division the above-noted cashier's check or money order, the approval for the project granted herein may be considered automatically null and void.
9. In addition, should the Department of Fish and Game reject the Certificate of Fee Exemption filed with the Notice of Determination and require payment of fees, the applicant shall deliver to the Planning Division, within forty-eight hours of notification, a cashier's check or money order payable to the County Clerk in the amount of \$1,876.75 pursuant to SB 1535. If this fee is imposed, the subject project shall not be operative, vested or final unless and until the fee is paid.
10. Applicant shall defend, indemnify and hold harmless the City of Carson, its agents, officers, or employees from any claims, damages, action, or proceeding against the City or its agents, officers, or employees to attack, set aside, void or annul, and approval of the City, its advisory agencies, appeal boards, or legislative body concerning Design Overlay Review No. 1271-08. The City will promptly notify the Applicant of any such claim, action, or proceeding against the City and the Applicant will either undertake defense of the matter and pay the City's associated legal costs or will advance funds to pay for defense of the matter by the City Attorney. The City will cooperate fully in the defense. Notwithstanding the foregoing, the City retains the right to settle or abandon the matter without the Applicant's consent but should it do so, the City shall waive the indemnification herein, except, the City's decision to settle or abandon a matter following an adverse judgment or failure to appeal, shall not cause a waiver of the indemnification rights herein.

#### LANDSCAPING/IRRIGATION

11. All landscaped areas shall be maintained in good condition at all times.

#### LIGHTING

12. All exterior lighting shall be provided in compliance with the standards as provided for in Section 9137.1 (commercial zones) or Section 9147.1 (industrial zones) of the Zoning Ordinance.
13. Prior to issuance of a Building Permit, the applicant shall coordinate with Southern California Edison and meet all requirements.



ENGINEERING SERVICES DEPARTMENT - CITY OF CARSON

14. The Department of Public Works recommends approval of the proposed project subject to the following conditions:
15. The Developer shall submit a copy of **approved** plans on mylars (*such as, Sewer, Street and/or Storm Drain Improvements, whichever applies*), to the City of Carson – Engineering Division, prior to issuance of construction permits.
16. On-site flatwork (e.g. base, paving, curb and gutters) are subject to inspection by Public Works Inspectors. Permit shall be obtained from City of Carson Engineering Services.
17. Any improvements damaged during the construction shall be removed and reconstructed per City of Carson Standard plan and to the satisfaction of the City Engineer.
18. A construction permit is required for any work to be done in the public right-of-way.

Prior to issuance of **Building Permit**, the proposed development is subject to the following:

19. Drainage/Grading plan shall be submitted for approval of the Building and Safety Division. The Developer shall submit a **copy of approved** Drainage/Grading plans on bond paper to the City of Carson – Engineering Division.
20. Obtain all necessary permits from other agencies affected by improvements of this development. (e.g. Caltrans, Water Company, LACo etc)
21. The Developer shall comply with the applicable SUSMP requirements and shall include Best Management Practices necessary to control storm water pollution from construction activities and facility operations prior to issuance of Building Permit.
22. Soils report, sewer area study, drainage concept, hydrology study and stormwater quality plan shall be reviewed and approved. Building Permit issuance will not be granted until the required soils, sewer, drainage concept, hydrology study and stormwater information have been received and found satisfactory.
23. Comply with mitigation measures recommended in the approved soils, sewer area study, drainage concept, hydrology study and stormwater quality plan.
24. The Developer shall submit a sewer area study to the Los Angeles. County Department of Public Works (LACDPW) to determine if capacity is adequate in the sewerage system to be used as the outlet for the sewer of this development.



If the system is found to have insufficient capacity, the problem must be addressed and resolved to the satisfaction of the L.A. County Sewer Department.

25. Quitclaim or relocate any easements interfering with building locations to the satisfaction of the City, appropriate agency or entity.
26. Additional Right-of-Way is required beyond the existing right-of-way line. Dedicate 20-ft of additional right-of-way abutting the development along 220th Street. New Right-of-Way line shall be 50-ft from existing centerline. Developer shall prepare legal description for required dedication, for review and approval of the City Engineer and Recordation with County Recorders Office. All documents shall be approved and ready for recordation prior to issuance of Building Permits.
27. The Developer shall submit improvement plans for the following to the Development Services Group – Engineering Division showing all the required improvements in the public right of way for review and approval of the City Engineer. A copy of approved conditions of approval shall be attached to the plans when submitted.
  - Street Improvements along 220th Street
  - Sewer Main Improvements (*if any*) along 220th Street as determined by the aforementioned sewer area study.
  - Storm Drain Improvements (*if any*) along 220th Street as determined by the aforementioned requirement.
28. Construction bond is required for all work to be done within the public right of way and shall be submitted and approved by Engineering Services.
29. Proof of Worker's Compensation and Liability Insurance.

Prior to issuance of **Certificate of Occupancy**, the proposed development is subject to the following:

30. If needed, easements shall be granted to the City, appropriate agency, or entity for the purpose of ingress, egress, construction, and maintenance of all infrastructures constructed and handicap access for this development to the satisfaction of the City Engineer and or appropriate agency or entity.
31. Repair any broken or raised sidewalk, curb and gutter along Wilmington Avenue and along 220th Street within or abutting this proposed development per City of Carson Standard and to the satisfaction of the City Engineer.
32. Install sidewalk along 220th Street per City of Carson Standard.
33. The Developer shall fill in any missing sidewalk, remove and replace any broken/damaged driveway approach in the public right of way abutting the



proposed development per City of Carson Standard and to the satisfaction of the City Engineer.

34. Remove unused driveway approach if any, and replace it with full height curb and gutter and sidewalk per City of Carson Standard and to the satisfaction of the City Engineer.
35. The developer shall construct new driveway approaches per City of Carson Standard and in compliance with the ADA requirements. The Developer shall protect or relocate any facilities to accommodate the proposed driveway approach. The maximum driveway approach width allowed for the site is 30 feet.
36. Due to the Right-of-Way dedication requirement, the developer shall realign and construct new curb and gutter along 220th Street, abutting the proposed development per City of Carson Standard, and relocate/modify affected existing improvements. (e.g. Traffic Signals, Pavement Markings etc.)
37. Due to new curb alignment and street width along 220<sup>th</sup> Street, modify existing raised landscaped median south of 220<sup>th</sup>, along Wilmington Avenue to the satisfaction of the Traffic Engineer and/or City Engineer.
38. Construct new wheelchair curb ramp at the southeast corner of 220th Street and Wilmington Avenue per City of Carson Standard, in compliance with ADA requirements.
39. Plant approved parkway trees, along Wilmington Avenue, on locations where trees are missing per City of Carson Standard Nos. 117, 132, 133 and 134.
40. Install irrigation system for the purpose of maintaining the parkway trees to be planted along the frontage of the development on Wilmington Avenue.
41. Install streetlights on concrete poles with underground wiring along Wilmington Avenue and along 220th Street to the satisfaction of the L.A. County Street Lighting Division, Department of Public Works.
42. The Developer shall annex the area to the L.A. County Lighting Maintenance District, for the purpose of operating and maintaining the streetlights to be installed. The annexation shall be to the satisfaction of L.A. County and shall be completed prior to the issuance of Certificate of Occupancy. Additional streetlight installation or upgrade to existing streetlights may be required as part of the annexation. (**annexation procedure is approximately 12-month**)
43. All existing overhead utility lines less than 50 kilovolts along Wilmington Avenue abutting the proposed development, shall be undergrounded to the satisfaction of the City Engineer.
44. All new utility lines, servicing the proposed development abutting the proposed development shall be underground to the satisfaction of the City Engineer.
45. Install striping and pavement legend per City of Carson standard.

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46. Paint Curbs Red along Wilmington Avenue and along 220th Street within or abutting this proposed development. Plans showing the proposed red curbs shall be submitted to the Traffic Engineer for review and approval.
47. The Developer shall install separate sewer laterals to individually serve each building in the development. Installation and dedication of main line sewers may be necessary to meet this requirement.
48. The Developer shall comply with all requirements from L.A. County Sewer Maintenance Division for maintenance of new and/or existing sewer main, relating to this development, prior to release of all improvement bonds.
49. The Developer shall execute and provide to the City Engineer, a written statement from the water purveyor indicating that the water system will be operated by the purveyor and that under normal conditions, the system will meet the requirements for the development and that water service will be provided to each building.
50. Comply with mitigation measures recommended by the water purveyor.
51. The Developer shall construct and guarantee the construction of all required drainage infrastructures in accordance with the requirements and recommendations of the hydrology study, subject to the approval of the City Engineer.
52. Streets abutting the development, with new utility trench cuts to serve the development, shall be slurry sealed from curb-to-curb and/or from median-to-curb when medians are existing or as approved by the City Engineer. Slurry Seal materials shall be rubberized emulsion aggregate slurry (REAS)
53. At the time of issuance of Certificate of Occupancy, and improvement plan approval, the developer's engineer shall submit the approved off-site improvement plans electronically stored a CD in AutoCad format to the Engineering Services Division.
54. All infrastructures necessary to serve the proposed development (water, sewer, storm drain, and street improvements) shall be in operation prior to the issuance of Certificate of Occupancy.

#### FIRE DEPARTMENT - COUNTY OF LOS ANGELES

Prior to the issuance of occupancy, satisfy all requirements from the Los Angeles County Fire Department including but not limited to the following:

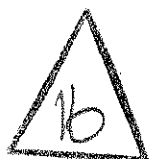
55. The required fire flow for public fire hydrants at this location is 3500 gallons per minute at 20 psi for a duration of 3 hours. The water mains in the street fronting

this property must be capable of delivering this flow at 20 pounds per square inch residual pressure.

56. Verify the existing public fire hydrant on 220<sup>th</sup> Street east of Wilmington Avenue nearest the lot frontage. Install one new public fire hydrant on Wilmington Avenue adjacent to the lot frontage south of the proposed driveway. All installations must meet Fire Department specifications. Fire hydrant systems must be installed in accordance with the Utility Manual of Ordinance 7834 and all installations must be inspected and flow tested prior to final approval.
57. Provide evidence on Los Angeles County Fire Department fire flow Form 195, that the fire hydrant and available flow rate meets Los Angeles County Fire Department requirements. This form should be submitted to the Carson Building Department for verification of these requirements prior to the issuance of any building permits.
58. All hydrants shall measure 6" x 4" x 2 1/2" brass or bronze, conforming to current AWWA standard C503 or approved equal. All required fire hydrants shall be installed, tested and accepted or bonded prior to clearance of the Lot Line adjustment.
59. Vehicle access shall be provided and maintained serviceable throughout construction.
60. Additional water system requirements will be required if this land is further subdivided and/or during the building permit process.
61. Provide a copy of the final documents for the Lot Line Adjustment for review/approval prior to recordation.

BUSINESS LICENSE DEPARTMENT – CITY OF CARSON

62. Per section 6310 of the Carson Municipal Code, all parties involved in the project, including but not limited to contractors and subcontractors, will need to obtain a City Business License.







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# Watson Office Headquarters

EXHIBIT NO. 3





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# Watson Office Headquarters

**CITY OF CARSON**  
**Redevelopment Services**  
**Planning Division**

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**Initial Study  
and  
Final Mitigated Negative Declaration  
Design Overlay Review No. 1271-08  
Lot Line Adjustment No. 230-08**



**July 28, 2008**

**EXHIBIT NO. 4**



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# 1.0 Environmental Checklist Form

1. **Project title:** Watson Corporate Headquarters Building; Design Overlay Review No. 1271-08; and Lot Line Adjustment No. 230-08.
2. **Lead agency name and address:** City of Carson-Planning Division, 701 East Carson Street, Carson, California 90745
3. **Contact person and phone number:** Sharon Song, Associate Planner, (310) 952-1700 ext. 1365
4. **Project location:** 22010 South Wilmington Avenue, Carson, California 90810 (Figure 1)
5. **Project sponsor's name and address:** Watson Land Company; 22010 South Wilmington Avenue, Suite 400; Carson, CA 90745
6. **General plan designation:** Light Industrial
7. **Zoning:** Light Manufacturing (ML)
8. **Description of project:**

The project consists of the demolition of an existing 16,600-square-foot office building and the construction of a new 25,500-square-foot two-story office building with an additional 12,000-square-foot, 20 parking spaces, and single level subterranean parking garage (Figure 2). The new office building will be located directly north from the original location of the existing building. The project has been designed, and will be constructed, with the goal of obtaining Leadership in Energy and Environmental Design (LEED)™ "Gold" certification.

In conjunction with the project a lot line adjustment is also required and a portion of 220<sup>th</sup> Street along the north boundary of the project area will be widened per City requirements (Figure 3).

9. **Surrounding land uses and setting** (Briefly describe the project's surroundings):

The project site is bordered by the following land uses (Figure 4):

**North:** The project site is immediately bordered by 220<sup>th</sup> Street, beyond which is a partially paved lot surrounded by chain-link fencing (owned by a third party). This lot appears to be unused currently.

**East:** The project site is bordered by the Watson Corporate Business Center. Beyond which is Standard Metals, a metal scrap yard.

**South:** The project site borders the I-405 freeway and exit ramp to Wilmington Avenue.

**West:** The project site is immediately bordered by Wilmington Avenue, beyond which is a single-family residential development located behind a block wall.

**Northwest:** Directly northwest of the project site is a vacant lot that formerly operated as an ARCO service station. Standpipes located on this lot appear to be groundwater monitoring wells. This former service station site has been designated a future park by the City. The



proposed project will be constructed on top of the northwest parcel and included within a lot line adjustment.

10. Public agencies whose approval is required (e.g., permits, financing approval or participation agreement).

- City of Carson

**Initial Study Prepared by:**

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**Reviewed and Edited by:**

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701 East Carson Street  
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## 2.0 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

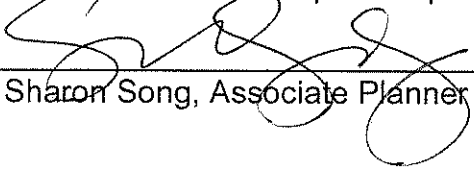
The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

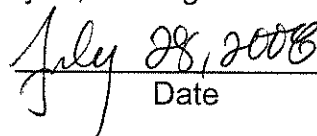
- |   |   |   |
|---|---|---|
| <input type="checkbox"/> Aesthetics                               | <input type="checkbox"/> Agriculture Resources              | <input checked="" type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources                     | <input type="checkbox"/>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

### DETERMINATION:

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 be 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) have 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 pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

  
Sharon Song, Associate Planner

  
Date





### 3.0 EVALUATION OF ENVIRONMENTAL IMPACTS:

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





#### 4.0 Environmental Analysis:

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>I. AESTHETICS – Would the project:</b>				
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 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 type="checkbox"/>	<input checked="" type="checkbox"/>
d) Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Analysis:**

- (a, b, c) The property is located in an established and urbanized light industrial area. The proposed two-story building will be 34 feet high and visible from Interstate 405 as well as local arterial roads. The property site is not located within or adjacent to any identified scenic vistas. The surrounding land uses are consistent with the proposed office use and the proposed use is consistent with the Industrial zone. No impact would result.
- (d) The project currently contains landscaping and parking areas. The project includes the demolition and reconstruction of an office building. Parking, landscaping, and lighting will be modified to accommodate the reconstruction. Since the proposed project is a reconstruction of an existing office building, it will not introduce new light sources, although the proposed project may include a slight increase in the number of parking lot lights due to the increase in parking lot space. Carson Municipal Code Section 9147.1 requires that all lighting of buildings, landscaping, parking lots and similar facilities be directed away from all adjoining and nearby residential property. The proposed project will be constructed to conform to the CMC and is similar to the existing condition. The minimal increase of new parking lot lights would not generate new light and glare and is considered to be a less than significant impact.

**Mitigation: None required.**

<b>II. AGRICULTURE RESOURCES:</b> 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 prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>



shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<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"/>

**Analysis:**

- (a) According to Appendix G of the State Guidelines and the Department of Conservation, a project will have a significant impact on agricultural resources if it falls into any of the following Farmland designations: Prime Farmland; Farmland of Statewide Importance; or Unique Farmland. Since the proposed project would take place within an existing light manufacturing area where no farmland exists, no agricultural impacts would result. In addition, the City of Carson is identified by the California Department of Conservation, Division of Land Resource Protection (DLRP), as Urban and Built-up Land, and is not part of the Farmland Mapping and Monitoring Program. In the City of Carson General Plan, 2004, the Conservation Element does not identify this site for any conservation purposes, including preservation of land as an agricultural resource. No impact would result.
- (b) See section 2(a). The project is located within an existing industrial/commercial area. No agricultural areas exist near the property. The project would not result in direct or indirect impacts to agricultural resources. The project does not comprise an agricultural preserve under a Williamson Act Contract.
- (c) See section 2(a). The property is not located on agricultural or farm lands. The project would neither directly nor indirectly result in the conversion of Prime, Unique, or other Farmland of Statewide Importance to a non-agricultural use.

**Mitigation: None required.**

III. AIR QUALITY Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable Air Quality Attainment Plan	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Violate any air quality standard or contribute to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 that exceed quantitative thresholds for	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

ozone precursors)?				
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"/>

**Analysis:**

- (a) The project site is located within the South Coast Air Basin (SCAB). Air quality within the SCAB is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The SCAQMD and the Southern California Association of Governments (SCAG) are responsible for implementing the Air Quality Management Plan (AQMP). The AQMP is based on growth projections reflected in local General Plans; therefore, only new or amended general plans, or projects that exceed the development intensity contemplated in the general plan have the potential to conflict with the AQMP. The project area has a land use designation of Light Industrial and the proposed project is consistent with the intended development of the General Plan. The project is not anticipated to conflict or obstruct applicable air quality plans. No impact would result.
- (b) Construction activities associated with the proposed project would result in the temporary emissions of carbon monoxide, sulfur dioxide, and nitrogen oxides, VOCs, and PM<sub>10</sub> from construction vehicles and equipment. The results of the URBEMIS air quality impact analysis conducted for this project determined that the project's short-term, construction period emissions and long-term operating emissions would be below the South Coast Air Quality Management District's (SCAQMD) significance thresholds for the criteria pollutants of concern. Table 1 identifies short-term (construction) emissions and Table 2 identifies project long-term (operational) emissions from stationary and mobile sources.

Pollutant	SCAQMD Mass Daily Thresholds	2009 Mitigated	2009 Unmitigated	2010 Mitigated	2010 Unmitigated
NOx	100	41.1	39.87	11.8	10.43
VOC	75	17.6	17.6	1.49	1.49
PM10	150	24.84	24.3	0.71	0.23
PM2.5	55	6.62	6.12	0.64	0.19
SOx	150	0.04	0.04	0.01	0.01
CO	550	18.53	18.53	8.82	8.82

Table 2 – Long Term Operational Emissions (pounds per day)		
Pollutant	SCAQMD Mass Daily Thresholds	2010 Unmitigated Emissions
NOx	55	1.89
VOC	55	1.54
PM10	150	2.8
PM2.5	55	0.55
Sox	150	0.02
CO	550	17.27

Although construction and operational emissions will not exceed significance thresholds, South Coast Air Quality Management District's (SCAQMD) Rule 403 (Fugitive Dust) and mitigation measures to reduce emissions will be implemented during construction. Rule 403 requires that fugitive dust be controlled with best available control measures so that the presence of dust does not remain visible in the atmosphere beyond the property line of the emission source. Best available control measures can reduce PM 10 emissions during construction by 50 to 75 percent. In addition, mitigation measures such as traffic controls will be implemented. The type of construction proposed is common within an urban environment and is not expected to exceed SCAQMD significance thresholds for the criteria pollutants of concern with the implementation of BMPs and mitigation measures. Since construction for the proposed project is not extensive and construction impacts would be minimized through the use of best management practices (BMPs) that are already required for compliance with Rule 403 and mitigation measures below, impacts are less than significant.

- (c) The proposed project may result in a minimal increase of stationary point source emissions due to employee vehicle trips, and shipping and supply truck deliveries. However, the proposed project is located within 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 and is qualified for re-designation to attainment. A maintenance plan for nitrogen dioxide is included in the 2003 AQMP. As shown in table 1 and table 2 above, project-related emissions would have a minimal contribution to cumulative levels of various pollutants, during the construction phases and over the long term. Estimated emissions do not exceed the SCAQMD Air Quality Significance Thresholds. The proposed project is considered to be a typical development within an urban area and it is anticipated that project-related emissions will not exceed significance thresholds. Impacts are less than significant.
- (d) The closest residences are located across Wilmington Avenue to the west, behind a block wall. The nearest schools are located approximately 0.5 mile north and one mile west of the property. The proposed office building is not expected to expose residents or sensitive receptors to significant pollutant concentrations during construction and operation phases. See Sections 3 (a and c) above. Impacts are less than significant.
- (e) The construction and operation of the office building would create smog emissions from construction and vehicular activities; however, state smog control regulation and best management practices are expected to reduce smog and other odor emissions to less than significant. Odors generated during the construction phase would not substantially impact residents, and would therefore be considered less than significant.



## Mitigation Measures:

- MM 3-1** During construction, the construction contractor shall comply with the following provisions to reduce construction vehicle emissions:
- a. Prior to construction a traffic control plan will be approved by the City of Carson to re-route construction trucks away from congested streets.
  - b. Temporary traffic controls (i.e. flag person and or signage based on need) shall be provided during all construction activities where large vehicles would be entering and exiting the site or where the roadway would be impaired to mitigate any congestion caused by construction activities
  - c. Truck deliveries shall be consolidated when possible.
  - d. Construction equipment and vehicle engines shall be maintained in good condition and in proper tune as per manufacturers' specification and per SCAQMD rules, to minimize exhaust emissions.
  - e. Methanol- or natural gas-powered mobile equipment and pile drivers shall be used instead of diesel to the extent available and at competitive prices.
  - f. Propane- or butane-powered onsite mobile equipment shall be used instead of gasoline to the extent available and at competitive prices.

## Standard Conditions

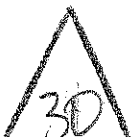
- SC 3-1** During construction, the construction contractor shall comply with the provisions within SCAQMD's Rule 403 governing dust suppression. During construction, the contractor shall implement best available control measures to prevent visible dust emissions from leaving the project site boundary, including but not limited to the following:
- g. Construction activities shall be scheduled consistent with the City of Carson's limits of 7:00 AM to 6:00 PM, Monday through Saturday. Activities that would contribute significantly to poorer air quality would be scheduled for off-peak hours to the degree practical.
  - h. Exposed piles (gravel, sand, and dirt) shall be enclosed, covered, or watered twice daily, or an approved soil binder shall be used.
  - i. Active grading sites shall be watered at least twice daily.
  - j. Excavation and grading operations shall be suspended when wind speeds (as instantaneous gusts) exceed 25 miles per hour over a 30-minute period.
  - k. All trucks hauling dirt, sand, soil, or other loose materials are to be covered or should maintain at least two feet of freeboard (minimum vertical distance between the top of the load and the top of the trailer), in accordance with Section 23114 of the California Vehicle Code.
  - l. Streets shall be swept at the end of the day if visible soil material is carried over to adjacent roads. Water sweepers using reclaimed water are recommended.
  - m. Wheel washers shall be installed where vehicles enter and exit unpaved roads onto paved roads.
  - n. Trucks and any equipment leaving the site shall be washed if dirt, sand, soil, or other loose material is visible.

- o. Water shall be applied three times daily, or chemical soil stabilizers shall be used according to manufacturers' specifications, to all unpaved parking or staging areas or unpaved road surfaces.
- p. Traffic speed limits of 15 miles per hour or less shall be posted and enforced on all unpaved roads.

IV. BIOLOGICAL RESOURCES – Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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"/>

**Analysis:**

(a) The site is located within a developed and urban 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 plans or animal species of concern or their preferred habitats. The property is currently developed with



landscaping and paved parking areas. Impacts to sensitive or special species or habitat are not expected. Therefore, the proposed project will have no impact.

(b, c) No riparian habitat is identified onsite. The Dominguez Channel is located approximately 1,200 feet southwest of the property, beyond Wilmington Avenue and a residential neighborhood. The Channel would not be affected with the development of the proposed project. The proposed project will comply with all storm water and drainage requirements of the City. Therefore no significant impact to riparian habitat is expected.

(d) The property is located in an industrial area and is currently being used as a parking lot. The project is not expected to create a barrier to wildlife dispersal. There are no known wildlife migration corridors or known unique, rare, or endangered species inhabiting the property.

(e) The project would not conflict with locally adopted conservation plans and policies.

(f) The proposed project site is not located within a known habitat conservation planning area. Therefore no impacts are anticipated.

**Mitigation: None required.**

V. CULTURAL RESOURCES – Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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 checked="" type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of a unique archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 checked="" type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Analysis:**

(a) The project includes a demolition and reconstruction of a 25,500-square-foot office building. There are no identified historical resources on the property.

(b-d) There are no identified archaeological resources, paleontological resources, or human remains on the site. The project includes the construction of an office building and minor excavation will be required for the subterranean parking garage. A portion of the northwest project site was previously occupied by an ARCO service station therefore the likelihood of uncovering cultural resources is low. However, in the event that remains are uncovered during construction, the City requires that land alteration work in the general vicinity of the find be halted and a qualified specialist be consulted. In addition, the City is required to comply with existing regulations governing the protection of cultural resources, should any be discovered during construction. Should any undiscovered cultural material be uncovered during construction, it is standard procedure for the



contractor to halt work until a qualified cultural resources specialist can be obtained. With the implementation of standard conditions, impacts are less than significant.

**Standard Condition**

**SC 5-1** The contractor shall comply with Public Resources Code Section 5097.5 and Section 7050.5. If buried cultural material is encountered during construction, the construction contractor shall immediately stop work in the area. Work shall be halted until a qualified cultural resources specialist is obtained and the significance and nature of the find is determined. If significant cultural materials are found, they shall be salvaged and collected under the responsible direction of a qualified cultural resources specialist.

VI. GEOLOGY AND SOILS – Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geological 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"/>





**Analysis:**

(a) i. The Newport-Inglewood Fault Zone is located approximately 0.5 mile southwest of the property (to the north by Avalon/91 fwy). All project structures and elements would be constructed in compliance with earthquake-resistant standards required by Title 24 of the State 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). 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.

ii. 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 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 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. Impacts are less than significant.

iii. The site lies within 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 less than significant.

iv. The project site lies well outside of any landslide hazard areas identified on the State of California Seismic Hazard Zones Map for this area. No impact would result.

(b) Grading and other construction activities would displace soils that could lead to a slight increase in wind and water erosion in the short term (during construction activities). Site erosion and siltation control measures would be incorporated into the project design to prevent runoff generated during construction from entering offsite areas. No long-term increases in soil erosion onsite or offsite would occur.

(c) The property is susceptible to liquefaction (Southern California Geotechnical, *Geotechnical Investigation and Liquefaction Evaluation, Proposed Building 440*, May 8, 2008) but is not likely to result in landslides or collapse due to the flat topography of the site. The proposed project will be



constructed in accordance with the Uniform Building Code and Uniform Seismic Code, and will adhere to all modern earthquake standards in order to reduce seismic risk to acceptable levels. This is considered a less than significant impact.

- (d) The property is located approximately 1,100 feet northeast of the Dominguez Channel. Information obtained from previously advanced on-site and off-site soil borings indicate that underlying sediments consist primarily of sandy silt to silt and clay mixtures from approximately zero to 25 feet below ground surface (bgs), and from 25 feet bgs to approximately 40 feet bgs the lithology consists of silty sand to well-graded sand, which is underlain by silt and clay. A Site-specific geotechnical investigation been conducted to determine appropriate engineering treatment of those soils to prevent impacts to the project (Southern California Geotechnical, *Geotechnical Investigation and Liquefaction Evaluation, Proposed Building 440, May 8, 2008*). This is considered a less than significant impact.
- (e) 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.

**Mitigation: None required.**

VII. HAZARDS AND HAZARDOUS MATERIALS – Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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 §15962.5 and, as a result, would it create a significant hazard to the public or environment?	<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 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 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"/>



g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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"/>

*A Phase I and Phase II Environmental Site Assessment was completed for the proposed project on January 22, 2008 and May 16, 2008 by Northgate Environmental Management, Inc. The information provided below is based on the above study (Exhibit 1). A full copy of the report is available for review at Carson City Hall – Planning Division.*

**Analysis:**

- (a, b) The proposed project includes the construction of a 25,500 -square-foot office building and is not expected to involve the transport of hazardous materials to and from the property during the operation phase. However, the construction phase may involve materials that may be considered hazardous, including paints and solvents. Construction materials such as paints and solvents are considered typical materials within an urban environment and would not result in a significant impact. A portion of the project is proposed on a former gasoline station that was demolished in 1983, according to a Phase I Environmental Site Assessment conducted for the property by Northgate Environmental Management, Inc. (Northgate) and dated January 22, 2008<sup>1</sup>. A subsequent Phase II Environmental Site Assessment also completed by Northgate and dated May 16, 2008<sup>2</sup> indicated that no significant impacts were detected based on analyses of soil samples for constituents related to service station operations. However, to minimize any unforeseeable impacts, monitoring will be conducted during excavation and grading to address any possible debris or hazardous substances not detected. Construction activities are expected to adhere to local and state safety requirements, including best management practices. With monitoring during construction and the implementation of best management practices, impacts are considered to be less than significant.
- (c) The property is not located within 0.25 mile of an existing or proposed school. In addition, the project is not expected to be a source for hazardous emissions since its proposed use is for office. 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. Impacts are less than significant.
- (d) A review of the Phase I Environmental Site Assessment (ESA) for the property revealed that the property is not listed on any regulatory agency database pertaining to the use, storage, or release of hazardous materials revealed during the ESA investigation. However, a gasoline service station was located onsite between 1971 through 1983. No sampling was conducted when the service station was decommissioned and documentation of how the underground storage tanks (USTs) were closed (in place or removed) was not available. A Phase II Soil Investigation was completed for the property. Results of the investigation indicate that no petroleum hydrocarbons were detected in any of the soil samples. Small amounts of toluene, ethylbenzene, and xylenes were detected well below the Regional Water Quality Control Board Los Angeles Region (RWQCB) Site

<sup>1</sup> Full Report is available for review at Carson City Hall-Planning Division  
<sup>2</sup> Full Report is available for review at Carson City Hall-Planning Division



Screening Levels (SSLs) for these compounds. No further action is required. Therefore the proposed project is not expected to create a potentially significant hazard to the environment. Impacts are less than significant.

- (e, f) The property is not located within an adopted or proposed airport land use plan. The property is not located near or within a public airport or public use airport, and would not result in safety hazards to people residing or working in the project area. No new health hazards would be created.
- (g) The project will comply with applicable emergency response and evacuation plans for the City.
- (h) The property is located within an urbanized area away from wildlands. No impact would result.

**Mitigation Measures:**

**MM 7-1** During construction, monitoring will be conducted for the building footprint excavation and grading operations to address possible debris and any potentially impacted soil that may be associated with former gasoline service station operations. If debris or impacted soil is discovered, appropriate action shall be taken to meet the requirements of the Air Quality Management District (AQMD), Los Angeles County, and the Waste Management District.

VIII. HYDROLOGY AND WATER QUALITY – Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Violated any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 type="checkbox"/>	<input checked="" 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 that 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 that would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>



sources of polluted runoff?				
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 that 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"/>

**Analysis:**

- (a) 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 and mitigate stormwater runoff post construction (Figure 5). Permanent Kristar Fossil Filter devices at parkway drains for the treatment of runoff generated from a rainfall intensity of 0.75 in/hour will be implemented. Impacts are less than significant.
- (b, c, d) Groundwater has been measured between 25 and 36 feet below ground surface (bgs) in the site vicinity, with a flow direction that varies between southeast and southwest at an approximately gradient of 0.008 feet per foot. Deeper groundwater is located approximately 100 feet and 150 feet bgs. Based on industrial uses in the area, it is likely that groundwater beneath the property has been contaminated with fuel constituents and organic compounds. However, the proposed project will create an impervious area similar to that of the existing surrounding office structures, and would not affect or alter groundwater recharge volumes. The property is relatively flat and a drainage plan will be prepared and approved prior to grading and construction activities. Therefore, impacts to soil above the groundwater table are unlikely and the proposed project is expected to have no impact to groundwater and surface flow.
- (e) The proposed project is not expected to create substantial amounts of polluted runoff. The proposed project would be required to implement soil erosion and sediment control measures during construction as required by the City of Carson. Therefore, no significant impact is expected.
- (f) The project is not located within a 100-year flood zone as mapped on a Federal Flood Hazards Boundary or Flood Rate Insurance Map or other flood hazard delineation map, and would not expose people or property to any known water-related hazards.
- (g) The project would not place structures within a 100-year flood hazard area that would impede or redirect flood flows.
- (h) The project would not 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.
- (i) The project would not expose people or structures to inundation by seiche, tsunami, or mudflow. The property is not located in an area prone to such natural phenomena.

**Mitigation Measure:**

**MM 8-1** In order to comply with the Regional Water Quality Control Board requirements that call for treatment of the first 3/4" of rain to mitigate stormwater runoff, the project will install treatment controls such as permanent Kristar Fossil Filter devices at parkway drains for the treatment of runoff generated from a rainfall intensity of 0.75 in/hour.

IX. LAND USE AND PLANNING – Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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 type="checkbox"/>	<input checked="" 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"/>

**Analysis:**

- (a) According to the City's updated General Plan from October 2004, the land use designation for the property is Light Industrial. The proposed office building is consistent with this designation. The proposed project would not divide an existing community because the closest residences occur to the west of Wilmington Avenue. There are no residential uses surrounding the property to the north, east, and south. Therefore no impact is expected. As part of the project, there will be a lot line adjustment as shown in Figure 3 to accommodate the proposed project, however this will not alter existing uses and therefore no impact is expected.
- (b) According to the City's updated the General Plan from October 2004, the land use designation for the property is Light Industrial. The proposed office building is consistent with this designation. Therefore no impact is expected.
- (c) The property is not located within a habitat conservation plan or natural community conservation plan. No impacts are anticipated.

**Mitigation: None required.**

X. MINERAL RESOURCES -- Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Analysis:**

- (a) 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 property is not located in a mineral-rich area, or does it involve any mining practices.
- (b) There are no known locally important mineral resources at the property. The project would have no effects on the availability of a mineral resource.

**Mitigation: None required.**

XI. NOISE	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent 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"/>
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 checked="" type="checkbox"/>	<input 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"/>



**Analysis:**

- (a) The proposed project is adjacent to a residential development located west of Wilmington Avenue and behind a block wall. The proposed project involves the construction of a 25,500-square-foot office building. The proposed office use is considered to be a less intensive compared to the surrounding industrial area and existing zoning of Light Industrial. Office uses typically generate less noise than other common industrial uses. The project site is located within the Noise IV zone identified in the General Plan and has a noise standard of 70 dba for exterior noise. The residential land uses has a daytime noise standard of 55 dba. Based on the proposed use, the proposed project is not expected to generate noise levels in excess of the City's General Plan standards for the light industrial area or residential areas. Impacts are less than significant.
- (b) The proposed project is not expected to expose persons to excessive groundborne vibrations or groundborne noise levels exceeding City standards. The project includes the construction of a 25,500-square-foot office building and truck traffic is not anticipated beyond normal expectations for an office use. Impacts are less than significant.
- (c) The proposed project would create a minimal increase in ambient noise; however, the project site is located in a light industrial area where exterior noise standards are 70 dba. The proposed office use is not anticipated to generate ambient noise above the City's standards. Impacts are less than significant.
- (d) Excavation, trenching, and other construction activities generated by the proposed project would be temporary, and they are not expected to substantially increase noise levels in the area. The project would generally be constructed during daylight hours, however to minimize construction noise impacts, construction hours will be limited in accordance with the City's Noise Control Ordinance. With the City's noise control ordinance, impacts are considered to be less than significant.
- (e) The property is not located within two miles of an airport. No impact would result.
- (f) The project is not located within the vicinity of a private airstrip, and would not expose people residing or working in the project area to excessive noise levels. No impact would result.

**Mitigation Measure:**

**MM 11-1** 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.

<b>XII. POPULATION AND HOUSING -- Would the project:</b>	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<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	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>





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

**Analysis:**

- (a) The property is located in a developed urbanized area and is surrounded by mixed-use, commercial and residential land uses. The proposed construction will result in an increase of 8,400-square-feet of business/office space which is considered minimal in an already developed urban environment. No dwelling units or an extension of infrastructure that could be growth inducing is proposed. This project would not have significant growth inducing effects. Impacts are less than significant.
- (b, c) The property is currently used as a parking lot and a vacant landscaped area. The proposed project will not displace residents. No impact would result.

**Mitigation: None required.**

<b>XIII. PUBLIC SERVICES</b>	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:	<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 type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Analysis:**

- (a) *Fire Protection* – Fire service to the property would be provided by the Los Angeles County Fire Department. The closest station is Station No.127, located at 2049 E. 223<sup>rd</sup> Street, approximately 1,200 feet south of the property and on the south side of Interstate 405. The project would adhere to all design requirements of the City Building Code and Fire Code. Documentation of adequate fire



service to the property would be requested from the County prior to project construction. Emergency access would be provided per the requirements of the Uniform Fire Code and applicable City fire regulations.

Construction materials, including waste, would be handled in accordance with Uniform Fire Code and applicable City fire regulations. Demand for fire services is similar to existing conditions. The project would not result in the need for new or altered facilities or services related to fire protection.

*Police Protection* – Police protection would be provided by the Los Angeles County Sheriff's Department (Carson Substation). The project would not increase the potential for crimes or accidents, nor require increased levels of police protection.

*Schools* – The proposed project is not for residential use and will not directly generate schoolchildren; therefore, no increase in the demand for school facilities is expected.

*Parks* – The proposed project would not significantly impact any nearby park facility.

*Other Public Facilities* – No impacts are expected.

**Mitigation: None required.**

<b>XIV. RECREATION</b>	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Analysis:**

(a) The project would not affect demand for neighborhood or regional parks, nor increase the demand for such facilities.

(b) The project would not require the construction or expansion of recreational facilities. No impacts are anticipated.

**Mitigation: None required.**

<b>XV. TRANSPORTATION/TRAFFIC -- Would the project:</b>	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>



street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?				
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Result in inadequate parking capacity?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Analysis:**

- (a, b) The proposed project is located within an urban environment. The proposed 25,500-square-foot office building will increase the existing square footage by approximately 8,400-square-feet of office space. The increase of 8,400-square-feet of office space will result in a minimal increase in traffic trips. The increase in traffic trips from an increase of 8,400-square-feet of office space is considered minimal within an urban environment. Impacts are less than significant.
- (c) The project would not have direct access to or use of any air transportation facilities, and would not affect air traffic patterns.
- (d) The proposed project will improve safety by enlarging and reconfiguring a portion of Wilmington Ave. The streets will be designed to meet the City's requirements for street right-of-way improvements and driveway and parking requirements, including installation of a curb and gutter, sidewalk repair, center median improvements, left turn lanes, driveway width, turning radii, number of parking spaces, and parking space dimensions. Directional signs and painted street signs will be located in conspicuous areas to guide traffic. This is considered a less than significant impact.
- (e) Fire access would be provided in compliance with state and local fire requirements. Project design and construction would adhere to all regulations and requirements of the City Fire Code. Therefore, the proposed project will have no impact to emergency access.
- (f) Adequate parking for construction workers would be provided within a construction staging area on the project site. The proposed project is required to provide 82 parking spaces, including 4 handicap accessible parking spaces. The project includes the construction of subterranean parking which will provide 20 spaces. 62 additional spaces will be provided above ground. Out of the 82 parking spaces

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provided, five (5) percent of all employee parking will be set aside for carpools and vanpools. No impact would result.

(g) The project would not conflict with known adopted policies supporting alternative transportation.

**Mitigation Measure: None required.**

XVI. UTILITIES AND SERVICE SYSTEMS -- Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Comply with Federal, State, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Is the project served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>



**Analysis:**

- (a) The project would not exceed wastewater treatment requirements of the Regional Water Quality Control Board. Overall, the proposed project would not generate a substantial amount of wastewater.
- (b) The project would not require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities. No impact would result.
- (c) Site erosion and siltation control measures would be incorporated into the project design to prevent runoff contaminants generated during construction from entering offsite areas. With standard control measures implemented, impacts would be less than significant.
- (d) The project would continue to be served by the existing water service provider. No impacts are anticipated.
- (e) The project would not result in the generation of wastewater in excess of the capacities of the current wastewater treatment provider.
- (f) Solid waste generated during project construction and operation would be transported to an appropriate disposal facility.
- (g) The project would comply with all federal, state, and local statutes and regulations related to solid wastes. No impacts are identified.

**Mitigation: None required.**

<b>XVII. MANDATORY FINDINGS OF SIGNIFICANCE</b>	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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 endanger plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>



**Analysis:**

- (a) The property contains parking and landscaped areas, and does not contain any sensitive, protected, rare, or endangered wildlife or vegetation. As discussed in Section IV, 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. No impact would result.
- (b) The proposed office building would be located in an urban industrial/commercial area. The proposed project will only increase the built out area by approximately 8,400-square-feet and create a minimal increase in traffic trips. The proposed project would not result in significant impacts as indicated by the evaluation provided in this checklist. There are a few construction/rehabilitation projects within the general vicinity, however when taken together with the project's impacts, the projects will not result in "cumulatively considerable" impacts. Impacts are less than significant.
- (c) The proposed project is not expected to have a substantial adverse effect on human beings, either directly or indirectly. Impacts are less than significant.

**Mitigation: None required.**



**CITY OF CARSON**  
**5.0 MITIGATION MONITORING REPORT**  
 July 28, 2008

**Project Name:** Design Overlay Review No. 1271-08; Lot Line Adjustment No. 230-08 – Watson's Headquarters  
**Project Location/Address:** 22010 South Wilmington Avenue Carson, CA 90745  
**Project Description:** Demolition of existing 16,600 sq. ft. building and construction of 25,500 sq. ft. building with subterranean parking garage.

**Lead Agency:** City of Carson – Planning Division  
**Contact Person/Telephone No.:** Sharon Song, Associate Planner (310) 952-1700 ext. 1365

**Applicant:** Watson Land Company  
**Contact Person/Telephone No.:** Stefan Rubendall

Mitigation No.	Mitigation Measure	Time Frame for Implementation & Monitoring	Verification of Compliance	
			Initials	Date
Air Quality				
MM 3-1	<p>The construction contractor shall comply with the following provisions to reduce construction vehicle emissions:</p> <ul style="list-style-type: none"> <li>a. Prior to construction a traffic control plan will be approved by the City of Carson to re-route construction trucks away from congested streets</li> <li>b. Temporary traffic controls (i.e. flag person and or signage based on need) shall be provided during all construction activities where large vehicles would be entering and exiting the site or where the roadway would be impaired to mitigate any congestion caused by construction activities</li> <li>c. Truck deliveries shall be consolidated when possible.</li> <li>d. Construction equipment and vehicle engines shall be maintained in good condition and in proper tune as per manufacturers' specification and per SCAQMD rules, to minimize exhaust emissions.</li> <li>e. Methanol- or natural gas-powered mobile</li> </ul>	During Construction		

	<p>equipment and pile drivers shall be used instead of diesel to the extent available and at competitive prices.</p> <p>f. Propane- or butane-powered onsite mobile equipment shall be used instead of gasoline to the extent available and at competitive prices.</p>	
<p><b>SC 3-1</b></p>	<p>The construction contractor shall comply with the provisions within SCAQMD's Rule 403 governing dust suppression. During construction, the contractor shall implement best available control measures to prevent visible dust emissions from leaving the project site boundary, including but not limited to the following:</p> <p>q. Construction activities shall be scheduled consistent with the City of Carson's limits of 7:00 AM to 7:00 PM, Monday through Saturday. Activities that would contribute significantly to poorer air quality would be scheduled for off-peak hours to the degree practical.</p> <p>r. Exposed piles (gravel, sand, and dirt) shall be enclosed, covered, or watered twice daily, or an approved soil binder shall be used.</p> <p>s. Active grading sites shall be watered at least twice daily.</p> <p>t. Excavation and grading operations shall be suspended when wind speeds (as instantaneous gusts) exceed 25 miles per hour over a 30-minute period.</p> <p>u. All trucks hauling dirt, sand, soil, or other loose materials are to be covered or should maintain at least two feet of freeboard (minimum vertical distance between the top of the load and the top of the trailer), in accordance with Section 23114 of the California Vehicle Code.</p> <p>v. Streets shall be swept at the end of the day if visible soil material is carried over to adjacent roads.</p>	<p>During Construction</p>





	<p>Water sweepers using reclaimed water are recommended.</p> <p>w. Wheel washers shall be installed where vehicles enter and exit unpaved roads onto paved roads.</p> <p>x. Trucks and any equipment leaving the site shall be washed if dirt, sand, soil, or other loose material is visible.</p> <p>y. Water shall be applied three times daily, or chemical soil stabilizers shall be used according to manufacturers' specifications, to all unpaved parking or staging areas or unpaved road surfaces.</p> <p>z. Traffic speed limits of 15 miles per hour or less shall be posted and enforced on all unpaved roads.</p>	
<b>Cultural Resources</b>		
SC 5-1	<p>The contractor shall comply with Public Resources Code Section 5097.5 and Section 7050.5. If buried cultural material is encountered during construction, the construction contractor shall immediately stop work in the area. Work shall be halted until a qualified cultural resources specialist is obtained and the significance and nature of the find is determined. If significant cultural materials are found, they shall be salvaged and collected under the responsible direction of a qualified cultural resources specialist.</p>	During Construction
<b>Hazards and Hazardous Materials</b>		
MM 7-1	<p>During construction, monitoring will be conducted for the building footprint excavation and grading operations to address possible debris and any potentially impacted soil that may be associated with former gasoline service station operations. If debris or impacted soil is discovered, appropriate action shall be taken to meet the requirements of the Air Quality Management District (AQMD), Los Angeles County, and the Waste Management District.</p>	During Construction



**Noise**

<b>MM 11-1</b>	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.	During Construction		
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