



## CITY OF CARSON

### PLANNING COMMISSION STAFF REPORT

**PUBLIC HEARING:** November 25, 2008

**SUBJECT:** Design Overlay Review No.1295 and Conditional Use Permit No. 703-08

**APPLICANT:** The S. M. Coyne Company Inc.  
Attention: Steve Coyne  
1400 Quail Street, Suite 260  
Newport Beach, CA 92660

**REQUEST:** Recommend approval to construct a mixed-use business park with approximately 265, 000 square feet of light industrial, office and retail space on 14.3 vacant acres located in the ML-ORL (Manufacturing Light – Organic Refuse Landfill) zoning district

**PROPERTY INVOLVED:** 20630 S. Figueroa Street

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#### COMMISSION ACTION

- Concurred with staff
- Did not concur with staff
- Other

#### COMMISSIONERS' VOTE

AYE	NO		AYE	NO	
		Chairman Faletogo			Saenz
		Cannon			Verrett
		Graber			

*Item No. 11B*

## I. Introduction

### *Date Application Received*

- April 14, 2008: Design Overlay Review No. 1295-08 and Conditional Use Permit No. 703-08

### *Applicant/Property Owner Representative*

- Steve Coyne, 1400 Quail, Suite 260, Newport Beach, CA 92660

### *Property Owner*

- S.M. Coyne Company Inc., 1400 Quail, Suite 260, Newport Beach, CA 92660

### *Project Address*

- 20630 S. Figueroa Street

### *Project Description*

- The proposed project consists of a mixed-use business park with approximately 265,000 square feet of light industrial, office and retail space on 14.3 vacant acres located in the ML-ORL (Manufacturing Light-Organic Refuse Landfill) zone district.
- The application includes:
  1. Design Overlay Review No. 1295-08 for approval to construct the mixed-use business park with 11 buildings and approximately 265,000 square feet of light industrial, office and retail space
  2. Conditional Use Permit No. 703-08 for development on property designated as ORL (Organic Refuse Landfill)

## II. Background/Analysis

### **Proposed Mixed Use Business Park Project:**

The applicant Steve Coyne Company Inc. is proposing a Mixed Use Business Park with approximately 265,000 square feet of light industrial, office and retail space on a vacant 14.3 acres site located at 20630 Figueroa Street. The site is zoned ML-ORL (Manufacturing Light, Organic Refuse Landfill) and is surrounded by a mobile home park, a church, self storage, retail and light industrial businesses. The General Plan designates the site for Mixed Use Business Park use.



The site is located within the former "Gardena Valley 1 & 2 Landfill Sites". The landfill sites were permitted to receive industrial and municipal wastes and operated from November 1956 to October 1959. The State Department of Toxic Substances Control (DTSC) approved a "Remediation Action Plan" in 1992 and issued a Negative Declaration (attached) for said project. In 1999 DTSC approved a "Design Implementation Plan". On June 19, 2008, DTSC entered into a "Reimbursement Agreement" for consultative services with the SM Coyne Company. The Remedial Design consists of: site cleaning and grubbing; earthwork; grading; cap construction; storm-water conveyance system; landfill gas collection and treatment system.

The proposed mixed-use business park with approximately 265,000 square feet of light industrial, office and retail floor space is a speculative project that does not have signed tenants. This project would be the first project that would be processed under the General Plan designation of Mixed Use Business Park. The site's existing ML-ORL zoning requires the processing of a conditional use permit application and the submittal of a report approved by the Building and Safety Division and the City Council prepared by a licensed civil engineer that would provide and include plans for a protective system or systems designated to eliminate or mitigate the potential hazards and environmental risks associated with the proposed use. The proposed project site is also within Redevelopment Project Area 1 and therefore requires the processing of a Design Overlay Review to evaluate the proposed buildings site plan and design characteristics.

During the application review period, the applicant submitted several site plans with a range of square footage and truck loading facilities. Considerable discussion with the applicant focused on the types of uses typically permitted within a business park, parking standards and limitations on truck loading activities. Upon review of other business park zoning standards, there is generally a strict limitation on truck loading activities and a requirement to design the project to encourage office uses. Business park ordinances reviewed by staff typically provide parking standards to allow for a minimum of 50-60% office space. Business park developments often provide parking at standards to allow for a greater percentage of office use.

Based on staff research and site visits to existing business park developments, the proposed development by the applicant appears to substantially comply with standards for business parks. Staff supports the proposed project with approximately 265,000 square feet of light industrial, office and retail commercial floor space. Development at the proposed square footage reflects a "Floor Area Ratio" (F.A.R.) of .42 which would be consistent with recommended lot coverage for Mixed Use Business Parks. The proposed 704 parking spaces provides a 50 / 50 percent ratio of office/and manufacturing space with parking provided at a (1/300 parking ratio for office and 1/500 parking ratio for manufacturing use).

The proposed development limits the amount of truck loading activities. The majority of tenant spaces are provided with oversized doors to allow for the occasional receipt or shipping of product. These doors will not provide active truck loading. Four tenant spaces are currently designed with large dock high loading facilities. The loading has been placed internal to the tenant space with roll-up doors provided to allow any trailers to be secured and screened. Typically, business parks would not accommodate any dock high loading facilities. The applicant has requested some consideration due to the current market conditions and the unusual costs associated with the landfill condition. The proposed internalized design limits the amount of actual truck loading and will facilitate a broader range of businesses that would be attracted to the development.

The proposed site plan includes retail commercial space along Figueroa Street with a 25 foot average building setback in compliance with CMC requirements. The project design also allows consideration for retail space along Main Street frontage in case there is market interest for such space.

Due to the site being a former landfill no deep-rooted plants or trees may be planted. However, any areas that may not be affected by the capping treatment of the Remediation Action Plan will be planted with landscaping that enhances the future mixed use business park development. Potted plants may also be planted throughout the site.

The applicant has prepared technical studies including: traffic study; noise study; air quality study; a health risk assessment and a greenhouse gas emissions evaluation. These stated studies include "project design features" that have been incorporated into the project to prevent the occurrence of, or reduce the significance of, potential environmental effects. Furthermore, the applicant had prepared an environmental checklist that concluded that impacts from the project will be less than significant and are not anticipated to be different or greater than those identified in the General Plan EIR; therefore, no additional CEQA analysis is required for the proposed project beyond the General Plan EIR.

The applicant will submit permits for tenant signage at a later date in compliance with CMC signage requirements.

#### *Zoning/General Plan/Redevelopment Area Designation*

- The subject property is zoned ML-ORL (Manufacturing Light, Organic Refuse Landfill) and surrounding properties share the same zoning designation.
- The subject property has a General Plan Land Use designation of Mixed Use Business Park and is located within Redevelopment Project Area No. 1.



### *Applicable Zoning Ordinance Regulations*

The proposed mixed use business park is subject to the approval of a development plan in accordance with the Site Plan and Design Review (DOR) and Conditional Use Permit (CUP) procedures as provided in Section 9172.23 and Section 9172.21, respectively.

### *Required Findings: Site Plan and Design Review*

Pursuant to Section 9172.23, Site Plan and Design Review, the Planning Commission may approve the proposal only if the following findings can be made in the affirmative:

1. Compatibility with the General Plan, any specific plans for the area, and surrounding uses.
2. Compatibility of architecture and design with existing and anticipated development in the vicinity, including the aspects of site planning, land coverage, landscaping, appearance and scale of structures and open spaces and other features relative to a harmonious and attractive development of the area.
3. Convenience and safety of circulation for pedestrians and vehicles.
4. Attractiveness, effectiveness and restraint in signing, graphics and color.
5. Conformance to any applicable design standards and guidelines that have been adopted pursuant to Section 9172.15.

### *Required Findings: Conditional Use Permit*

Pursuant to Section 9172.21.D, Conditional Use Permit, the Planning Commission may approve the proposal only if the following findings can be made in the affirmative:

1. The proposed use and development will be consistent with the General Plan.
2. The site is adequate in size, shape, topography, location, utilities and other factors to accommodate the proposed use and development.
3. There will be adequate street access and traffic capacity.
4. There will be adequate water supply for fire protection.
5. The proposed use and development will be compatible with the intended character of the area.

### *Conditional Use Permit No. 703-08-Organic Refuse Landfill Sites*

The proposed project shall be subject to CMC Section 9141.12 shall be subject to:

1. To any other conditions that the Commission or Council may impose;

2. Obtain approval of engineer's report provided to the Building and Safety Division;
3. Include a methane collection, venting and monitoring system for the proposed mixed use business park;
4. Comply with all measures to eliminate or mitigate the hazards and environmental risks associated with the site proposed in the report approved by Building and Safety Division and DTSC;
5. Be subject to regular inspections as approved by Building and Safety Division; and
6. Include adequate measures to eliminate odors from the site.

Staff has contacted DTSC and confirmed the following:

1. A land use covenant was recorded on April 28, 1989 that stated that: no excavation of contaminated soils without agency review and approval; notify prior to development; notify prior to subsurface work; residence use prohibited; hospital use prohibited; public or private school for persons under 21 prohibited; day care center prohibited; activities prohibited which disturb the remedy and monitoring systems without approval and elder care prohibited.
2. This former landfill site received 75 percent residential refuse and 25 percent other wastes, including liquid industrial waste. Sample results show that metals, chlorinated solvents, petroleum constituents, DDT and vinyl chloride are present. Methane gas escaping via the soil surface may pose a fire and explosion hazard for the proposed commercial development unless gas is controlled. DTSC has reviewed two "Remedial Investigation" reports on this property. Based on their review DTSC has ordered further groundwater investigation.
3. A Reimbursement Agreement for consultative services with the SM Coyne Company was fully executed on June 19, 2008.
4. DTSC approval of Remedial Design consists of the following major tasks: site cleaning and grubbing; earthwork; grading; cap construction; storm-water conveyance system; landfill gas collection and treatment system.

All of the required findings pursuant to Section 9172.23(D), "Site Plan and Design Review, Section 9172.21 (D) "Conditional Use Permit" Approval Authority and Findings and Decision", can be made in the affirmative. Details can be found in the attached Resolution.

*Issues of Concern:*

- Issue – Geology and Soils: Pursuant to Section 9141.12 Uses Permitted on Organic Refuse Landfill Sites, the proposed project is located on a former landfill site. An engineer's report must be submitted for approval by the city's Building and Safety Division and the City Council. DTSC must also approve a Remediation Action Plan and any other remedial investigation studies deemed necessary to mitigate any potential hazard associated with the proposed mixed-use business park/commercial use.



- *Mitigation:* The applicant shall submit an engineer's report to the city's Building and Safety Division for approval. Said report shall be prepared by a licensed civil engineer and will provide plans for a protective system or systems designated to eliminate or mitigate the potential hazard and environmental risks associated with the proposed use.
- *Mitigation:* The applicant shall also submit to DTSC all necessary "Remedial Investigation Reports" and Remedial Designs to satisfy DTSC review and approval requirements.

### DTSC Review

The applicant will submit to DTSC a "Final Remedial Design Plan" which will include a conceptual site model (CSM) which is a summary of the results of all previous investigations and the type, concentration and distribution of the contaminants present at the site. DTSC will review the CSM and determine if the investigation of the site is complete. If DTSC determines the investigation is complete or sufficient to support identification of an appropriate remedy, DTSC will inform the applicant that they can move forward with the development of a corrective measure proposal (CMP).

The CMP will be submitted to DTSC for review and approval. The CMP will state the current site conditions, evaluate various cleanup alternatives and propose a final remedy for the site. The proposed final remedy may consist of several actions such as vapor extraction, soil excavation and offsite disposal and/or land use covenant. If DTSC agrees with proposed remedy in the CMP a 30 day public comment period would follow. At the end of the public comment period, DTSC will review all comments received and will respond as appropriate to the comments. DTSC could then approve the CMP for implementation with or without modifications. Implementation of the CUP is required to make the site safe for the project.

After implementing the CMP the applicant is required to submit a report to DTSC presenting the results and to submit as needed any monitoring reports. The applicant has entered into a "Reimbursement Agreement for consultative services" with DTSC. The applicant is finalizing the "Remedial Design Plan" and will submit to DTSC for their review and approval.

### **III. Environmental Review**

Pursuant to Sections 15168(a) (c) (2)& (4); and 15162 of the California Environmental Quality Act (CEQA) Guidelines, impacts from the proposed project are not anticipated to be different or greater than those identified in the General Plan EIR; therefore, impacts will be less than significant and no additional CEQA analysis is required for the proposed project beyond the General Plan EIR.



**IV. Recommendation**

That the Planning Commission:

- **WAIVE** further reading and **ADOPT** Resolution No.\_\_\_\_, entitled "A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF CARSON RECOMMENDING APPROVAL DESIGN OVERLAY REVIEW NO. 1295-08 TO THE CARSON REDEVELOPMENT AGENCY, RECOMMENDING APPROVAL OF CONDITIONAL USE PERMIT NO. 703-08, TO THE CITY COUNCIL FOR THE PROPERTY LOCATED AT 20630 S. FIGUEROA STREET."

**V. Exhibits**

1. Resolution
2. Development Plans
3. DTSC Negative Declaration, 6-30-1992
4. Environmental Checklist ( Proposed Mixed-Use Business Park)

**Prepared by:**   
Zak Gonzalez II, Associate Planner

**Reviewed by:**   
John F. Signo, AICP, Senior Planner

**Approved by:**   
Sheri Repp, Planning Manager





CITY OF CARSON  
PLANNING COMMISSION  
RESOLUTION NO. 08-

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF CARSON RECOMMENDING APPROVAL DESIGN OVERLAY REVIEW NO. 1295-09 TO THE CARSON REDEVELOPMENT AGENCY AND RECOMMENDING APPROVAL OF CONDITIONAL USE PERMIT NO. 703-08 TO THE CITY COUNCIL TO CONSTRUCT A MIXED-USE BUSINESS PARK WITH APPROXIMATELY 265,000 SQUARE FEET OF LIGHT INDUSTRIAL, OFFICE AND RETAIL SPACE ON PROPERTY LOCATED AT 20630 S. FIGUEROA STREET

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, The S.M. Coyne Company Inc., with respect to real property located at 20630 Figueroa Street, and described in Exhibit "A" attached hereto, requesting approval of a Design Overlay Review and Conditional Use Permit to construct a Mixed-Use Business Park with approximately 265,000 square-feet of light industrial, office and retail space on 14.3 vacant acres located in the ML-ORL (Manufacturing, Light; Organic Refuse Landfill) zone. The request includes the following:

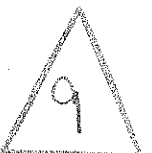
- Design Overlay Review No. 1295-08 for site plan and design review; and
- Conditional Use Permit No. 703-08 for development on property designated as ORL (Organic Refuse Landfill).

A public hearing was duly held on November 25, 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 meetings were 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 Mixed-Use Business Park use with which the proposed use is compatible. The proposed mixed-use business park will be complementary to the surrounding light industrial and residential uses and will be appropriate for the subject property. The proposed mixed-use business park meet the goals and objectives of the General Plan and is consistent with applicable zoning and design regulations subject to compliance with the conditions of approval. Therefore 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.
- b) The project will be compatible in architecture and design with existing and anticipated development in the vicinity, including the aspects of site planning, land coverage, landscaping, appearance and scale of structures



and open spaces and other features relative to a harmonious and attractive development of the area.

- c) To ensure attractiveness, effectiveness and restraint for future signage, the applicant shall obtain approval from the Planning Division for any proposed sign.
- d) Adequate water supply shall be provided for fire protection. The applicant shall provide adequate driveway access, fire hydrants, and fire flow. Appropriate conditions of approval are attached to ensure that the project will be served by adequate fire protection.
- e) The proposed use is subject to the requirements of Section 9141.12 - Uses Permitted on Organic Refuse Landfill Sites. Approval by the Building and Safety Division of a report submitted by the applicant, which shall provide and include plans for a protective system or systems designated to eliminate or mitigate the potential hazards and environmental risks associated with the proposed use, shall be required prior to issuance of any building permit(s).
- f) The applicant shall pay its "fair share" of fire and traffic impact fees to mitigate any fire prevention/fire suppression service impacts and any traffic system/infrastructure service impacts that may be associated with development of this proposed mixed-use business park.

**Section 4.** The Planning Commission further finds the proposed use will not alter the predominantly light industrial character of the surrounding area and meets or exceeds all City standards for protection of the environment. The applicant shall comply with all applicable Department of Toxic Substances Control (DTSC) and Regional Water Quality Control Board (RWQCB) requirements. Pursuant to Sections 15168(a) (c) (2) & (4) and 15162 of the California Environmental Quality Act (CEQA) Guidelines, impacts from the proposed project are not anticipated to be different or greater than those identified in the General Plan EIR; therefore, impacts will be less than significant and no additional CEQA analysis is required for the proposed project beyond the General Plan EIR.

**Section 5.** Based on the aforementioned findings, the Commission hereby recommends approval of Design Overlay Review No. 1295-08 to the Carson Redevelopment Agency and recommends approval to the City Council of Conditional Use Permit No. 703-08 with respect to the properties described in Section 1 hereof, subject to the conditions set forth in Exhibit "B" attached hereto.

**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 25<sup>th</sup> DAY OF NOVEMBER, 2008

\_\_\_\_\_  
CHAIRMAN

ATTEST:

\_\_\_\_\_  
SECRETARY



## EXHIBIT "A"

All that certain real property situated in the County of Los Angeles, State of California, described as follows:

Parcel 4, in the City of Carson, County of Los Angeles, State of California, as per map recorded in Book 62 Page 68 of Parcel Maps, in the Office of the County Recorder of said County.

Excepting fro that portion included within Lots 38, 39 and 44 of Tract No. 6378, all oil, gas, hydrocarbon substances and other minerals in and under said land with the right to drill for, mine, extract, take and remove the same from any wells or shafts located on any land adjacent to the above described land without accounting to the Grantee for any rentals, royalties or proceeds from the sale of such minerals, as reserved in deed from Sunset Oil Company, recorded August 2, 1944 in Book 20925 Page 72 of Official Records.

Also except all oil, gas and other hydrocarbon substances and all other minerals in and under said land (except the South 350 feet of Lots 36 and 37), as reserved by Sunset Oil Company, a Corporation in deed recorded July 1, 1955 in Book 48230, Page 289 of Official Records and by Sunset International Petroleum Corporation, a Corporation in deed recorded July 20, 1960 in Book D-916 Page 193 of Official Records.

Also except from said land that portion lying within the lines of Lot 91 Tract No. 4671, all oil, gas, petroleum and other hydrocarbon substances which lie below a plane of 500 feet from the surface of said land as excepted in the deed from Del Amo Estate Company, a Corporation, recorded November 8, 1963 in Book D-2250 Page 748 of Official Records.

Assessor's Parcel Number: **7336-003-030**



**CITY OF CARSON**  
**DEVELOPMENT SERVICES**  
**PLANNING DIVISION**  
**EXHIBIT "B"**  
**CONDITIONS OF APPROVAL**  
**DESIGN OVERLAY REVIEW NO. 1295-08**  
**CONDITIONAL USE PERMIT NO. 703-08**

GENERAL CONDITIONS

1. If Design Overlay Review No. 1295-08 and Conditional Use Permit No. 703-08 are not used within one year of their effective date, said permits 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.
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 or 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. All buildings, grounds, parking areas and landscaping shall be maintained in a neat and orderly manner at all times.



9. Decision of the Planning Commission shall become effective and final 15 days after the date of its action unless an appeal is filed in accordance with Section 9173.4 of the Zoning Ordinance.
10. A modification of the conditions of this permit, including additions or deletions, may be considered upon filing of an application by the owner of the subject property or his/her authorized representative in accordance with Section 9173.1 of the Zoning Ordinance.
11. The applicant shall submit to the Planning Division a Facility Consent Agreement with the Department of Toxic Substances Control (DTSC) prior to approval by the City Council.
12. Remediation of the site shall be completed by the applicant and approved by the Department of Toxic Substances Control prior to the issuance of building permits.
13. The applicant shall comply with all applicable DTSC and Regional Water Quality Control Board (RWQCB) requirements.
14. The 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. 1295-07, Conditional Use Permit No. 703-08. 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.

#### PARKING/TRAFFIC

15. The required parking shall meet all applicable standards as outlined in Part 6, Division 2 of the Carson Zoning Ordinance.
16. All parking areas and driveways shall remain clear. No encroachment into parking areas and/or driveways shall be permitted.
17. Parking spaces shall be identified (marked) as provided in Section 9162.56 of the Zoning Ordinance.
18. Parking spaces shall be provided with perimeter guards as provided in Section 9162.55 of the Zoning Ordinance.
19. In the event that the business adds manufacturing use or intensifies its operation in some other way, as determined by the Planning Division, sufficient parking shall be provided to meet the City of Carson parking code requirements. In such case, the

applicant may be required to provide additional onsite or offsite parking, and may be required to obtain a conditional use permit.

20. All areas designated as parking spaces as shown on the site plan on file at the City Planning Division shall be clear and unobstructed at all times. No outdoor storage shall occupy designated parking spaces.
21. Onsite traffic signing and striping shall be implemented in conjunction with detailed construction plans for the project.
22. The applicant shall participate in the phased construction of off-site traffic improvements through payment of traffic mitigation fees to the City of Carson or approval of an assessment district applicable to this property as may be duly approved or established by the City Council.
23. A transportation information area shall be located inside or near the building in a conspicuous area for employees. The information area shall consist of a bulletin board, display case or kiosk featuring transportation information. The types of information that must be included are transit route maps, bicycle route maps, information numbers for local transit operators and the regional ridesharing agency, as well as a list of alternative transportation amenities at the site.
24. Up to ten (10) percent of all employee parking shall be set aside for carpools and vanpools, unless an alternative is approved by the City. Carpool and vanpool spaces shall be conveniently located as close to the building as feasible, to the satisfaction of the Planning Division.
25. Vanpool parking areas must be designed to admit vanpool vehicles.
26. A safe and convenient area for carpool and vanpool passengers to wait for, board, and disembark from their ridesharing arrangement shall be provided.
27. A pedestrian system that allows direct and convenient access to and from the development shall be provided.
28. If appropriate, improvements shall be made to bus stop areas of bus routes impacted by the proposed development. Consultation with local bus service providers shall be required.
29. Bicycle parking facilities shall include bicycle racks, bicycle lockers or locked storage rooms.
30. A safe and convenient access to onsite bicycle parking from the external street system shall be provided for bicycle riders.

## LANDSCAPING/IRRIGATION

31. The applicant shall submit two sets of landscaping and irrigation plans drawn, stamped, and signed by a licensed landscape architect. Such plans are to be approved by the Planning Division prior to the issuance of any building permit.
32. The applicant shall comply with the provisions of Section 9168 of the Zoning Ordinance, "Water Efficient Landscaping."
33. Landscaping shall be provided with a permanently installed, automatic irrigation system and operated by an electrically-timed controller station set for early morning.
34. A 25-foot wide landscaping area shall be located along the front property line.
35. All required yards adjacent to, or visible from, a public right-of-way shall be landscaped utilizing any combination of the following:
  - a. Drought resistant plants common to this region, including lawn grasses, flowers, ground covers, vines, shrubs in five (5) to fifteen (15) gallon sizes, and minimum twenty-four (24) inch box specimen trees, of sufficient bulk to provide screening;
  - b. Decorative materials such as rock, bark, gravel, boulders, wood, brick, block, tile, stucco, ornamental iron; or
  - c. Artistic features, such as berms, earth mounds, planter beds, fencing, monuments, artwork, sculptures, and fountains.

## AESTHETICS

36. The subject property shall be maintained at all times to present an attractive appearance to the satisfaction of the Planning Division.
37. Graffiti shall be removed from all project areas within 3 days of written notification by the City of Carson. Should the graffiti problem persist more than twice in any calendar year, the matter may be brought before the Planning Commission for review and further consideration of site modifications (i.e., fencing, landscaping, chemical treatment, etc.).

## FENCES/WALLS

38. Fencing materials shall consist of decorative masonry walls, such as splitface, stucco block or slumpstone, and shall be approved by the Services Planning Division.
39. Chainlink fencing and barbed or concertina wire shall be prohibited.





## SIGNS

40. All future mixed-use business park signs must be in compliance with the provisions of the CMC signage requirements.

## LIGHTING

41. Lighting for the project site shall be directed downward and inward in order to minimize glare to other properties and the public roadways.

## TRUCK LOADING, MANEUVERING, AND STORAGE

42. All truck loading areas shall be properly marked according to Section 9162.66 of the Zoning Ordinance.
43. Trucks and permitted storage shall not be stored within five (5) feet of any required screening wall.
44. Areas utilized for the parking of truck and permitted storage shall be surfaced with materials approved by the Development Services Group Planning Division which adequately prevent dust from becoming airborne and prevent the tracking of mud onto public rights-of-way.
45. Nothing contained herein shall be deemed to authorize or permit the storage of hazardous materials, substances or wastes which are capable of posing an unreasonable risk to health, safety or property, including, but not limited to, any radioactive material, poison, flammable gas, nonflammable gas, flammable liquid, oxidizer, flammable solid, corrosive material (liquid or solid), irritating materials, combustible liquids, explosives, blasting agents, etiologic agents, organic peroxides, hazardous wastes, and regulated materials of classes A, B, C, D and E, the definitions of which may from time to time be designated by the United States Department of Transportation under Title 49 (commencing with Section 1801) of the United States Code and Title 49 (commencing with Section 107) of the Code of Federal Regulations, and adopted by the Commissioner of the California Highway Patrol pursuant to Section 2402.7 of the California Vehicle Code.

## AIR QUALITY – CONSTRUCTION PHASE

46. Temporary traffic controls (i.e., flag person) shall be provided during all construction phases to maintain traffic flow.
47. Construction activities shall be scheduled for off-peak hours to the degree practicable.
48. Construction trucks shall be re-routed away from congested streets.

49. Truck deliveries shall be consolidated when possible.
50. Construction equipment and vehicle engines shall be maintained in good condition and in proper tune as per manufacturers' specifications and pre SCAQMD rules, to minimize exhaust emissions.
51. Methanol- or natural gas-powered mobile equipment and pile drivers shall be used instead of diesel to the extent available and at competitive prices.
52. Propane- or butane-powered onsite mobile equipment shall be used instead of gasoline to the extent available and at competitive prices.
53. Exposed piles (i.e., gravel, sand, and dirt) shall be enclosed, covered, or watered twice daily, or an approved soil binder shall be used.
54. Active grading sites shall be watered at least twice daily.
55. Excavation and grading operations shall be suspended when wind speeds (as instantaneous gusts) exceed 25 miles per hour over a 30-minute period.
56. All trucks hauling dirt, sand, soil, or other loose materials are to be covered or should maintain at least two feet of freeboard (i.e., minimum vertical distance between top of the load and the top of the trailer), in accordance with Section 23114 of the California Vehicle Code.
57. 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.
58. Wheel washers shall be installed where vehicles enter and exit unpaved roads onto paved roads.
59. Trucks and any equipment leaving the site shall be washed if dirt, sand, soil, or other loose material is visible.
60. 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.
61. Traffic speed limits of 15 miles per hour or less shall be posted and enforced on all unpaved roads.

#### AIR QUALITY – OPERATIONAL

62. Filters shall be installed throughout the building in order to minimize emissions generated from manufacturing activities.
63. Regular inspections and monitoring of emissions generated from manufacturing activities shall be done. Proper procedures shall be implemented in order minimize these emissions.

64. Alternative fuel vehicle (AFV) parking spaces shall be made available to employees and customers of the office building to the satisfaction of the Planning Division.
65. Up to ten (10) percent of all employee parking shall be set aside for carpools and vanpools, unless an alternative is approved by the City. Carpooling and vanpooling shall be encouraged to the extent feasible.

### GEOLOGY AND SOILS

66. The proposed project shall comply with the standards set forth in the UBC (most recent edition) for structures on-site to assure safety of the occupants to the satisfaction of the Department of Building and Safety prior to issuance of a building permit. These standards included compliance with California Division of Mines and Geology Special Publication 117 (Guidelines for Evaluating and Mitigating Seismic Hazards in California, adopted March 13, 1997) and "Recommended Procedures for Implementation of CDMG Special Publication 117- Guidelines for analyzing and Mitigating Liquefaction in California" (Dr. Geoffrey R. Martin et al, May 1999).
67. A qualified geotechnical engineer shall be present on-site during excavation, grading, and general site preparation activities to monitor the implementation of the recommendations as specified in the geotechnical report.
68. A site-specific geologic and soil investigation shall be conducted and a report prepared which satisfies the requirements of the City Engineer and the Building and Safety Department. The report shall be prepared and submitted prior to approval of final design plans. The report shall also include recommendations for minimizing geologic and soil related hazards and these recommendations shall be incorporated into the final project design.

### NOISE

69. All operations shall comply with the City of Carson Noise Ordinance.
70. Commercial and Light Manufacturing uses shall be designed and operated, and hours of operation limited, so that neighboring residents are not exposed to offensive noise from traffic, trash collection, routine deliveries or late night activity. No use adjacent to residential use shall produce continual loading or unloading of heavy trucks at the site between the hours of 8 p.m. and 7 a.m.

### CIRCULATION/TRAFFIC

71. The applicant shall participate in the "fair share" funding for the North-South Shuttle and the Carson Circuit and shall be subject to an annual payment to provide transit service to serve the commercial/light manufacturing area.
72. The applicant shall participate in the "fair share" traffic impact fees to minimize traffic system/infrastructure service impacts associated with servicing this project (i.e., but not limited to the Figueroa Street & I-110 Northbound Ramps/Interchange). Implementation of this condition will be coordinated with the City Engineer and with Caltrans.

## TRASH

73. The trash enclosure(s) shall be located on a four inch concrete pad screened by a six foot high decorative concrete block wall. Trash enclosure design is to be approved by the Planning Division prior to issuance of any building permit(s).

## FIRE DEPARTMENT - COUNTY OF LOS ANGELES

74. Provide water mains, fire hydrants, and fire flows as required by Los Angeles County Fire Department and Fire Warden for the proposed site.
75. All required fire hydrants shall be installed, tested and accepted prior to construction. Vehicular access must be provided and maintained serviceable throughout construction.
76. The applicant will pay its "fair share" fire impact fees to adequately provide fire suppression/prevention services to this mixed-use business park project.

## PUBLIC SAFETY - CITY OF CARSON

77. Ensure compliance with current seismic mitigation codes.

## BUILDING AND SAFETY – LOS ANGELES COUNTY

78. Per Section 9141.12 – Uses Permitted on Organic Refuse Landfill Sites, approval by the Building and Safety Division of a report submitted by the applicant, which shall provide and include plans for a protective system or systems designated to eliminate or mitigate the potential hazards and environmental risks associated with the proposed use, shall be required prior to issuance of any building permit(s).
79. Issuance of grading or building permits for Development is contingent upon a finding that the issuance of said permits is not in conflict with the requirements established by the State Department of Toxic Substances (DTSC) Control.
80. All habitable structures shall be placed on a permanent foundation, and a building permit shall be obtained.
81. All existing structures shall be demolished prior to construction of the project

## ENGINEERING SERVICES DEPARTMENT - CITY OF CARSON

The Department of Public Works recommends approval of the proposed project subject to the following conditions:

82. The Developer shall submit a copy of approved plans on mylars (i.e. Sewer, Street, and Storm Drain Improvement Plans), to the City of Carson – Engineering Division, prior to issuance of construction permits.
83. On-site base, paving, curb and gutters are subject to inspection by Public Works Inspectors. Permit shall be obtained from City of Carson Engineering Services.
84. 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.



85. 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:

86. A soils report, sewer area study, drainage concept, and stormwater quality plan shall be reviewed and approved. Building Permit issuance will not be granted until the required soils, sewer, drainage concept and stormwater information have been received and found satisfactory.
- a. Comply with mitigation measures recommended in the approved soils, sewer area study, drainage concept and stormwater quality plan.
87. The Developer shall submit a copy of approved Grading plans on bond paper to the City of Carson – Engineering Division.
88. 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.
89. 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.
90. CC&R's (covenants, conditions, and restrictions) to address drainage responsibilities are required.
91. The Developer shall comply with the applicable SUSMP requirements and shall incorporate into the project plan a Storm Water Mitigation Plan, which includes those Best Management Practices necessary to control storm water pollution from construction activities and facility operations.
92. Drainage/Grading plan prepared by a registered Civil Engineer, to the satisfaction of the Building and Safety Division.
93. Quitclaim or relocate any easements interfering with building locations to the satisfaction of the City, appropriate agency or entity.
94. The Developer shall submit improvement plans 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.
- a. Street Improvements along Figueroa Street and along Main Street
- b. Sewer Main Improvements along Figueroa Street and along Main Street (if any)
- c. Storm Drain Improvements along Figueroa Street and along Main Street (if any)
95. Construction bond as required for all work to be done within the public right of way.
96. Proof of Worker's Compensation and Liability Insurance.

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

97. 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.
98. Repair any broken or raised sidewalk, curb and gutter along Figueroa Street and along Main Street within or abutting this proposed development per City of Carson Standard and to the satisfaction of the City Engineer.
99. The Developer shall fill in 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.
100. Where sidewalk meander around existing driveways and extending beyond the public right of way at any location, the required described sidewalk easements shall be submitted and approved prior to issuance of the building permit.
101. 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.
102. The Developer shall modify existing driveways in the public right of way per City of Carson Standard to comply with the ADA requirements and to the satisfaction of the City Engineer.
103. 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.
104. Provision shall be made for the continual maintenance of the common driveways and common areas. This can be achieved by the formation of an association, comprise of the owners of the units, responsible for the maintenance of the common driveways and common areas.
105. Remove existing wooden poles and install streetlights on concrete poles with underground wiring along Main Street to the satisfaction of the L.A. County Street Lighting Division, Department of Public Works. Street light layout ay be required to be due to proposed driveway locations.
106. All existing overhead utility lines less than 50 kilovolts along Figueroa Street and along Main Street abutting the proposed development, shall be undergrounded to the satisfaction of the City Engineer.
107. All new utility lines, along Figueroa Street and along Main Street abutting the proposed development shall be underground to the satisfaction of the City Engineer.
108. Construct tree wells and plant approved parkway trees along Figueroa Street and along Main Street on locations where trees are missing per City of Carson Standard Nos. 117, 132, 133 and 134.



109. Install irrigation system for the purpose of maintaining the parkway trees to be planted along the frontage of the development on Figueroa Street and along Main Street.
110. Modify existing raised landscaped median along the frontage of the development along Main Street to the satisfaction of the Traffic Engineer.
111. Install striping and pavement legend per City of Carson standard.
112. Paint Curbs Red along Figueroa Street and along Main Street, within or abutting this proposed development, to the satisfaction of the City Traffic Engineer.
113. The Developer shall install separate sewer laterals to individually serve each building in the development. Installation and easement dedication of main line sewers may be necessary to meet this requirement.
114. 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.
  - a. Comply with mitigation measures recommended by the water purveyor.
115. The Developer shall construct and guarantee the construction of all required drainage infrastructures in accordance with the requirements and recommendations of the drainage study, subject to the approval of the City Engineer.
116. Streets abutting the development, with new utility trench cuts to serve the development, shall be slurry sealed from median-to-curb or as approved by the City Engineer. Slurry Seal materials shall be rubberized emulsion aggregate slurry (REAS)
117. 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.
118. 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.

#### DEPARTMENT OF TOXIC SUBSTANCES CONTROL

119. Any hazardous wastes/materials encountered during construction shall be remediated in accordance with local, state, and federal regulations.

#### BUSINESS LICENSE DEPARTMENT - CITY OF CARSON

120. 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.



**GARDENA VALLEY 1 & 2 LANDFILL**  
**NEGATIVE DECLARATION**

**PART I: PROJECT DESCRIPTION**

The project site is commonly known as the former Gardena Valley 1 & 2 Landfill. The landfill is a 14.46-acre site and was authorized to operate as a Class II waste disposal facility under an Industrial Waste Discharge Permit issued by the Los Angeles County Department of Public Works. The site reportedly operated between November 1956, and October 1959, accepting approximately 940,000 cubic yards of waste.

Since 1983, several investigations have been performed at the site to determine whether it should be considered a hazardous waste property, as defined in the Health and Safety Code. In 1985, London Pacific Investments (LPI) purchased the property. In 1989 LPI entered into a Consent Agreement with the California Department of Health Services (DHS), currently the California Department of Toxic Substances Control (DTSC). The objectives of the Consent Agreement are twofold: 1) to ensure that appropriate remedial actions are taken to mitigate the threat of contaminant release from the site, and 2) to ensure that any future land development is achieved in a manner protective of public health, safety, and the environment. In 1989 LPI hired **Bryan A. Stirrat & Associates, Inc. (BAS)** to perform the engineering work required under the consent agreement.

In accordance with the Consent Agreement, a Remedial Investigation/Feasibility Study (RI/FS) Workplan was prepared by **Bryan A. Stirrat & Associates, Inc.**, and subsequently approved by DHS. The RI/FS has been completed, resulting in the conclusion that a wastefill cover should be constructed to eliminate surface water infiltration (and potential leachate generation) at the site. In addition, it was concluded that a gas collection and flaring system should be constructed to eliminate off-site migration of landfill gases.

LPI is proposing to construct a landfill cover and landfill gas collection, removal, and treatment system in accordance with the DHS Consent Agreement and the RI/FS findings. It should be noted that ultimately, LPI would like to utilize the site for commercial purposes, potentially including construction of a retail facility with an asphalt concrete parking area. The site closure design has been developed with this future use in mind. Any required permits for such projects will be sought at a later date, and are not included in this project currently under consideration.





Gardena Valley 1 & 2 Landfill  
NEGATIVE DECLARATION

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**Landfill Cover.** In determining the proposed cover design, several alternatives were evaluated against technical and feasibility oriented criteria. The cover design selected was shown, through the evaluations in the Feasibility Study, to be the most efficient method of reducing infiltration into the landfill, while at the same time being cost effective and compatible with the proposed site end-use. This cap design is described as follows:

- o The site will first be graded to provide a minimum 36-inch foundation layer, and for optimal drainage and minimal topographic disturbance.
- o The site regrading will be followed by the placement of an intermittent composite geotextile material, which will provide a high-permeability, horizontal conduit for conveying gas flow to the site's perimeter collection system.
- o Atop the geo-textile material, an 18-inch layer of compacted clay with a maximum permeability of  $10^{-6}$  cm/sec. will be placed. This layer will cover the entire site to prevent infiltration of surface water into the landfill.
- o A filter fabric will be placed atop the clay layer to prevent infiltration of material from the protective layer above it.
- o The next layer in the cover will be a 24-inch protective layer which will protect the low permeability clay layer from wear, erosion, and drying.
- o The final two cover layers will be a 15-inch crushed miscellaneous base (CMB) layer and a 4-inch asphalt layer. The asphalt will provide a redundant low permeability layer and also act as the parking/driving surface for the site development.

**Landfill Gas System.** In addition to the proposed cover, a landfill gas collection and treatment system is included as part of the project. As the refuse decomposes anaerobically within the wastefill, gases (largely comprised of methane and carbon dioxide) are released. These gases can accumulate in explosive quantities if not controlled. The project is, therefore, designed to include a gas collection and control system.



Gardena Valley 1 & 2 Landfill  
NEGATIVE DECLARATION

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The landfill gas collection and control system will include the following features:

- o The gas collection system will be comprised of two components. The first is a horizontal collection system which consists of a geotextile gas venting material incorporated into the landfill cover matrix. The gas intercepted by this system will be conveyed to the main gas collection piping network leading to the treatment facility.
- o The second component consists of a series of vertical gas collection wells installed along the perimeter of the site. Landfill gas recovered by this network will also be conveyed to the treatment facility.
- o The LFG treatment system will consist of a flare station, designed specifically for the combustion and destruction of the collected landfill gas and its components. The flare will operate within a temperature range of 1300 to 1900 degrees Fahrenheit, achieving a destruction efficiency of no less than 98.5%.

The projected schedule for the cover construction activities is approximately four (4) months. The anticipated construction start date has not been set, but is anticipated to be in mid to late 1992.

## **PART II: PROJECT LOCATION AND PROJECT PROPONENT**

The Gardena Valley 1 & 2 Landfill currently has no address. It is located immediately east of Figueroa Street, and just north of the El Camino Plaza, on the north side of Torrance Boulevard in the City of Carson, California (see Figures 1 and 2). The site is identified by Assessor's Parcel No. 7336-3-30, being Parcel 4 of Map 5616, Book 62, Page 68 in the County of Los Angeles. The former waste disposal facility is located immediately adjacent to several other inactive landfills. London Pacific Investments, Inc. (LPI) is the project proponent for the capping of the landfill and the construction of the landfill gas collection, removal, and treatment system. LPI's mailing address is: London Pacific Investments, Inc., 1010 Crenshaw Blvd., Suite 100, Torrance, California 90501.

## **PART III: FINDINGS**

An initial study, which consists of an Environmental Check List Form and an Environmental Information Form, was prepared for the project. The Environmental Check List Form identifies the potential adverse environmental impacts posed by the project, and has been completed by the lead agency responsible for the oversight of the



Gardena Valley 1 & 2 Landfill  
NEGATIVE DECLARATION

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project (DTSC). The Environmental Information Form provides site and project specific information, and has been completed by the project proponent or applicant (LPI). Both forms have been included as attachments to this Negative Declaration. Results of the Initial Study indicated the following findings with respect to the environmental impacts posed by this project:

**No Impacts.** The project, as described will cause **no direct impacts** or impairment to the environment in the following issue areas:

- o **Noise** - No increase in existing noise levels or exposure of persons to severe noise will occur.
- o **Light and Glare** - No source of light or glare will be produced.
- o **Land Use** - Closure of the site is consistent with the current commercial and industrial zoning.
- o **Natural Resources** - No increase in the rate of use of any natural resources will result from the project.
- o **Risk of Upset** - Closure of the site will not present a potential for the release of hazardous substances or explosions, nor will it interfere with emergency response plans.
- o **Population** - The project will have no effect on population.
- o **Housing** - The project will have no effect on housing conditions.
- o **Transportation/Circulation** - Since the project addresses only site closure, traffic and/or vehicle circulation impacts will not be caused.
- o **Public Services** - Closure of the site will not increase the demand on any public services.
- o **Energy** - The project will not require a substantial increase in fuel or energy resources.
- o **Human Health** - This project will not cause adverse human health impacts. It is being initiated to protect human health and the environment.



Gardena Valley 1 & 2 Landfill  
NEGATIVE DECLARATION

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- o **Aesthetics** - Though the aesthetics of the site will change, the project will not result in obstruction of any scenic view, or create an aesthetically offensive site open to public view.
- o **Recreation** - No recreational impacts will result.
- o **Cultural Resources** - The site is currently void of all structures and is comprised of landfill refuse. The site has no significant cultural value.

**Potential Impacts.** Potential environmental impacts in each of the following issue areas might occur without implementation of the proposed mitigation measures:

- o **Air (During Construction)** - During construction of the cover and the gas collection system, landfill gases and/or dust may be released to the atmosphere. This potential impact will be of short duration. Dust mitigation measures, including spray moistening of the exposed soil surfaces will be implemented during construction.
- o **Water** - The character of surface water runoff from the site will likely be altered by the project. Currently, runoff is expected to contain soil sediment, and possibly hazardous constituents released from the unprotected facility. The proposed project and subsequent development would serve to mitigate the potential for soil erosion and contaminant migration by securing the soil and waste in place.
- o **Animal Life** - The proposed project may result in a change in the diversity or number of species present at the site. The site is currently populated by native grasses and other indigenous weed species. Based upon research of the site and the immediate surroundings, no rare, endangered, or otherwise threatened species are believed to inhabit the area, and are not thought present. The site may support wildlife common to undeveloped land in the area, in which case, potential habitat impact would result.

**Unavoidable Impacts.** The following environmental impacts associated with implementation of this project are considered unavoidable. However, they are proposed as a means for minimizing the overall environmental health and safety impacts of the site.



Gardena Valley 1 & 2 Landfill  
NEGATIVE DECLARATION

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- o **Air** - The project will result in the release of emissions from the landfill gas flare station. However, these emissions will be in compliance with all applicable SCAQMD Rules. In addition, the purpose of the gas collection system and flare is to eliminate the greater threat to the health and safety of the surrounding community, posed by the underground off-site migration of potentially explosive landfill gases.
- o **Earth** - The project is being proposed as a site remedial action alternative, developed to be protective of human health and the environment. The project will result in the displacement, compaction, and overcovering or capping of the soil at this site during construction of the multi-layered clay cover.
- o **Earth** - In addition, the site will be regraded prior to cover construction, in order that proper drainage can be achieved. The minor topographic changes planned for the facility are not considered to be significant.
- o **Water** - The rate of surface water absorption, and therefore, the rate and amount of runoff are expected to be altered by the proposed project. The intent of the project is to add protection to nearby groundwater resources, human health, and the environment, by minimizing the infiltration of water into the wastefill. Moisture within the waste matrix is a potential cause of landfill gas and leachate generation. Though an environmental impact will result, it will be an overall positive one.
- o **Plant Life** - The proposed project will result in the elimination of indigenous weeds and grasses common to undeveloped land in Southern California. Based upon research in the area, no known endangered, rare, or otherwise threatened botanical species are believed to exist onsite.
- o **Utilities** - Operation of the landfill gas flare system is anticipated to require approximately 10,000 annual kilowatts of electricity, which is not presently supplied to the site. Electricity is, however, supplied to establishments in the vicinity of the landfill. Establishing service to the site for the purpose of maintaining the flare system is not considered to cause a significant environmental impact, but rather, facilitate avoidance of impacts.

Based on the preceding analysis, it is concluded that significant impacts result from implementation of this project. However, the impacts will be mitigated.



Gardena Valley 1 & 2 Landfill  
NEGATIVE DECLARATION

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**PART IV: MITIGATION MEASURES**

Of the environmental impacts listed in Part III only the potential impact to air during construction will require mitigation measures. The following measures will be taken to mitigate these impacts:

- o Lightly wetting the construction area with water to reduce dust emissions.
- o Trenching in the landfill only in short segments to reduce emissions and odors.
- o Discharging drill cuttings directly into an enclosed roll-off box.

**PART V: CONCLUSIONS**

The Department has proposed that a mitigated negative declaration be adopted for this project because the mitigation measures outlined above have been added to the project.

6/30/92  
Date

Marcia Y. Liao  
Marcia Liao, Project Officer

6/30/92  
Date

Julia Bussey  
Julia Bussey, Program Supervisor

6/30/92  
Date

John Scandura  
John Scandura, Site Mitigation  
Branch Chief



**ATTACHMENT A**  
**ENVIRONMENTAL CHECKLIST FORM**



**ENVIRONMENTAL CHECKLIST FORM  
GARDENA VALLEY 1 & 2 LANDFILL**

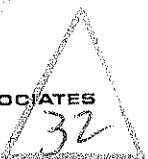
**I. BACKGROUND**

- |    |                                    |   |
|----|------------------------------------|---|
| 1. | Name of Proponent:                 | London Pacific Investments, Inc.  |
| 2. | Address/Phone Number of Proponent: | Mr. Jules Walder, President<br>London Pacific Investments, Inc.<br>1010 Crenshaw Blvd., Suite 100<br>Torrance, California 90501 |
| 3. | Date Checklist Submitted:          | March 29, 1992  |
| 4. | Agency Requiring Checklist:        | California Department of Toxic<br>Substances Control  |
| 5. | Name of Proposal, if applicable:   | Gardena Valley 1 & 2 Landfill<br>Remedial Action Plan   |

**II. ENVIRONMENTAL IMPACTS**

Explanations for all "yes" and "maybe" answers are included.

- |   | <u>YES</u>   | <u>MAYBE</u> | <u>NO</u>    |
|---|--------------|--------------|--------------|
| 1. EARTH. Will the proposal result in:  |              |              |              |
| a. Unstable earth conditions or in changes in geologic substructures?   | ___          | ___          | <u>  X  </u> |
| b. Disruptions, displacements, compaction or overcovering of the soil?<br><i>The proposed remedial action for the former waste disposal site includes construction of a multi-layer cap atop the soil covered waste in order to: 1) impede water infiltration into the refuse, and 2) aid in control and collection of any gas generated by the landfill.</i> | <u>  X  </u> | ___          | ___          |





	<u>YES</u>	<u>MAYBE</u>	<u>NO</u>
c. Change in topography or ground surface relief features? <i>Prior to construction of the cap, the site will require some regarding to enhance site drainage. The proposed grading and capping activities will require the import of soil and construction materials having properties and characteristics as specified, resulting in a site engineered for proper drainage.</i>	_____	_____	_____X_____
d. The destruction, covering, or modification of any unique geologic or physical features?	_____	_____	_____X_____
e. Any increase in wind or water erosion of soils, either on or off the site?	_____	_____	_____X_____
f. Changes in deposition or erosion of beach sands, or changes in siltation, deposition, or erosion which may modify the channel of a river or stream or the bed of the ocean or any bay, inlet or lake?	_____	_____	_____X_____
g. Exposure of people or property to geologic hazards such as earthquakes, landslides, mudslides, ground failure, or similar hazards?	_____	_____	_____X_____

	<u>YES</u>	<u>MAYBE</u>	<u>NO</u>
2. AIR. Will the proposal result in:			
a. Substantial air emissions or deterioration of ambient air quality? <i>During construction of the cover and the gas collection system, landfill gases and/or dust may be released to the atmosphere. To reduce these emissions the construction area will be wetted lightly for dust control, trenching will be conducted in short segments to reduce the amount of exposed trash. Drilling operations through the landfill will discharge directly into an enclosed roll-off box. The landfill gas flare will operate in accordance with all applicable SCAQMD emission standards.</i>	_____	_____X_____	_____
b. The creation of objectionable odors? <i>The mitigative measures to control emissions will also serve to control objectionable odors which may result from the construction of the cover and gas collection systems and/or the operation of the landfill gas flare.</i>	_____	_____X_____	_____
c. Alteration of air movement, moisture, or temperature, or any change in climate, either locally or regionally?	_____	_____X_____	_____
3. WATER. Will the proposal result in:			
a. Changes in currents, or the course of direction of water movements, in either marine or fresh waters?	_____	_____	_____X_____

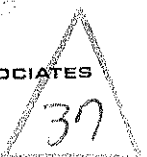
	<u>YES</u>	<u>MAYBE</u>	<u>NO</u>
b. Changes in absorption rates, drainage patterns, or the rate and amount of surface runoff? <i>In order to protect groundwater resources beneath the site, the cover will be constructed to facilitate surface drainage and minimize water infiltration to the refuse. This remedial design will eliminate the primary source of potential leachate, which might otherwise adversely impact underlying groundwater.</i>	<u>X</u>	_____	_____
c. Alterations to the course or flow of flood waters?	_____	_____	<u>X</u>
d. Change in the amount of surface water in any water body?	_____	_____	<u>X</u>
e. Discharge into surface waters, or any alteration of surface water quality, including but not limited to temperature, dissolved oxygen, or turbidity? <i>The character of surface water runoff will be altered by the proposed project. The runoff is expected to contain substantially fewer soil particles and waste-related organic constituents.</i>	_____	<u>X</u>	_____
f. Alteration of the direction or rate of flow of groundwaters?	_____	_____	<u>X</u>
g. Change in the quantity of groundwaters, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations?	_____	_____	<u>X</u>



	<u>YES</u>	<u>MAYBE</u>	<u>NO</u>
h. Substantial reduction in the amount of water otherwise available for public water supplies?	_____	_____	<u>  X  </u>
i. Exposure of people or property to water-related hazards such as flooding or tidal waves?	_____	_____	<u>  X  </u>
4. PLANT LIFE. Will the proposal result in:			
a. Change in the diversity of species, or number of any species of plants (including trees, shrubs, grass, crops, and aquatic plants)? <i>The site may currently support populations of indigenous weed species, grasses, and small mammals common to undeveloped land in Southern California. There are no known endangered, threatened, or rare species or habitats occurring at or in the vicinity of the site.</i>	<u>  X  </u>	_____	_____
b. Reduction of the numbers of any unique, rare, or endangered species of plants?	_____	_____	<u>  X  </u>
c. Introduction of new species of plants into an area, or in a barrier to the normal replenishment of existing species?	_____	_____	<u>  X  </u>
d. Reduction in acreage of any agricultural crop?	_____	_____	<u>  X  </u>



	<u>YES</u>	<u>MAYBE</u>	<u>NO</u>
5. ANIMAL LIFE. Will the proposal result in:			
a. Change in the diversity of species, or numbers of any species of animals (birds, land animals including reptiles, fish, and shell-fish, benthic organisms or insects)? <i>The site is currently populated by grasses and other indigenous weed species. It may, therefore, support some wildlife common to undeveloped land in the area, such as valley pocket gophers, cottontails, gopher snakes, ground squirrels, skunks, and opossums. These animal and plant species are common to Southern California, and since none are endangered, threatened, or have any other regulatory status, they are not considered sensitive species.</i>	___	<u>X</u>	___
b. Reduction of the numbers of any unique, rare, or endangered species of animals?	___	___	<u>X</u>
c. Introduction of new species of animals into an area, or result in a barrier to the migration or movement of animals?	___	___	<u>X</u>
d. Deterioration to existing fish or wildlife habitat?	___	___	<u>X</u>
6. NOISE. Will the proposal result in:			
a. Increases in existing noise levels?	___	___	<u>X</u>
b. Exposure of people to severe noise levels?	___	___	<u>X</u>
7. LIGHT AND GLARE. Will the proposal produce new light or glare?	___	___	<u>X</u>



	<u>YES</u>	<u>MAYBE</u>	<u>NO</u>
8. LAND USE. Will the proposal result in a substantial alteration of the present or planned land use of an area?	_____	_____	_____X_____
9. NATURAL RESOURCES. Will the proposal result in:			
a. Increase in the rate of use of any natural resources?	_____	_____	_____X_____
10. RISK OF UPSET. Will the proposal involve:			
a. A risk of an explosion or the release of hazardous substances (including, but not limited to, oil, pesticides, chemicals or radiation) in the event of an accident or upset conditions? <i>Drilling into the landfill during the construction phase of this project may result in a build-up of landfill gas to explosive levels within the boreholes. To mitigate this potential, all boreholes will be ventilated during drilling to prevent the build-up of gas.</i>	_____	_____X_____	_____
b. Possible interference with an emergency response plan or an emergency evacuation plan?	_____	_____	_____X_____
11. POPULATION. Will the proposal alter the location, distribution, density, or growth rate of the human population of an area?	_____	_____	_____X_____
12. HOUSING. Will the proposal affect existing housing, or create a demand for additional housing?	_____	_____	_____X_____



		<u>YES</u>	<u>MAYBE</u>	<u>NO</u>
13.	<b>TRANSPORTATION/CIRCULATION.</b> Will the proposal result in:			
a.	Generation of substantial additional vehicular movement?	_____	_____	_____X_____
b.	Effects on existing parking facilities, or demand for new parking?	_____	_____	_____X_____
c.	Substantial impact upon existing transportation systems?	_____	_____	_____X_____
d.	Alterations to present patterns of circulation or movement of people and/or goods?	_____	_____	_____X_____
e.	Alterations to waterborne, rail, or air traffic?	_____	_____	_____X_____
f.	Increase in traffic hazards to motor vehicles, bicyclists, or pedestrians?	_____	_____	_____X_____
14.	<b>PUBLIC SERVICES.</b> Will the proposal have an effect upon, or result in a need for new or altered governmental services in any of the following areas:			
a.	Fire protection?	_____	_____	_____X_____
b.	Police protection?	_____	_____	_____X_____
c.	Schools?	_____	_____	_____X_____
d.	Parks or other recreational facilities	_____	_____	_____X_____



	<u>YES</u>	<u>MAYBE</u>	<u>NO</u>
e. Maintenance of public facilities, including roads?	_____	_____	<u>  X  </u>
f. Other governmental services?	_____	_____	<u>  X  </u>
15. ENERGY. Will the proposal result in:			
a. Use of substantial amounts of fuel or energy?	_____	_____	<u>  X  </u>
b. Substantial increase in demand upon existing sources of energy, or require the development of new sources of energy?	_____	_____	<u>  X  </u>
16. UTILITIES. Will the proposal result in a need for new systems, or substantial alterations to the following utilities:			
a. Electrical power supply? <i>The landfill gas flaring system will require electrical power in order to be operational. Electrical service does not currently exist at the site, but is provided to the immediately adjacent lots. Start-up of the electrical utilities to support the flaring system is not considered a significant impact.</i>	_____	<u>  X  </u>	_____
b. Water supply?	_____	_____	<u>  X  </u>
c. Sewer facilities?	_____	_____	<u>  X  </u>
d. Telephone services?	_____	_____	<u>  X  </u>



		<u>YES</u>	<u>MAYBE</u>	<u>NO</u>
17.	<b>HUMAN HEALTH.</b> Will the proposal result in:			
	a. Creation of any health hazard or potential health hazard (excluding mental health)?	_____	_____	_____X_____
	b. Exposure of people to potential health hazards?	_____	_____	_____X_____
18.	<b>AESTHETICS.</b> Will the proposal result in the obstruction of any scenic vista or view open to the public, or will the proposal result in the creation of an aesthetically offensive site open to public view?	_____	_____	_____X_____
19.	<b>RECREATION.</b> Will the proposal result in an impact upon the quality or quantity of existing recreational opportunities?	_____	_____	_____X_____
20.	<b>CULTURAL RESOURCES.</b>			
	a. Will the proposal result in the alteration of or the destruction of a prehistoric or historic archaeological site?	_____	_____	_____X_____
	b. Will the proposal result in adverse physical or aesthetic effects to a prehistoric or historic building, structure, or object?	_____	_____	_____X_____
	c. Does the proposal have the potential to cause a physical change which would affect unique ethnic cultural values?	_____	_____	_____X_____



- |  | <u>YES</u> | <u>MAYBE</u> | <u>NO</u>    |
|--|------------|--------------|--------------|
| d. Will the proposal restrict existing religious or sacred uses within the potential impact area?  | _____      | _____        | <u>  X  </u> |
| <b>21. MANDATORY FINDINGS OF SIGNIFICANCE.</b>   |            |              |              |
| a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? | _____      | _____        | <u>  X  </u> |
| b. Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals? (A short-term impact on the environment is one which occurs in a relatively brief, definitive period of time while long-term impacts will endure well into the future).   | _____      | _____        | <u>  X  </u> |
| c. Does the project have impacts which are individually limited, but cumulatively considerable? (A project may impact on two or more separate resources where the impact on each resource where the  |            |              |              |



impact on each resource is relatively small, but where the effect of the total of those impacts on the environment is significant).

\_\_\_\_ \_ X

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

\_\_\_\_ \_ X

### III. DISCUSSION OF ENVIRONMENTAL EVALUATION

The proposed project has been designed and developed to mitigate potential endangerment to human health and the environment. However, particularly during construction activities, some short-term adverse impacts may result. The impacts associated with the project are not considered significant, and are necessary for completion of site closure activities.

Environmental impacts associated with implementation of the project are described as follows:

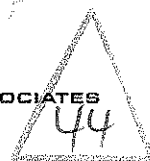
- o The construction of the cover will result in the disruption, compaction and overcovering of site soils, and a change in topography at the site. In this instance these impacts are not considered adverse because the net environmental impact of these changes (ie. a reduction in the volume of rain water infiltrating into the landfill, and the reduced risk of groundwater contamination) will be positive.
- o During construction of the cover and gas collection system, landfill gas, dust, and/or objectionable odors may be released to the atmosphere. In addition, the landfill gas flare will be a potential new emission source at the site.
- o The constructed cover will result in changes in absorption rates, drainage patterns, and the rate and amount of surface runoff from the site.
- o Construction of the cover will result in the elimination of all existing plant and animal life at the site.



- o Borings drilled into the landfill during construction of the of the gas collection system may result in an increased risk of explosion at the site during construction.
- o The landfill gas flare will result in a need for an electrical power supply at the site. This is not considered a significant impact because the amount of power required to operate the flare will not place an extraordinary drain on the electrical utility company supplying the area.

Mitigation measures which will be taken to lessen the impacts are as follows:

- o To reduce the impacts of the potential release of landfill gas, dust and/or objectionable odors, the construction area will be wetted lightly for dust control, trenching will be conducted in short segments to reduce the amount of exposed trash, and drilling operations will discharge into an environmentally engineered containment system to control emissions. In addition, the landfill gas flare will operate in accordance with all applicable SCAQMD emissions standards.
- o The potential increase in surface water runoff from the site will be mitigated through construction of inlet boxes along Main Street and Figueroa Streets which will tie into the storm drains running beneath those streets. The site will be graded such that all rainwater falling on the site will flow into these inlet boxes and not impact adjacent properties.
- o No mitigation measures will be implemented to preserve the existing plant and animal life at the site because there are no known endangered, threatened, or rare species or habitats occurring in the vicinity of the site.
- o The risk of explosion will be mitigated through the use of drilling methods which will allow adequate ventilation down the borings to prevent the buildup of landfill gas to explosive levels.



**IV. 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 the mitigation measures described in the attached document have been added to the project. A NEGATIVE DECLARATION will be prepared.     X    

I find the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required. \_\_\_\_\_

6/30/92  
Date

[Signature]  
Signature

Calif Dept Toxc Subst Control  
For



**ATTACHMENT B**  
**ENVIRONMENTAL INFORMATION FORM**



**ENVIRONMENTAL INFORMATION FORM  
GARDENA VALLEY 1 & 2 LANDFILL**

Date Filed: August 28, 1991

**GENERAL INFORMATION**

**1. Name and address of developer or project sponsor:**

London Pacific Investments, Inc.  
1010 Crenshaw Boulevard, Suite 100  
Torrance, California 90501

**2. Address of Project:**

The site currently has no address. It is located just north of the El Camino Plaza (north of Torrance Boulevard) immediately to the east of Figueroa Street, in the City of Carson.

**Assessor's Block and Lot Number:**

7336-3-30, Parcel 4 of Map 5616, Book 62, Page 68, Los Angeles County

**3. Name, address, and telephone number of person to be contacted concerning this project:**

Bryan A. Stirrat, President  
Bryan A. Stirrat & Associates, Inc.  
1360 Valley Vista Drive  
Diamond Bar, California 91765  
(714) 860-7777

**4. Indicate the permit application number for the project to which this form pertains:**

Not applicable.



5. **List and describe any other related permits and other public approvals required for this project, including those required by city, regional, state, and Federal agencies:**

Permit to Construct from the South Coast Air Quality Management District.

Approval of the Remedial Design from the California Department of Toxic Substances Control (DTSC).

6. **Existing Zoning District:**

ML-ORL Light Manufacturing Organic Refuse Landfill.

7. **Proposed use of site (project for which this form is filed):**

This project addresses closure of a waste disposal site. Future development, under separate permitting, is proposed to include a parking lot and a 112,000 square foot commercial building.

#### PROJECT DESCRIPTION

8. **Site size:**

14.5 acres

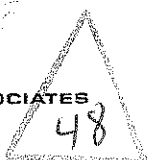
9. **Square footage:**

Not applicable. (See Note 1.)

10. **Number of floors of construction:**

Not applicable. (See Note 1.)

**Note 1:** Future, incremental site development is anticipated in association with this project. Future plans include a two-story, 193,000 square foot commercial building surrounded by a landscaped, paved parking lot atop the site. This project, however, only addresses closure of the waste disposal facility.





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GARDENA VALLEY 1 & 2 LANDFILL  
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**11. Amount of off-street parking provided:**

Not applicable. (See Note 1.)

**12. Attach plans:**

Project plans will be included pending DTSC approval. These include plans for the landfill cover, gas collection system, and landfill gas flare.

**13. Proposed scheduling:**

A project schedule will be developed pending approval of the project plans by DTSC.

**14. Associated project:**

See Note 1.

**15. Anticipated incremental development:**

Not applicable. (See Note 1)

**16. If residential, include the number of units, schedule of unit sizes, range of sale prices or rents, and type of household size expected:**

Not applicable.

**17. If commercial, indicate the type, whether neighborhood, city or regionally oriented, square footage of sales area, and loading facilities:**

Not applicable. (See Note 1.)

**18. If industrial, indicate type, estimated employment per shift, and loading facilities:**

Not applicable (See Note 1.)

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 GARDENA VALLEY 1 & 2 LANDFILL  
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19. If institutional, indicate the major function, estimated employment per shift, estimated occupancy, loading facilities, and community benefits to be derived from the project:

Not applicable.

20. If the project involves a variance, conditional use or re-zoning application, state this and indicate clearly why the application is required:

Not applicable. Future development of the site may, however, require a land use permit application.

Are the following items applicable to the project or its effects? Discussions are included below all items checked "Yes".

	<u>YES</u>	<u>NO</u>
21. Change in existing features of any bays, tidelands, beaches, or hills, or substantial alteration of ground contours:	<u>X</u>	_____
<i>Minor alterations of existing surface contours will be initiated, in order to facilitate site drainage and alleviate water ponding.</i>		
22. Change in scenic views or vistas from existing residential areas or public lands or roads:	_____	<u>X</u>
23. Change in pattern, scale or character of general project area:	<u>X</u>	_____
<i>Presently the site is an inactive disposal facility which has not been properly closed. This project, if approved, will facilitate "closure" of the site.</i>		
24. Significant amounts of solid waste or litter:	_____	<u>X</u>



ENVIRONMENTAL INFORMATION FORM  
 GARDENA VALLEY 1 & 2 LANDFILL  
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- |  | <u>YES</u> | <u>NO</u> |
|--|------------|-----------|
| 25. Change in dust, ash, smoke, fumes or odors in vicinity:  | <u>X</u>   | _____     |
| <p><i>During construction and grading activities, additional dust may be generated at the site. Water trucks will be employed to moisten exposed surfaces and minimize any dust. A landfill gas collection and treatment/destruction system are proposed as part of the project. Potential odors caused by the existing facility will be mitigated by this landfill gas collection and treatment system.</i></p> |            |           |
| 26. Change in ocean, bay, lake, stream or groundwater, quality or quantity, or alteration of existing drainage patterns:   | <u>X</u>   | _____     |
| <p><i>This project is being proposed as a means of mitigating potential detriment to the water and air quality of the area. The proposed cover design will serve to deter the downward migration of liquids through the wastefill, alleviating a significant source of potential leachate and groundwater contamination.</i></p>   |            |           |
| 27. Substantial change in existing noise or vibration levels in the vicinity:  | _____      | <u>X</u>  |
| 28. Site on filled land or on slope of 10 percent or more:   | <u>X</u>   | _____     |
| <p><i>The project site is a waste landfill.</i></p>  |            |           |
| 29. Use of disposal of potentially hazardous materials, such as toxic substances, flammables, or explosives:   | _____      | <u>X</u>  |
| 30. Substantial change in demand for municipal services (police, fire, water, sewage, etc.):   | _____      | <u>X</u>  |



ENVIRONMENTAL INFORMATION FORM  
 GARDENA VALLEY 1 & 2 LANDFILL  
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- |   | <u>YES</u>   | <u>NO</u>    |
|---|--------------|--------------|
| 31. Substantially increase fossil fuel consumption (electricity, oil, natural gas, etc.): | _____        | <u>  X  </u> |
| 32. Relationship to a larger project or series of projects:                               | <u>  X  </u> | _____        |

*At a later date, the property owners may seek to develop this site for various commercial uses. However, the currently proposed project addresses only the landfill closure activities. Permits and approvals for future commercial development of this site will be sought separately.*

**ENVIRONMENTAL SETTING**

33. Describe the project site as it exists before the project, including information on topography, soil stability, plants and animals, and any cultural, historical or scenic aspects. Describe any existing structures on the site, and the use of the structures. Attach photographs of the site. Snapshots or Polaroid photos will be accepted.

The following resources have been used to characterize the ecological characteristics of the Gardena Valley 1 & 2 Landfill and the area immediately surrounding the site:

- 1) Personal communications with local agency officials having knowledge of the site area,
- 2) Agency records search and review, and
- 3) Review of published materials regarding the ecological characteristics of the area.

Based on information obtained from these sources, the following descriptions of the ecological characteristics of the site and the general area are presented.



The site is currently undeveloped, and is populated by grasses and other indigenous weed species. It may, therefore, support some wildlife common to undeveloped land in the area, such as valley pocket gophers, cottontails, gopher snakes, ground squirrels, skunks, and opossums. These animal and plant species are common to Southern California, and since none are endangered, threatened, or have any other regulatory status, they are not considered sensitive species. A chain-link fence which surrounds the site is likely to keep out large terrestrial animals, such as red foxes and coyotes, which may inhabit the area.

Certain highly mobile species, such as birds, may visit the site for foraging purposes. These could include several raptors (birds-of-prey) found in the area, such as the red-tailed hawk, kestrel, red-shouldered hawk, and Cooper's hawk. Raptors are considered sensitive species, and several, including the Cooper's hawk, are State of California Species of Special Concern, indicating that although they are not protected by either federal or state legislation, their limited occurrence in the state is of some concern to the California Department of Fish and Game.

The site is currently void of all structures.

34. Describe the surrounding properties, including information on plants and animals and any cultural, historical or scenic aspects. Indicate the type of land use (residential, commercial, etc.), intensity of land use (one-family, apartment houses, shops, department stores, etc.), and scale of development (height, frontage, set-back, rear yard, etc.). Attach photographs of the vicinity. Snapshots or Polaroid photos will be acceptable.

The Gardena Valley 1 & 2 Landfill is situated in the City of Carson near the City of Torrance. The Carson 1982 General Plan, prepared by the City Planning Division, describes the natural environment of the City as follows:

- o Carson has no rivers, bays, estuaries, coastal beaches, lakeshores or watersheds.
- o Carson has no forests, rangelands, lakes, or water areas for commercial fisheries.
- o Carson has no areas of outstanding scenic or cultural value, no areas serving as links between major recreation and open space reservations and no scenic highway corridors.

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GARDENA VALLEY 1 & 2 LANDFILL  
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Based on this description of Carson, it is unlikely that any sensitive species or habitats exist near the Gardena Valley 1 & 2 Landfill. In addition, information obtained from the City of Carson Community Development Department suggests that the site area does not support any wildlife habitats, since it has been significantly developed, and disturbed by human activities.

A golf course, built atop an adjacent landfill, is located close to the site and may provide suitable habitat for grassland species such as cottontails, gophers, and raccoons. These species are common to Southern California and are not considered by the State of California as being endangered, threatened, or rare.

Aerial photographs further indicate the extent of urbanization around and adjacent to the site. Aside from vacant lots atop other inactive landfills, it is evident from the attached photograph that there is no undeveloped (or undisturbed) land in the vicinity of the site. In addition, an ecological inventory of the Pacific Coast indicates that there are no known habitats of species protected by either federal or state legislation located within one mile of the Gardena Valley 1 & 2 Landfill.

The Dominguez Channel, located northwest of the site, is a man-made watercourse designed to alleviate flooding in the area. A section of the channel near the site contains water year-round, however, since it is built of concrete, it is not thought to support a significant freshwater ecosystem.

Photos of the site and vicinity are included on the following pages, along with a photo locator map indicating the origination point and direction of each view. Also attached is an aerial photo of the site and surrounding area.

CERTIFICATION

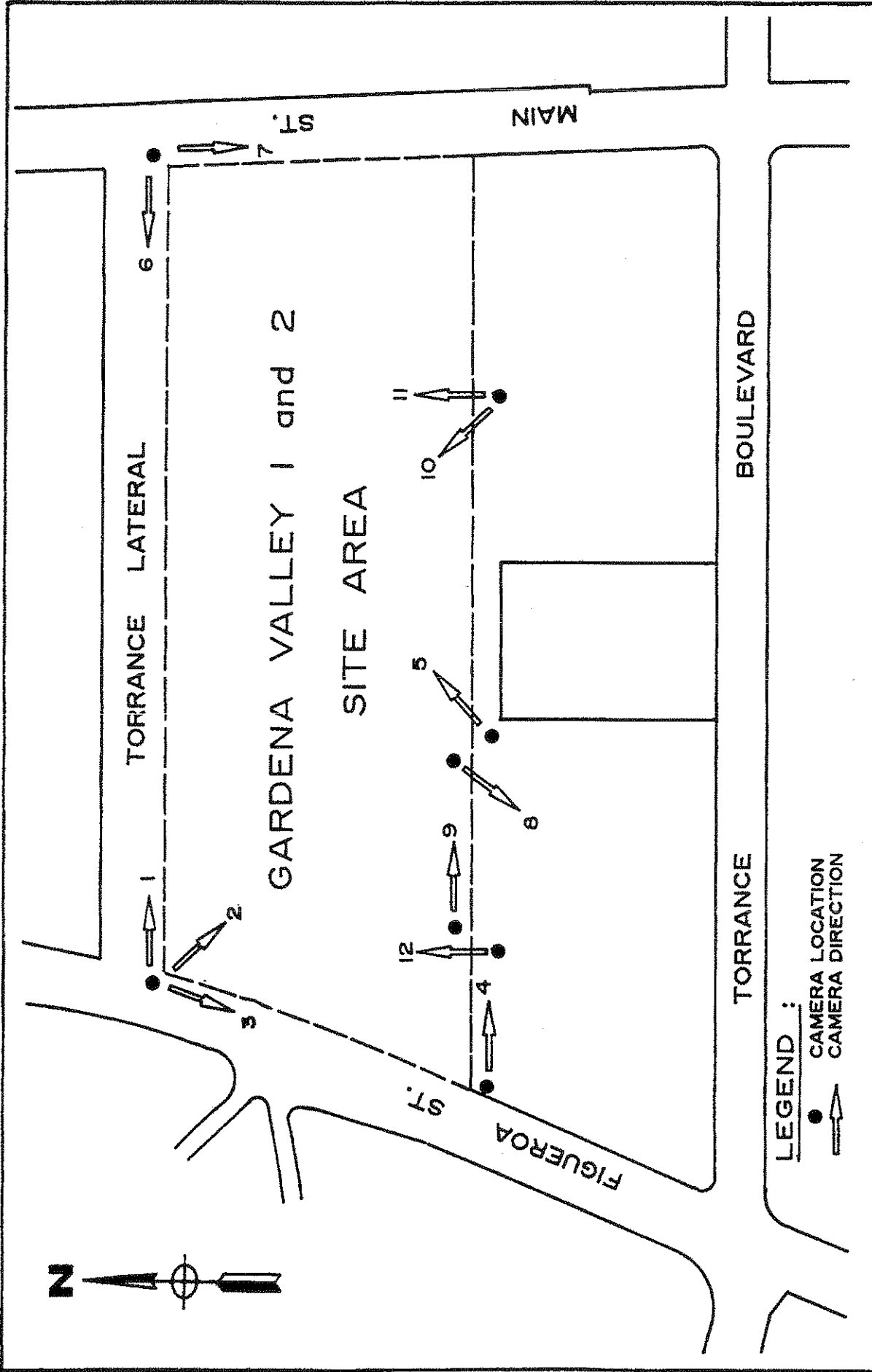
I hereby certify that the statements furnished above and in the attached exhibits present the data and information required for this initial evaluation to the best of my ability, and that the facts, statements, and information presented are true and correct to the best of my knowledge and belief.

6/30/92  
Date

*Carol R. Steffe*  
Signature

For *LOWDON PACIFIC*  
*INVESTMENTS, INC.*





JOB NO. 90102-6200  
 DATE MAY, 1991  
 DRAWN BY: PTN  
 CHECKED BY: CK

FIGURE 1  
 PHOTO LOCATION AND DIRECTION PLAN

[714] 860-7777

**BAS**  
 BRYAN A. STIRRAAT & ASSOCIATES  
 CIVIL AND ENVIRONMENTAL ENGINEERS  
 1350 VALLEY VISTA DRIVE • DIAMOND BAR, CA 91765

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**Environmental Checklist Form**

*Application Number:* **CUP No. 703-08**  
*Project Title:* **Conditional Use Permit**  
*Lead Agency Name and Address:* **City of Carson, Community Development Department  
701 East Carson Street  
Carson, CA 90743**  
*Contact and Phone Number:* **Zak Gonzalez II, Associate Planner  
(310) 952-1700 Ext. 1301**  
*Project Location:* **20630 Figueroa Street**  
*Project Sponsor's Name and Address:* **The S.M. Coyne Co., Inc.  
1400 Quail Street, Ste. 260  
Newport Beach, CA 92660**  
*Proposed Land Use:* **Mixed Use Business Park**  
*Proposed Designation:* **Mixed Use Business Park (MU-BP)**  
*Proposed Zone:* **Manufacturing, Light – Organic Refuse Landfill Overlay  
District (ML-ORL)**  
*Current Land Use:* **Vacant**  
*Current Designation:* **Mixed Use Business Park (MU-BP)**  
*Current Zone:* **Manufacturing, Light – Organic Refuse Landfill Overlay  
District (ML-ORL)**

Description of Project:

The proposed project includes an application for a Conditional Use Permit to allow construction of a Mixed Use Business Park consisting of approximately 265,000 square feet of light industrial, office and retail floor space on 14.3 acres located at 20630 Figueroa Street (APN 7336-003-030). The project site is currently vacant, and was formerly used as a Class II waste landfill known as the Gardena Valley 1 & 2 Landfill. The proposed project includes remediation of the former landfill site to conditions suitable for development and operation of the business park. The property is designated MU-BP (Mixed Use – Business Park) in the Carson General Plan, and is zoned ML-ORL (Manufacturing, Light – Organic Refuse Landfill Overlay District). The proposed project is consistent with the requirements of the City's General Plan and zoning code. A site plan depicting the proposed project is included with this checklist as Figure 1. Additional project design features are discussed in greater detail in the checklist below under the categories of Air Quality, Geology and Soils, Hydrology and Water Quality, Noise, and Transportation and Traffic.

Surrounding land uses and setting:

The project site is bounded by Main Street to the east and Figueroa Street to the west. Land uses to the north include a concrete-lined storm water channel (the Torrance Lateral) that abuts the northern boundary of the site, and storage facilities for containerized storage, boats and RVs. There are eight buildings on the properties to the south of the project site which include commercial retail uses (an antiques store and an electric supply store), the International Printing Museum, and the Mission Eben-Ezer Church and daycare. Across Main Street to the east, is a mobile home residential area. Further west of Figueroa Street is the 110 Harbor Freeway.

Other public agencies whose approval is required (e.g., permits):

Department of Toxic Substances Control  
City of Carson Planning Department

County of Los Angeles  
South Coast Air Quality Management District

Previous CEQA review documents applicable to the Project site (documents are available for review at the City of Carson):

- Carson General Plan Environmental Impact Report (State Clearinghouse No. 2001091120), City of Carson, 2003 ("General Plan EIR")
- Gardena Valley 1 & 2 Landfill Negative Declaration, Department of Toxic Substances Control, 1992

Streamlined CEQA Process

This checklist represents a streamlined CEQA process to assess environmental impacts of the proposed project. This streamlined process is mandated for projects that fall within the scope of a program EIR. Pursuant to CEQA Guidelines section 15168(a), and the provisions of the General Plan EIR itself, the General Plan EIR qualifies as a Program EIR. General Plan EIR, pp. 1-1-3 (contemplating use of the General Plan EIR in connection with subsequent development projects). Under CEQA Guidelines section 15168(c)(2), a project falls within the scope of a Program EIR and must be assessed using a streamlined CEQA process if "the agency finds that pursuant to Section 15162, no new effects could occur or no new mitigation measures would be required." CEQA Guidelines section 15162 defines significant effects as significant impacts not discussed in the previous EIR, significant effects substantially more severe than shown in the previous EIR, mitigation measures or alternatives considered previously considered infeasible that are now considered feasible and would reduce significant impacts but which are not adopted for the project, and mitigation measures or alternatives considerably different than those in the previous EIR that would reduce significant impacts but are not adopted for the project. When the proposed project is thus found to be within the scope of the Program EIR, a subsequent EIR or Negative Declaration need not be prepared. The following checklist has been prepared pursuant to CEQA Guidelines section 15168(c)(4) to determine if the environmental effects of the proposed project were covered in the Program EIR.



**CHECKLIST, RESPONSES AND SUPPORTING INFORMATION SOURCES**

<i>Issues</i>	<i>Potential New/ Substantially Greater Significant Environmental Effects</i>	<i>No Changes or New Information Requiring Further Analysis in Subsequent EIR</i>	<i>New Information Showing Ability to Reduce Significant Effects in Program EIR</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<b>I. AESTHETICS. Would the project:</b>					
a) Have a substantial adverse effect on a scenic vista?					X
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?					X
c) Substantially degrade the existing visual character or quality of the site and its surroundings?				X	
d) Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?		X			

**Discussion:** The EIR prepared for the Carson General Plan (General Plan EIR) contemplated construction of a mixed use business park on the project site. General Plan EIR, p. 4.1-16. The project design will be subject to the same policies addressing potential impacts to aesthetic resources identified and analyzed in the General Plan EIR, which were determined to reduce potential aesthetic impacts to less than significant levels. General Plan EIR, pp. 4.12-9-10. These policies include, but are not limited to, those encouraging compatible land use location, promoting the Carson Beautiful Plan, requiring review of landscape plans for new development so as to ensure landscaping relates well to the land use it serves as well as the surrounding area, requiring landscape treatment as buffers to city streets and residential areas, requiring architectural and landscaping treatments for buildings visible from freeways, and encouraging the redevelopment of underutilized and contaminated properties. General Plan EIR, pp. 4.12-6-10

a) There are no officially designated scenic vistas in the City of Carson. General Plan EIR, p. 4.12-5. Thus, the project site is not located within the viewscape of a scenic vista. Therefore, the project will have no impact on a scenic vista.

b) There are no officially designated scenic highways in the City of Carson. General Plan EIR, p. 4.12-5. The project site is currently vacant and devoid of trees, outcroppings, buildings or other potential scenic resources. Thus, no impact to scenic resources would occur within a state scenic highway as a result of the project.

c) Development of the project would alter the visual environment and character of the currently vacant site. In addition to the buildings, parking areas, and landscaping, the proposed project will install a landfill gas collection and flare system. This flare will include a structure in the northeast portion of the project site up to 40 feet tall and 4 feet in diameter. The structure will extend slightly above the surrounding buildings in order to ensure consistent air flow, but will not emit a visible flame. The development project would undergo design review to ensure visual compatibility and enhancement with the surrounding environment. The General Plan lists several goals and policies addressing the City's image and visual appearance. One of the goals of the City is to create a visually attractive appearance throughout Carson with policies (discussed above) that will be implemented as part of the General Plan to ensure the overall visual quality of the City, inclusive of the project site, is protected. The General Plan EIR determined that implementation of the policies listed in the General Plan along with project-specific design review by the City, would reduce visual quality impacts from new development to a less than significant level. General Plan EIR, p. 4.12-9. Thus, the impacts from implementation of the proposed project are considered less than significant.

d) During evening hours, security lighting and lighting from multi-story structures, if not adequately focused or screened, can cause spill-over lighting and glare that can present a nuisance to nearby residential uses. During daylight hours, glare from materials used in new buildings can also present a nuisance or potential safety hazard by distracting motorists. The proposed project develops a vacant parcel and would incrementally contribute to the existing built environment. The proposed project would undergo design review to ensure that glare impacts would not substantially impact adjacent uses. The General Plan EIR determined that the policies proposed in the General Plan, along with project-specific design review by the City, would reduce lighting and glare impacts from new development in the city to a less than significant level. General Plan EIR, p. 4.12-10.

**Conclusion:** No significant impacts to aesthetics would occur with implementation of the proposed project and the project will not have any impacts greater than or substantially different from what was discussed in the General Plan EIR; therefore, no additional analysis under CEQA is required.

<i>Issues</i>	<i>Potential New/ Substantially Greater Significant Environmental Effects</i>	<i>No Changes or New Information Requiring Further Analysis in Subsequent EIR</i>	<i>New Information Showing Ability to Reduce Significant Effects in Program EIR</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<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 (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:					
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?					X
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?					X
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?					X

**Discussion:** The project site is a former Class II waste landfill site. The site is not designated as Farmland or zoned for agricultural use. The site is surrounded by non-agricultural, urbanized uses. The General Plan EIR anticipate development of the project site as mixed use business park General Plan EIR, p. 4.1-16), and determined that no significant impacts to agricultural resources would result from build out of the General Plan. General Plan EIR, p. 7-1.

**Conclusion:** No impacts to agricultural resources would result from development of the proposed project.

<i>Issues</i>	<i>Potential New/ Substantially Greater Significant Environmental Effects</i>	<i>No Changes or New Information Requiring Further Analysis in Subsequent EIR</i>	<i>New Information Showing Ability to Reduce Significant Effects in Program EIR</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<b>III. AIR QUALITY.</b> Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:					
a) Conflict with or obstruct implementation of the applicable air quality plan?				X	
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?				X	
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?				X	
d) Expose sensitive receptors to substantial pollutant concentrations?				X	
e) Create objectionable odors affecting a substantial number of people?				X	



**Discussion:** An air quality study has been prepared to address the potential for air quality impacts from the proposed project. Urban Crossroads, The Coves Business Center Air Quality Impact Analysis (Oct. 24, 2008) (Air Quality Report). A Health Risk Assessment was also prepared to address potential air quality impacts on sensitive receptors in the vicinity of the proposed project site. Urban Crossroads, The Coves Business Park Health Risk Assessment (Oct. 24, 2008) (Health Risk Assessment).

a), b), and c) The General Plan EIR determined that development under the General Plan would create unavoidable significant impacts related to construction, mobile sources and stationary sources inclusive of emissions of carbon monoxide, reactive organic gases, nitrogen oxides, and fine particulate matter. General Plan EIR, p. 4.4-22. These impacts are based on the premise that the City and pollutant sources within are widely dispersed and numerous, the fact that increased development with the General Plan will increase demand for electrical energy from power plants using fossil fuels, and the increased construction operations inherent with build out of the General Plan. Although measures related to construction and stationary sources would be implemented on a project-by-project basis consistent with regulatory requirements of the South Coast Air Quality Management District (SCAQMD) regulations, and vehicular emission reducing programs would be implemented Citywide, the General Plan EIR anticipated that these impacts would remain significant and unavoidable. General Plan EIR, p. 4.4-22. The General Plan EIR also identifies cumulatively considerable, significant and unavoidable impacts relating to construction emissions. General Plan EIR, pp. 4.4-13 – 4.4-14. With regard to compliance with air quality plans of the Southern California Association of Governments (SCAG) and SCAQMD, the General Plan EIR found that implementation of the General Plan would be consistent with those plans based on the fact that the City is actively pursuing and implementing programs to reduce air pollutant emissions. General Plan EIR, p. 4.4-21. The General Plan EIR also discusses City policies that ensure compliance with the regional air quality planning efforts, including policies that require the ongoing coordination between the City and applicable agencies; that require the City to utilize incentives, regulations and implement the Transportation Demand Management requirements to reduce vehicle miles traveled; and require the City to remain in compliance with the County, Regional, and State Congestion Management Programs. General Plan, p. 4.4-22. The General Plan EIR also identifies significant and unavoidable cumulative air quality impacts that will result from build out of the General Plan. General Plan EIR, p. 4.13-8.

The project area is designated as non-attainment area for ozone and particulate matter. The Air Quality Report conducted for the proposed project found that emissions during both long term operations and short-term construction operations (with implementation of agency-required air quality mitigation measures) will not exceed air quality thresholds established by the regulatory agencies. Specifically, during the operations phase of the project, sources of air emissions and particulates from vehicles, natural gas usage, landscape maintenance equipment, architectural coatings, and the landfill gas flare at the project site will generate levels of volatile organic compounds, nitrogen oxides, carbon monoxide, sulfur dioxide, and particulate matter all below SCAQMD thresholds. Air Quality Report, p. 43. (Additionally, the landfill gas flare will require a permit obtained from the SCAQMD which will further ensure emissions have no adverse impacts. Air Quality Report, p. 45) For construction phase operations, all emissions of volatile organic compounds, nitrogen oxides, carbon monoxide, sulfur dioxide, and particulate matter will be below SCAQMD thresholds with implementation of project design features consisting of measures that are uniformly applied to construction projects by the SCAQMD and other agencies. Air Quality Report, p. 73. The following project design features (as recommended in the Air Quality Report) will be implemented during the construction phase of the proposed project:

- Maintain equipment engines in good condition and in proper tune according to manufacturers' specifications. During smog season (May through October), construction equipment shall not be left idling for more than five minutes at any location (per California law).
- Use periodic watering for short-term stabilization of disturbed surface area and haul roads to minimize visible fugitive dust emissions. Watering, with complete coverage of disturbed areas, shall occur at least three times a day, preferably in the mid-morning, afternoon, and after work is done for the day.
- Prevent project-related track out onto paved surfaces and clean up project-related track out or spills on publicly maintained paved surfaces at the end of work each day.
- Stabilize graded site surfaces upon completion of grading when subsequent development is delayed or expected to be delayed more than five days. Nontoxic soil stabilizers or comparable dust suppressant shall be applied to all inactive construction areas (previously graded areas inactive for five consecutive days or more), except when such a delay is due to precipitation that dampens the disturbed surface sufficiently to eliminate visible fugitive dust emissions. Chemical soil stabilizers, if used, shall be applied according to manufacturers' specifications.
- Establish a vegetative or other suitable ground cover (e.g., hydraulically applied binder) within 21 working days after active operations have ceased on exposed or ungraded surfaces.
- On-site travel on unpaved roads shall be limited to speeds of 15 mph or less.
- All clearing, grading, earth-moving, or excavation activities shall cease when winds exceed 25 mph averaged over a one-hour duration.



- Low-sulfur diesel fuel shall be used in construction equipment as required by the California Air Resources Board (CARB) (diesel fuel with sulfur content of 15 parts per million by weight or less).
- In order to reduce localized project impacts to sensitive receptors in the project vicinity during construction, position equipment staging areas at least 300 feet away from the sensitive receptors to the north, south, and west of the project site.
- Utilize existing power sources (e.g., power poles) or clean-fuel generators rather than temporary power generators where feasible.
- Project heavy-duty construction equipment shall use alternative clean fuels, such as low sulfur diesel or compressed natural gas with oxidation catalysts or particulate traps, to the extent feasible.
- Utilize coatings and solvents that are consistent with applicable SCAQMD rules and regulations.
- Comply with SCAQMD Rule 402 to reduce potential nuisance impacts due to odors from construction activities.
- Provide documentation to the City indicating both on- and off-site airborne risks associated with RAP construction have been evaluated to the satisfaction of the DTSC, and at a minimum, perimeter air monitoring will be completed for dust, particulates, and constituents determined to be Constituents of Concern (COCs).

With regard to localized emissions, localized sensitive receptors include the residences east of the proposed project site and residences and an elementary school southwest of the site across the I-110 freeway. Considering project emissions in light of the project design features discussed above, the Air Quality Report found that proposed project emissions of carbon dioxide, nitrogen oxides, and particulate matter would not exceed localized significant thresholds established by SCAQMD during construction or operations phases. Air Quality Report, pp. 53 and 74. Thus, the air quality analysis demonstrates that for long-term operations and for short-term construction operations emissions from the proposed project will not lead to or significantly contribute to existing violations of federal and/or state ambient air quality standards for ozone and/or particulate matter.

The applicable air quality management plans set for comprehensive programs with a goal of leading the area into compliance with all federal and state air quality standards. Air quality control strategies and emissions reductions are based upon emissions projections for future development derived from expected land use, population, and employment characteristics identified by local governments. Thus, compliance with the air quality management plans is determined by compliance with local land use plans and/or population projections. The proposed project is consistent with the General Plan, and thus, with growth projections of SCAG and the SCAQMD. The results of the emissions analysis indicate that with implementation of project design features, emissions during construction and operations phases will not exceed regional or localized pollutant thresholds. Therefore, the proposed project is consistent with the air quality management plans from SCAG and SCAQMD applicable in the area. Furthermore, with regard to cumulative impacts, for a resource such as air quality where cumulative air impacts are addressed by an approved plan or mitigation program (e.g., the SCAQMD plan), cumulative impacts are determined based upon compliance with the approved plan or program. Because the proposed project is consistent with the approved air quality plan and project emissions are not significant on an individual project basis, the project's incremental contribution to criteria pollutant emissions is not cumulatively considerable. Impacts from the proposed project will be less than significant.

With regard to the specific issue of Global Climate Change, a project-specific study was prepared. Urban Crossroads, The Coves Business Park Greenhouse Gas Emissions Evaluation (Oct. 29, 2008) (GHG Report). Global climate change is defined as the change in average meteorological conditions on the Earth with respect to temperature, precipitation, and storms. Efforts to curtail global climate change have been embodied in several laws and regulations in California, including: Title 24 energy efficiency standards, Assembly Bill 1493 related to GHG emissions of vehicles, Executive Order S-3-05 mandating GHG emission reductions to 80 percent below 1990 levels by 2050, Assembly Bill 32 requiring the California Air Resources Board (CARB) responsibility to reduce GHG emissions in the state to 1990 levels by 2020, and Executive Order S-01-07 mandating reductions in carbon intensity of transportation fuels. No quantifiable emissions threshold for GHG emissions has yet been adopted by any agency or government branch overseeing the proposed project. Due to the overwhelming scope of global climate change, no single development project would have a substantial effect on climate change, rather climate change is considered a cumulative impact issue. In order to assess potential project impacts on global climate change, the project's design features were compared with emissions strategies in the California Climate Action Team's (CAT) Report to the Governor and the list of mitigation measures identified by the California Attorney General. The GHG Report estimates that implementation of the proposed project will result in approximately 0.0095 teragrams of carbon dioxide equivalent, representing 0.00194 percent of California's total carbon dioxide emissions in 2004 (the most recent emissions inventory available). GHG Report, pp. 19-20. These emissions are due to the construction and operation phase traffic and construction-phase equipment use, electricity generation for the project, and consumption of natural gas and water by proposed project uses. The landfill gas flare implemented as part of the project will serve to destroy methane gas (a GHG) produced by the former landfill underlying the project site. GHG Report, p. 15. The following project design features targeting GHGs (as recommended in the GHG Report and including all applicable GHG reduction



measures recommended by the California Attorney General in the document "Addressing Global Warming Impacts at the Local Agency Level.") will be implemented as part of the proposed project:

- Construction phase air quality reduction measures discussed in the Air Quality section, above.
- Pedestrian and bicycle friendly design and mass transit service for the proposed project site that will serve to reduce vehicle trips and vehicle miles traveled.
- Design buildings to be energy efficient. Site buildings to take advantage of shade, prevailing winds, landscaping and sun screens to reduce energy use.
- Install efficient lighting and lighting control systems. Use daylight as an integral part of lighting systems in buildings.
- Install light colored "cool" roofs, cool pavements, and strategically placed shade trees, as allowed by environmental agency restrictions.
- Install energy efficient heating and cooling systems, appliances and equipment, and control systems.
- Install light emitting diodes (LEDs) for traffic, and other outdoor lighting.
- Limit the hours of operation of outdoor lighting.
- Provide education on energy efficiency.
- Install solar or tankless hot water heaters when possible, and energy-efficient heating ventilation and air conditioning. Educate consumers about existing incentives.
- Create water-efficient landscapes.
- Install water-efficient irrigation systems and devices, such as soil moisture-based irrigation controls.
- Use reclaimed water for landscape irrigation in new developments and on public property. Install the infrastructure to deliver and use reclaimed water.
- Design buildings to be water-efficient. Install water-efficient fixtures and appliances.
- Restrict watering methods (e.g., prohibit systems that apply water to non-vegetated surfaces) and control runoff.
- Restrict the use of water for cleaning outdoor surfaces and vehicles.
- Provide education about water conservation and available programs and incentives.
- Reuse and recycle construction and demolition waste (including, but not limited to, soil, vegetation, concrete, lumber, metal, and cardboard).
- Provide interior and exterior storage areas for recyclables and green waste and adequate recycling containers located in public areas.
- Provide education and publicity about reducing waste and available recycling services.
- All buildings shall be designed to accommodate renewable energy sources, such as photovoltaic solar electricity systems, appropriate to their architectural design.
- A methane recovery system and flare shall be installed in order to capture and destroy methane gas emissions resulting from the landfill located beneath the project site. GHG Report, pp. 20–23.

Furthermore, the GHG Report found that the project will be compliant with all CAT emission strategies, including those relative to: CARB vehicle standards, diesel vehicle idle limitations, recycling goals, planting of landscaping and trees, water use efficiencies, smart land use and intelligent transportation systems, Title 24 energy efficiency requirements, provision of solar-ready roofs, provision of low flow fixtures, and appliance energy efficiency standards. GHG Report, pp. 24–26. By inclusion of all feasible and applicable strategies identified in the CAT report and by the California Attorney General's office, the proposed project is consistent with the goals and objectives of the emissions reduction targets set forth in Executive Order S-3-05 and Assembly Bill 32; therefore, project impacts on global climate change will not be cumulatively significant.

d) Local sensitive receptors for the proposed project include existing residences to the east as well as residences and an elementary school to the southwest, across the I-110 Freeway. Primary activities generating risk for the proposed project site are emissions from diesel trucks making deliveries at the project site and emissions from the landfill gas flare at the project site. Results from the Health Risk Assessment indicate that particulate emissions from the diesel trucks and landfill gas emissions do not pose a significant health risk to any receptors (including sensitive receptors) in the proposed project area, with maximum carcinogen and non-carcinogen risks well below the thresholds established by SCAQMD. Thus, the implementation of the proposed project will have a less than significant impact with regard to potential exposure of sensitive receptors to air quality pollutant concentrations.

e) The General Plan EIR found that implementation would not create odors affecting a substantial number of people and that any new or additional policies, or modifications to existing General Plan policies regarding air resources would be intended to strengthen the protection of such resources and further eliminate negative impacts on air quality, including objectionable odors. General Plan EIR, pp. 7-2–3. As a proposed business park, the proposed project does not contain land uses typically associated with objectionable odors. Standard construction requirements would minimize any short-term odor impacts resulting from



construction activity. Project-generated refuse is expected to be stored in covered containers and removed at regular intervals in compliance with applicable solid waste regulations. Air Quality Report, p. 58. Thus, potential impacts from the proposed project are expected to be less than significant and will not be any greater than or different from impacts discussed in the General Plan EIR.

**Conclusion:** No significant impacts to air quality would occur with implementation of the proposed project and the project will not have any impacts greater than or substantially different from what was discussed in the General Plan EIR; therefore, no additional analysis under CEQA is required.

Issues	Potential New/ Substantially Greater Significant Environmental Effects	No Changes or New Information Requiring Further Analysis in Subsequent EIR	New Information Showing Ability to Reduce Significant Effects in Program EIR	Less Than Significant Impact	No Impact
<b>IV. BIOLOGICAL RESOURCES. Would the project:</b>					
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?					X
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?					X
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?					X
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?					X
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?					X
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?					X

**Discussion:** The project site is highly disturbed, vacant land surrounded by urbanized uses, with no trees or appreciable vegetation.

a) The City of Carson does not have any sensitive or special status species. General Plan EIR, p. 7-2. Therefore, implementation of the proposed project would not adversely affect any candidate, sensitive, or special status species. No impacts.

b) No riparian habitat exists on or adjacent to the project site. Implementation of the proposed project would not adversely affect riparian habitat or other sensitive natural community. No impacts.

c) No wetlands exist on or adjacent to the project site. The Dominguez Channel (a jurisdictional water feature) lies to the northeast of the proposed project site; however, the proposed project construction is not adjacent to this water feature.





Therefore, implementation of the proposed project would not adversely affect any federally protected wetlands. No impacts.

d) There are no species, corridors, or nursery sites on the proposed project site or adjacent properties for any native resident or migratory fish or wildlife species. The project site is in a heavily built-out area with little connectivity value. Therefore, implementation of the proposed project would not adversely affect the movement of species, establishment of corridors or use of nursery sites. No impacts.

e) Carson does not have any local policies or ordinances protecting biological resources or tree preservation policy. General Plan EIR, p. 7-2. Furthermore, the proposed project does not involve the removal of any native or non-native trees or protected plant communities. As a result, implementation of the proposed project would not conflict with any local policies or ordinances protecting biological resources. No impacts.

f) No areas within the City of Carson are included within any natural community conservation plans or other habitat conservation plans. As such, implementation of the proposed project would not conflict with the provisions of any such plans. No impacts.

**Conclusion:** No impacts to biological resources would result from development of the proposed project.

Issues	Potential New/ Substantially Greater Significant Environmental Effects	No Changes or New Information Requiring Further Analysis in Subsequent EIR	New Information Showing Ability to Reduce Significant Effects in Program EIR	Less Than Significant Impact	No Impact
<b>V. CULTURAL RESOURCES. Would the project:</b>					
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?					X
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?					X
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?					X
d) Disturb any human remains, including those interred outside of formal cemeteries?					X

**Discussion:** The General Plan EIR found that impacts of build out of the General Plan would have a less than significant impact with mitigation. General Plan EIR, p. 4.11-6. The mitigation measures included in the General Plan EIR are as follows:

- MM-CR-1 Require, as part of the environmental review procedure, an evaluation of the significance of paleontological, archeological and historic resources and the impact of proposed development on those resources.
- MM-CR-2 Promote the preservation of significant historic resources and encourage other public agencies or private organizations to assist in the purchase and/or relocation of sites, buildings and structures deemed to be of historical significance.
- MM-CR-3 Require monitoring of grading operations by a qualified paleontologist or archeologist when the site is reasonably suspected of containing such resources. If, as a result, evidence of resources is found, require the property to be made available for a reasonable period of time for salvage of known paleontological and archeological resources by qualified experts, organizations or educational institutions.
- MM-CR-4 Require development on land containing known archeological resources to use reasonable care to locate structures, paving, landscaping and fill dirt in such a way as to preserve these resources undamaged for future generations when it is the recommendation of a qualified archeologist that said resources be preserved *in situ*.

The project site is vacant and sits on a former Class II landfill operated between November 1956 and October 1959. Thus, no



historical, archaeological or paleontological resources are reasonably anticipated to occur onsite. The landfill will be properly closed and its contents capped in place per the remedial action plan already approved by the Department of Substance Control (DTSC). No known human remains or burial sites are known to exist on vacant properties in the City, including the project site. General Plan EIR, p. 4.11-6. The proposed project is required to comply with all applicable state and federal regulations concerning burial sites. Mitigation measures MM-CR-2, MM-CR-3, and MM-CR-4 are not applicable to the implementation of the proposed project as evaluation of the proposed project site reveals that no historical, archaeological or paleontological resources are likely to be found at the project site. Therefore, implementation of the proposed project will have no impacts relative to cultural resources.

**Conclusion:** No impacts to cultural resources are anticipated from development of the proposed project.

Issues	Potential New/ Substantially Greater Significant Environmental Effects	No Changes or New Information Requiring Further Analysis in Subsequent EIR	New Information Showing Ability to Reduce Significant Effects in Program EIR	Less Than Significant Impact	No Impact
<b>VI. GEOLOGY AND SOILS. Would the project:</b>					
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				X	
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.					X
ii) Strong seismic ground shaking?				X	
iii) Seismic-related ground failure, including liquefaction?				X	
iv) Landslides?				X	
v) Differential Settlement?				X	
vi) Subsidence?				X	
vii) Shallow or perched groundwater?					X
viii) Slope instability?				X	
ix) Shrink/swell potential?					X
b) Result in substantial soil erosion or the loss of topsoil?				X	
c) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?					X

**Discussion:** Several site-specific geological evaluations have been prepared for the project site, including the Final Design Report for closure of the landfill (Tetra Tech, 1999) ("1999 Final Design Report"); the "Geotechnical Investigation, Carson Valley Mixed Use Project" (Coleman Geotechnical, May 14, 2004) ("Coleman Geotechnical Investigation"); and the "Geotechnical Feasibility Evaluation" for the Gardena Valley 1 & 2 Landfill property (Haley & Aldrich, August 5, 2005) ("H&A Geotechnical Feasibility Evaluation"). The General Plan EIR also includes a discussion of potential geologic and seismic impacts (General Plan EIR, section 4.6, Geologic and Seismic Hazards). The following discussion is based upon the information contained in these studies.

a) i) The project site is not located within any State of California Special Studies Zone or astride a known, active or potentially



active fault. No active or potentially active faults are currently known to occur beneath the site. Accordingly, there is no potential for surface fault rupture. Coleman Geotechnical Investigation, p. 4. Furthermore the General Plan EIR indicates that implementation of the goals and policies of the Carson General Plan and compliance with Alquist Priolo Earthquake criteria would reduce any impacts as a result of fault rupture within the City to a less than significant. General Plan EIR, p. 4.6-12. No project impacts.

ii) The General Plan EIR found that impacts of implementation of the General Plan with mitigation measures incorporated into the General Plan EIR would result in less than significant impacts relative to seismic ground shaking. General Plan EIR, p. 4.6-15. The mitigation measures included in the General Plan EIR are as follows and will apply to the proposed project:

- MM-SAF-1: Due to the potential for ground shaking in a seismic event, individual development projects shall comply with the standards set forth in the Uniform Building Code (most recent edition) to assure seismic safety to the satisfactions of the Department of Building and Safety prior to issuance of a building permit, including compliance with California Division of Mines and Geology Special Publication 117 (Guidelines for Evaluation and Mitigating Seismic Hazards in California, adopted March 13, 1997). Given the proximity of the Avalon-Compton Fault within the City of Carson, more stringent measures may be warranted.
- MM-SAF-2 Individual development projects shall comply with non-structural seismic mitigation measures, e.g. overhead glass treatments shall use safety glass or film; vending machines, ice machines (if used) and other types of machines and equipment shall be bolted or braced. Pictures and decorative items within common areas shall be secured for earthquake safety.
- MM-SAF-3 Ensure individual development projects are in compliance with current seismic mitigation codes.

Adherence of the proposed project to policies included in the Carson General Plan ensuring compliance with the Uniform Building Code (UBC) and to the mitigation measures from the General Plane EIR, above, will ensure that potential project impacts related to seismic shaking are less than significant levels.

iii) The General Plan EIR found that implementation of the General Plan would have less than significant impacts with mitigation. General Plan EIR, p. 4.6-16. The mitigation measure included in the General Plan EIR is as follows and will apply to the proposed project:

- MM-SAF-4 Individual development projects shall comply with the standards set forth in the UBC (most recent edition) for structures on-site to assure safety of the occupants to the satisfaction of the Department of Building and Safety prior to issuance of a building permit. These standards included compliance with California Division of Mines and Geology Special Publication 117 (Guidelines for Evaluating and Mitigating Seismic Hazards in California, adopted March 13, 1997) and "Recommended Procedures for Implementation of CDMG Special Publication 117 – Guidelines for Analyzing and Mitigating Liquefaction in California" (Dr. Geoffrey R. Martin et al., May 1999).

The State of California Seismic Hazard Zones map (for liquefaction and landslide potential) indicate that a liquefaction hazard does exist within a portion of the site that was formerly (pre-landfill) a natural drainage channel. Coleman Geotechnical Investigation, p. 4. However, the potential for liquefaction is considered very low to negligible based on the lack of groundwater in the upper 40 to 45 feet, the clay-like nature of the alluvium materials below the landfill, and the planned support of the structures on driven piles which will extend to about 40 to 60 feet below grade. Coleman Geotechnical Investigation, p. 5. These factors and adherence to policies required by the General Plan (e.g., compliance with Building Code seismic design standards) (General Plan EIR, pp. 4.6-15–16) and General Plan EIR mitigation measures listed above will ensure that potential impacts related to liquefaction are less than significant.

iv) The General Plan EIR found that implementation of the General Plan would have a less than significant impact relative to landslides. General Plan EIR, p. 4.6-16. Potential for landsliding is considered to be low, based upon the lack of any significant topographic relief on or near the project site. Coleman Geotechnical Investigation, p. 5. Thus, potential impacts related to landsliding are expected to be less than significant. Furthermore, the General Plan EIR indicates that the official seismic hazard maps confirm that there are no areas known to exist within the City of Carson where previous occurrence of landslide movement, or local topographic, geological, geotechnical and subsurface water conditions indicate a potential for permanent ground displacements. As a result, no mitigation in compliance with Public Resources Code 2693 (c) would be required, and adherence to policies proposed in the General Plan (e.g., compliance with Building Code seismic design standards) would ensure that any

impacts resulting from seismic induced landslides remain at less than significant levels. General Plan EIR, p. 4.6-16.

v) and vi) The General Plan EIR found that implementation of the General Plan would have a less than significant impact relative to unstable or expansive soils with implementation of mitigation. General Plan EIR, p. 4.6-19.

- MM-SAF-6 Future development shall comply with all recommendations contained in site-specific geologic, geotechnical, and structural design studies prepared for land development projects. These geotechnical reports shall address soil conditions, including low soil strength, shrink swell potential and other unstable soil conditions. Recommendations contained in these site-specific studies shall be reviewed and approved by the Building Official and incorporated into final grading and structural design plans, as deemed appropriate by the Building Official.

According to the H&A Geotechnical Feasibility Evaluation (p. 9), differential settlements on the order of 25 to 75 percent of the total settlements are common at landfills such as the proposed project site. Because the approximate thickness of waste is fairly uniform across the site, differential settlement would likely be most significant near the limits of the waste, where the transition occurs between substantial waste thickness and no/limited waste thickness, such as is visible at the properties abutting the southern site boundary. *Id.*

According to the Final Design Report for closure of the landfill (Tetra Tech, 1999), and the H&A Geotechnical Feasibility Evaluation, the landfill could experience approximately 1 to 3 feet of "primary" settlement within 3 to 6 months following site closure and placement of the 4 feet of additional cover soils on the landfill planned in the Final Design Report, and could experience approximately 1.5 to 2.5 feet of longterm settlement due to longterm creep and waste decomposition over 10 to 50 years. These site-specific geotechnical studies indicate that although relatively significant site settlements can be accommodated in site design, construction techniques such as surcharging and deep dynamic compaction can successfully reduce post-construction settlements at landfills. H&A Geotechnical Feasibility Evaluation, p. 9.

As part of the proposed project design, the project will employ appropriate site compaction techniques as recommended by a qualified geotechnical engineer, including:

- deep dynamic compaction and grout injection to reduce potential post-construction settlement at the project site;
- driven pile building foundations that extend through the wastefill to seat in the natural alluvial soils below the landfill; and
- pile-supported structural floor slabs and gravity flow utilities (other utilities will be designed with adequate flexibility to maintain connections in case of large settlements or will also be pile-supported). Coleman Geotechnical Investigation, pp. 1 and 6.

The potential for significant impacts related to seismic settlement and differential compaction is considered to be very low to negligible based on the lack of groundwater in the upper 40 to 45 feet, the clayey nature of the alluvium materials below the landfill, and the planned support of the structures on driven piles which will extend to about 40 to 60 feet below grade. Coleman Geotechnical Investigation, p. 5. Such measures, along with the requirements of applicable codes (e.g., the Uniform Building Code), will reduce impacts from potential subsidence and differential settlement at the project site to less than significant levels. General Plan EIR, p. 4.6-18. Furthermore, although the City of Carson has experienced some subsidence resulting from prior oil withdrawals within the Wilmington Oil Field, the City has maintained control of further subsidence, and impacts were deemed in the General Plan EIR to be less than significant. General Plan EIR, p. 4.6-19. With implementation of the project inclusive of project design features, through adherence to the General Plan EIR mitigation measure specified, and in light of the above discussions, proposed project impacts relative to subsidence and differential settlement are considered less than significant.

vii) No evidence of shallow or perched groundwater was encountered or noted, in the form of seeps, springs, tufa deposits, mineral effluorescence, or concentrated growth of phreatophyte plants, during site-specific investigations. Coleman Geotechnical Investigation, p. 4. No impacts.

viii) The General Plan EIR indicates that slope instability in Carson is limited to the slopes adjacent to the flood control channels within the City. Instability can occur due to the unconsolidated nature of the sediments exposed in those slopes; however, the General Plan EIR (p. 4.6-18) found such impacts to be less than significant Citywide. The Torrance Lateral storm drain channel lies adjacent to the northern boundary of the project site, but has no exposed sediments in the slopes of the channel. Impacts are considered less than significant.

ix) The General Plan EIR indicates that unstable soils, such as the Ramona-Placentia sandy loam in the City of Carson provide an unsound base for construction and should be evaluated on a site-specific basis, with recommendations of site-specific studies approved by the City and incorporated into grading and structural design plans. Under these circumstances, the General Plan

EIR determined impacts (with mitigation) from unstable geologic units or expansive soils would be less than significant. General Plan EIR, p. 4.6-18. However, in the site-specific studies conducted for the proposed project site, no evidence of former bedrock instability was found beneath the site. Coleman Geotechnical Investigation, p. 6. The bedrock strata underlying the project site is anticipated to remain grossly stable based on the competent nature of the material and favorable structural orientation. *Id.* Since unstable soils do not underly the project site, no impact is anticipated.

b) The City has established several requirements for development to minimize soil erosion, including requirements to prepare grading plans and drainage and erosion controls plans that minimize potential impacts from erosion and sedimentation. Per these requirements plans are required to conform to the Statewide Construction Storm Water Permit during construction, which requires elimination or reduction of potential erosion such that downstream receiving waters are protected. The Geology Division of the County Engineers office reviews all subdivision maps to assess impacts of development within the City. Given these considerations, the General Plan EIR found that potential erosion impacts resulting from build out of projects consistent with the General Plan were less than significant with mitigation. General Plan EIR, p. 4.6-17. The mitigation measure included in the General Plan EIR is as follows and will apply to the proposed project:

- MM-SAF-5 Grading plans for development projects shall include an approved drainage and erosion control plan to minimize the impacts from erosion and sedimentation during grading. Plans should conform to all standards adopted by the City and meet the requirements of Storm Water Pollution Prevention Plans (SWPPPs) required by California State Water Resources Control Board.

The project site is relatively flat with a low potential for potential soil erosion. Additionally, by providing proper engineering design, construction, and maintenance of graded surfaces and drainage devices potential erosion at the site is not anticipated to be of significant concern. Coleman Geotechnical Investigation, p. 6. In light of the policies and requirements implemented as part of the General Plan, with adherence to General Plan EIR mitigation measures, and in light of the above factors, soil erosion impacts remain at less than significant levels for development of the proposed project.

c) Carson is a fully serviced, urban City. All new development within the City, inclusive of the proposed project, will connect to the City's sewer and storm drain system. Septic tanks or alternative wastewater disposal systems are not used in the City. General Plan EIR, p. 7-3. No impacts related to septic tanks or alternative wastewater disposal systems will result.

**Conclusion:** No significant impacts to geology, soils, and seismic shaking would occur with implementation of the proposed project and the project will not have any impacts greater than or substantially different from what was discussed in the General Plan EIR; therefore, no additional analysis under CEQA is required.

Issues	Potential New/ Substantially Greater Significant Environmental Effects	No Changes or New Information Requiring Further Analysis in Subsequent EIR	New Information Showing Ability to Reduce Significant Effects in Program EIR	Less Than Significant Impact	No Impact
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**VII. HAZARDS AND HAZARDOUS MATERIALS. Would the project:**

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?		X			
b) Create a significant hazard to the public or the environment through reasonable foreseeable upset and accident conditions involving the release of hazardous materials into the environment?				X	
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?					X
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				X	



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

**Discussion:** Information in this section was obtained from the "Geotechnical Feasibility Evaluation" prepared by Haley & Aldrich (H&A) for the Gardena Valley 1 & 2 Landfill property, dated August 5, 2005:

a) The General Plan EIR determined that significant hazardous materials impacts due to use, storage, transport, or disposal could result due to implementation of the General Plan, but that oversight by the relevant agencies (Cal EPA, the State Water Resources Control Board, the Los Angeles County Fire Department, the Los Angeles County Health Care Agency, the California Highway Patrol, and the California Department of Transportation) along with compliance with applicable regulations are considered adequate to offset the negative effects related to the accidental release of a hazardous materials in the City, and thus impacts of General Plan build out are considered less than significant. General Plan EIR, pp. 4.10-22. In addition, the General Plan introduced policies ensure impacts from hazardous materials were less than significant including policies requiring the enforcement of hazardous materials laws and regulations, monitoring of business that handle hazardous materials, educating the public about management of hazardous materials, and ensuring that proper emergency routes and response plans are in place. General Plan EIR, pp. 4.10-22, 4.10-24-25.

The proposed project is a mixed use business park with light industrial, office and retail floor space that is not expected to include the routine transport, use, or disposal of hazardous materials with the potential to result in accidental explosion or release of hazardous substances. Any unanticipated transport, use, or storage of such materials at the project site in the future would be required to comply with applicable laws and regulations that the General Plan EIR found adequate to offset negative effects related to accidental release of hazardous materials. Therefore, hazardous materials risks associated with the proposed project are no more severe or substantially different from those previously identified and addressed by the General Plan EIR, and project impacts will be less than significant.

b) and d) The General Plan EIR determined that development under the General Plan would create significant and unavoidable impacts related to potential hazardous materials releases, air toxic emissions, oil contamination and landfills and also found cumulative impacts relative to public health and safety to be significant and unavoidable. General Plan EIR, pp. 4.10-32 and 4.13-8. These impacts are primarily based on the premise that the pollutant sources throughout the City are numerous. Although measures related to remediation would be implemented on a project-by-project basis, the General Plan EIR anticipated that these impacts would remain significant and unavoidable. *Id.* The General Plan EIR incorporated mitigation measures to reduce impacts to the extent feasible from air toxics, oil contamination and landfill development. General Plan EIR, pp. 4.10-26, 4.10-28-29, and 4.10-30. The mitigation measures included in the General Plan EIR are as follows and will apply to the proposed project:

MM-PHS-1 Prior to new development, the development site should be thoroughly assessed for the possible presence of contaminated materials. The level of inquiry should be commensurate with the current and former activities of a particular site. Where site contamination is identified, an appropriate mediation strategy should be implemented prior to project approval. The remediation activities shall be performed by qualified and licensed professionals in the particular problem identified and all work shall be performed under the supervision of the appropriate regulatory oversight program.

MM-PHS-2 [Duplicate of MM-PHS-1 General Plan EIR, p. 4.10-28]

MM-PHS-3 If any structure is to be placed over or in close proximity to a previously plugged or abandoned oil or gas

well, the well may need to be re-abandoned and the surrounding area remediated in accordance with current regulation. All activities related to the abandonment or re-abandonment will need to be approved by the California Department of Conservation Division of Oil and Gas.

- MM-PHS-4 If applicable, project applicant shall complete the State of California, Department of Conservation information packet entitled, Construction Project Site Review and Well Abandonment Procedure, for submittal and review by the Department.
- MM-PHS-5 Unless underground utility locations are well documented, as determined by the City of Carson Engineering Services Department, the project applicant shall perform geophysical surveys prior to excavations to identify subsurface utilities and structures. Pipelines of conduits which may be encountered within the excavation and graded areas shall either be relocated or be cut and plugged according to the applicable code requirements.
- MM-PHS-5 [sic numbering per General Plan EIR] A landfill gas protection plan prepared by a licensed Civil Engineer will be required prior to the issuance of building permits.

The Gardena Valley 1 & 2 Landfill was authorized to operate as a Class II landfill from November 1956 to October 1959 under an Industrial Waste Disposal Permit issued by the County of Los Angeles. On April 18, 1989, then-landowner London Pacific Investment (LPI) entered into a Consent Agreement with the Department of Toxic Substances Control (DTSC) to investigate and mitigate releases of contaminants from the landfill and ensure that future development of the site is achieved in a manner that protects public health and safety and the environment. A Remedial Investigation and Feasibility Study (RI/FS) work plan was approved by the Department of Health Service (DHS) on December 1989. Due to anomalies in site hydrogeology that delayed the hydrogeologic site investigation, and to address the landfill gas migration issue, DHS approved dividing the project into two separate "operable units" consisting of "Wastefill" and "Groundwater" units that are to be addressed separately. A RI/FS and health risk assessment as well as a Remedial Action Plan (RAP) and remedial design were prepared for the Wastefill Operable Unit, which was approved by Department of Toxic Substances Control (DTSC) with a Negative Declaration in 1992. DTSC has indicated historically that there is no significant impact to groundwater from the wastefill on the project site and that offsite sources may be responsible for impacts to local aquifers. This interpretation was documented in the "Priority Setting for Cleanup of State-Funded Hazardous Substances Releases Sites, Project Fact Sheet" prepared by the DTSC Southern California Cleanup Operations Branch B (undated, however estimated by H&A to have been prepared "post 1995"). DTSC has indicated willingness to collaborate regarding development of the site, and has stated that they have no objections to construction of building over landfills. DTSC indicated they would evaluate the development plan to ensure that it is consistent with the intentions of the overall remedial plan and ensures the safety of proposed building occupants. As part of the proposed project design, a landfill gas capture and flare system will be installed at the project site to capture and destroy gases released from the landfill.

Results from the Health Risk Assessment prepared for the proposed project site indicate that emissions from the landfill gas capture and flare system will not pose a significant health risk to any receptors (including sensitive receptors) in the proposed project area, with maximum carcinogen and non-carcinogen risks well below the thresholds established by SCAQMD. Since project-specific impacts related to hazardous materials releases, air toxic emissions, oil contamination and landfills are not anticipated to be any more severe than those previously identified and addressed in the General Plan EIR, and project-specific analysis found that implementation of the proposed project will have less than significant impacts relative to releases of gas from the former landfill, impacts from implementation of the proposed project will be less than significant.

- c) The project site is not located within one-quarter mile of an existing proposed school. No impacts.
- e) The City of Carson is located within the Los Angeles Terminal Control Area. The City is located within two miles of the Compton Airport. The General Plan EIR determined that implementation of the General Plan, inclusive of the development of a multi use business park at the proposed project site, would not result in any safety hazards due to aircraft overflight due to oversight provided by the Federal Aviation Administration and regulations ensuring that buildings are not too tall or persons are not overly concentrated in areas detrimental to the airport. General Plan EIR, pp. 4.10-31, 7-4. The proposed project includes relatively short structures and a relatively small concentration of persons that will use the project site, and the proposed project site is not located in the vicinity of any airports. Thus, implementation of the proposed project will have no impacts related to aircraft overflight.
- f) The project site is not located in the vicinity of a private airstrip. No impacts.
- g) The General Plan EIR found impacts related to accidental release of hazardous materials to be significant and unavoidable.



General Plan EIR, p. 4-10.25. Evacuation, if necessary because of an emergency, would be conducted by the Los Angeles County Sheriff's Department in accordance with the City's Evacuation Plan. General Plan EIR, p. 4.10-5. The General Plan EIR anticipated development of the project site with a multi use business park, such as the proposed plan. The design of the proposed project is such that access for emergency vehicles will be provided with no interference with emergency evacuation plans. Given the conclusions reached by the General Plan EIR and the consistency of the project with the General Plan and emergency plan programs, impacts from development of the proposed project will be no greater than or substantially different from those discussed in the General Plan EIR and proposed project impacts are anticipated to be less than significant.

h) The City of Carson and surrounding region are predominately developed. No wildlands exist within or around the City. Therefore implementation of the General Plan, including development of the proposed project, would not expose people or structures to any impacts related to wildland fires. General Plan EIR, p. 7-4. No impacts.

**Conclusion:** No significant impacts to hazards or hazardous materials would occur with implementation of the proposed project and the project will not have any impacts greater than or substantially different from what was discussed in the General Plan EIR; therefore, no additional analysis under CEQA is required.

Issues	Potential New/ Substantially Greater Significant Environmental Effects	No Changes or New Information Requiring Further Analysis in Subsequent EIR	New Information Showing Ability to Reduce Significant Effects on- Program EIR	Less Than Significant Impact	No Impact
<b>VIII. HYDROLOGY AND WATER QUALITY. Would the project:</b>					
a) Violate any water quality standards or waste discharge requirements?		X			
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)?		X			
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in a substantial erosion or siltation on- or off-site?		X			
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?				X	
e) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?		X			
f) Otherwise substantially degrade water quality?		X			
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?					X
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?				X	





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?							X
j) Inundation by seiche, tsunami, or mudflow?							X

**Discussion:** With the exception of the Torrance Lateral, a concrete-lined storm control channel on an adjacent property that runs along the northern border of the project site, no hydrologic features exist on or near the project site. The Dominguez Channel lies to the northeast of the site, over a mile downstream from the proposed project.

a) and f) The General Plan EIR determined that implementation of the General Plan may generate wastewater during construction of individual development projects that would adversely affect water quality beyond standards specified by water resource agencies. The City of Carson has acknowledged the importance of protecting its water resources and has identified protection and conservation of water resources as one of its goals (OSC-2) in the General Plan and included policies discussed in the General Plan EIR stating that the City will maintain and improve water quality, will prevent potential contamination from hazardous or toxic substances, and will minimize soil erosion and siltation. General Plan EIR, p. 4.7-14. In addition, the General Plan EIR included mitigation measures to address water quality and concluded with mitigation, build out of the General Plan would have less than significant impacts on water quality. General Plan EIR, p. 4.7-14. The mitigation measures included in the General Plan EIR are as follows and will apply to the proposed project:

- MM-HYD-1 Individual development projects would be required to prepare a drainage/grading plan for approval by the Los Angeles County Department of Public Works prior to issuance of grading permits.
- MM-HYD-2 Individual projects would be required to construct any parkway drains or similar devices required by the drainage/grading plan prior to issuance of a building permit.

In particular, the proposed project's compliance with the City's public storm drain permit-related program will require the proposed project to design and implement Best Management Practices per the County's Standard Urban Storm Water Management Plan (SUSMP) to infiltrate, filter or treat runoff from the project site. The SUSMP has been developed to implement the City's requirements under the public storm drain permit to control runoff from developed areas so that water quality standards of area surface and ground waters are maintained. Thus, compliance with the SUSMP will ensure that water quality is not degraded and that the City's obligations under the public storm drain permit are upheld. Additionally, the proposed project will be required to comply with the statewide construction storm water permit issued by the State Water Resources Control Board. This construction phase permit requires that Best Management Practices be implemented and maintained that meet technology-based design standards and that ensure no violations of water quality standards occur in surface waters or ground waters receiving flow or percolated waters attributable to the construction project. Adherence to this construction storm water permit will ensure that water quality during the construction phase is protected. Therefore, implementation of the General Plan, inclusive of development of the proposed project as contemplated in the General Plan EIR, would result in less than significant impacts in regards to water quality as water quality standards will be maintained, water quality will not be degraded, and applicable water quality permits will be upheld through compliance with established water quality regulatory programs. Through adherence to applicable laws and regulatory programs and the mitigation measures discussed in the General Plan EIR, implementation of the proposed project will not have any impacts greater than or substantially different than were discussed in the General Plan EIR and impacts to water quality will be less than significant.

b) The General Plan EIR identifies a significant and unavoidable impacts from depleted groundwater supplies as a result of buildout of the General Plan. General Plan EIR, pp. 4.7-15 and 4.13-8. The City of Carson relies on a combination of wholesalers and retailers for its municipal water supply and water recycling efforts; these agencies operate and maintain various pipelines, booster stations and other facilities in the City to maintain a supply of potable water and to promote the use of recycled water. Of the four water purveyors serving the City, only Cal Water utilizes local ground water for Carson. General Plan EIR, p. 4.7-14. The General Plan EIR determined that implementation of the General Plan would increase the population and businesses within the City of Carson, and ultimately increase the demand for water supplies. *Id.* The City has identified the protection and conservation of Carson's water resources as one of its goals in the Open Space and Conservation Element of the General Plan (OSC-2). In addition, specific policies have been identified to achieve this goal. They include conserving and enhancing the City's water supply and coordinating and monitoring the community's water conservation efforts to ensure their effectiveness (OSC-2.4). General Plan EIR, p. 4.7-15. Implementation of the policies in the General Plan would reduce impacts of groundwater depletion, however, significant and unavoidable impacts would remain as the City is built out per the General Plan. The proposed project will construct structures and paved surfaces over the surface of the relatively small (14.3 acres) vacant site. This development will reduce the amount of groundwater recharge potential that may be present at the site; however, due to the site's size, the potential amount of



percolation to groundwater is not of sufficient magnitude to significantly affect groundwater recharge volumes. Also, the amount of water necessary to support the proposed project from the City's direct withdrawal of ground water is expected to be minimal and will not result in significant impacts to ground water sources. The implementation of the proposed project will not have any impacts greater than or substantially different than were discussed in the General Plan EIR.

c) and e) The Los Angeles County Department of Public Works (LACDPW) presently owns and maintains three regional flood control facilities in and around the City of Carson, including the Torrance Lateral adjacent to the northern boundary of the project site. The California State Department of Transportation (Caltrans) also operates and maintains several drainage facilities within State operating rights-of-way. General Plan EIR, p. 4.7-18. There are also several storm drains operated by the City in the project site vicinity.

The General Plan EIR acknowledged that implementation of the General Plan would result in the development of vacant and underutilized parcels, such as the project site. Development would increase the potential for short-term erosion, siltation from the site during the construction phase and would increase the potential for additional surface water runoff to the existing storm drain system during the construction and operation phase. No new drainage systems or alterations to the existing drainage systems are planned for the City of Carson, as those identified are considered sufficient to handle current and projected future use inclusive of the development of the proposed project site. However, the City has recognized the need to monitor and improve as necessary, the storm drain system to ensure its adequacy in accommodating future development. Specific policies have been proposed as part of the General Plan to reduce any impacts to drainage and runoff to less than significant levels including: maintaining and improving the levels of storm drainage service and ensuring infrastructure systems are adequate to accommodate intensification of uses. Given these policies, the General Plan EIR found impacts to drainage systems to be less than significant, p. 4.7-16.

The proposed project will not modify the adjacent flood control channel, and as stated in the General Plan EIR, the storm drain system serving the proposed project site is sufficient to handle flows from the proposed project. Site drainage during and after construction of the proposed project will comply with all applicable codes and requirements, inclusive of requirements under the statewide general construction permit. Under that permit, best management practices must be implemented during construction meeting the permit's technology-based limits and ensuring that an adequate combination of erosion and sedimentation controls are in place on the site to protect disturbed areas. Compliance with this permit will ensure that erosion potential remains minimal and water quality of downstream water features is protected. After construction, erosion potential is anticipated to be inconsequential as the site will be covered in paved surfaces, structures, and landscaping, all serving to reduce potential erosion, especially in comparison to the site's current vacant status. In light of these factors, and the fact that the existing storm drain system is of sufficient capacity to manage flows from the project site, no significant impacts are anticipated with development of the proposed project and the project will not have any impacts more significant or substantially different than those disclosed in the General Plan EIR.

d), g), and h) As discussed in the General Plan EIR, 100-year flood areas in the City are limited to the Dominguez Channel and its lateral flood control channels. A Master Plan of Drainage for the City of Carson was developed in 1987. The Plan assesses citywide drainage facilities and establishes long term plans for the development and implementation of additional drainage facilities. The Plan provides exact system configurations and suggested improvements for particular sites within the City. The General Plan EIR determined that implementation of the Plan would provide additional control over drainage concerns. Additionally, the General Plan EIR discusses several policies, implementation of which (along with the Master Plan of Drainage) would result in less than significant impacts regarding drainage and potential flooding within the City. The policies include: continued work between the City and relevant agencies to reduce potential flooding, targeting storm drain improvements in those areas of localized flooding in the City, ensuring the storm drain systems are adequate to manage flows when development intensifies, and maintain the Multihazard Functional Plan for emergency response and recovery. General Plan EIR, p. 4.7-17. Thus, the General Plan EIR determined that implementation of the Master Plan of Drainage inclusive of the policies in the General Plan, would result in less than significant impacts in regards to drainage and flooding. General Plan EIR, p. 4.7-18.

The proposed project does not include any residential units. A small portion in the extreme northeast corner of the project is designated on Federal Emergency Management Agency (FEMA) flood zone maps as being within zone "x" indicating a 0.2 percent chance of experiencing a 100-year flooding with flood depths of less than 1 foot. General Plan EIR, Exhibit 4.7-2, Flood Zone Map, p. 4.7-11, and FEMA Flood Zone Map of Carson California (available at [www.fema.gov](http://www.fema.gov)). Implementation of the proposed project will not conflict with the City's policies related to drainage and as identified in the General Plan EIR, the storm drain system serving the proposed project site is sufficient to handle flows from the proposed project site. The project design is such that finished floor elevations for any structures in the Zone X area marked on the relevant FEMA map will meet FEMA requirements relative to the 100-year FEMA flood zone. Thus, implementation of the proposed project will not have any significant impacts related to drainage or flooding and would not create any significant impacts greater than or substantially different than discussed in the General Plan



EIR.

i) and j) The potential for earthquake-induced flooding, tsunamis, and seiches can be precluded, as no upstream dams or other bodies of water are present nearby the project site. Coleman Geotechnical Investigation, p. 5. No impact.

**Conclusion:** No significant impacts to hydrology or water quality would occur with implementation of the proposed project and the project will not have any impacts greater than or substantially different from what was discussed in the General Plan EIR; therefore, no additional analysis under CEQA is required.

<i>Issues</i>	<i>Potential New/ Substantially Greater Significant Environmental Effects</i>	<i>No Changes or New Information Requiring Further Analysis in Subsequent EIR</i>	<i>New Information Showing Ability to Reduce Significant Effects in Program EIR</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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**IX. LAND USE AND PLANNING. Would the project:**

a) Physically divide an established community?					X
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?					X
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?					X

**Discussion:** The General Plan anticipated development of the project site with a multi use business park, such as the proposed project. General Plan EIR, p. 4.1-16.

a) The project does not propose any changes in land use designation or zoning of the project site. The General Plan EIR indicated that the current land use designation, as described in the General Plan, would not result in the physical division of any established communities, and "would provide better consistency between existing and new uses, resulting in the protection established communities." General Plan EIR, p. 7-1. No impact.

b) The proposed project is consistent with all applicable land use plans, policies and regulations of agencies with jurisdiction over the project. Thus, there will be no impact from implementation of the proposed project.

c) No areas within the City of Carson are included within any natural community conservation plans or other habitat conservation plans. General Plan EIR, p. 7-2. As such, implementation of the proposed project would not conflict with the provisions of any such plans. No impact.

**Conclusion:** No land use or planning impacts will result from implementation of the proposed project.

<i>Issues</i>	<i>Potential New/ Substantially Greater Significant Environmental Effects</i>	<i>No Changes or New Information Requiring Further Analysis in Subsequent EIR</i>	<i>New Information Showing Ability to Reduce Significant Effects in Program EIR</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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**X. MINERAL RESOURCES. Would the project:**

a) Result in the loss of availability of a known mineral resource that would be a value to the region and the residents of the state?					X
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?					X



**Discussion:**

a) No known mineral resources are located within the City. General Plan EIR, p. 7-3. The project site is a former Class II waste landfill and no mineral resources exist onsite. Therefore, the proposed project would not result in the loss of any known mineral resources. No impact.

b) No locally important mineral resource recovery sites are located within the City. General Plan EIR, p. 7-3. The proposed project is not within an area of mineral resource extraction. Therefore, the proposed project would not result in the loss of any mineral resources or resource recovery sites. No impact.

**Conclusion:** There would be no impact to mineral resources due to implementation of the proposed project.

<i>Issues</i>	<i>Potential New/ Substantially Greater Significant Environmental Effects</i>	<i>No Changes or New Information Requiring Further Analysis in Subsequent EIR</i>	<i>New Information Showing Ability to Reduce Significant Effects in Program EIR</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<b>XI. NOISE. Would the project result in:</b>					
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?				X	
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?				X	
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?				X	
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?				X	
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?				X	
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?					X

**Discussion:** A site-specific noise study was prepared for the proposed project. Urban Crossroads, The Coves Business Center Noise Analysis (Oct. 31, 2008) (Noise Report).

a), b, c), and d) Construction Noise: Typical activities associated with construction are a highly noticeable temporary noise source. Noise from construction activities is generated by two primary sources during construction phases: 1) the transport of workers and equipment to construction sites, and 2) the noise related to the construction itself (e.g., on-site equipment). The General Plan EIR found that as underutilized or vacant parcels are developed, construction-related activities would generate noise from construction equipment, grading operations, and stationary equipment. However, construction noise impacts are short-term and cease upon completion of each project. The General Plan EIR concluded that compliance with the City Noise Ordinance and Noise Control Plan, as well as implementation of the noise policies in the General Plan (including those that require periodic review and amendment of noise plans and ordinances, exploration of new enforcement options and limitation of truck traffic where necessary) would serve to reduce short-term construction noise impacts to less than significant levels. General Plan EIR, pp. 4.5-29-30.

Primary noise generating activities during construction would be those from deep dynamic compaction (DDC), grading, and pile driving. Noise Report, p. 44. Each of these activities will be conducted in three distinct phases at the proposed project site. (As discussed further under Traffic and Transportation, construction worker commuter traffic, and thus noise from such traffic, is not considered to be significant for the proposed project.) With the potential sensitivities of these uses, the following project design (as recommended in the Noise Report) will be implemented during the construction phase of the proposed project:

- construction operations will not take place on Sundays, legal holidays or during nighttime hours,
- DDC, grading, and pile driving activities will occur moving from east to west across the project site so as to reduce noise levels due to increased distance to the relative equipment as each construction phase progresses,
- a temporary noise attenuation wall consisting of eight-foot high storage containers will be placed along the eastern site boundary, and
- pile driving equipment will be equipped with noise control devices including mufflers, silencers, engine covers and noise attenuation shields or shrouds (using two-inch thick acoustical material). Noise Report, pp. 44, 45, 47, and 50.

For the DDC, grading, and pile driving phases of construction, the Noise Report predicted that noise from the construction activities would not exceed Noise Ordinance thresholds (of 75 decibels and 85 decibels for the residences and church respectively) with implementation of the construction design components. Noise Report, pp. 45, 47, and 50.

Vibration from the proposed project site is anticipated to occur only in conjunction with DDC and pile driving operations during the construction phase. The City does not have standards regarding acceptable vibration levels; however, conservative thresholds of significance were utilized in the Noise Report which were adopted from the Federal Transit Administration, and based upon analyses contained in the Noise Report, vibration velocities from the proposed project's construction activities will not exceed the applied thresholds. Therefore, vibration impacts will be less than significant. Due to the proposed project's compliance with the City's Noise Ordinance, construction noise impacts will be less than significant, and will be no greater than those discussed in the General Plan EIR.

Operation Phase Noise: During the operation phase of the proposed project, potential noise sources will come from vehicular traffic and stationary sources. The General Plan EIR determined that development under the General Plan would create unavoidable significant impacts related to traffic noise. General Plan EIR, p. 4.5-47. The General Plan EIR projected significant increases in traffic noise levels along several streets in the proposed project vicinity including Del Amo Blvd., Torrance Blvd., Main St., and Figueroa St., with projected noise levels for these roadways at 69, 69, 72, and 69 decibels respectively. General Plan EIR, pp. 4.5-37-38. The significant vehicle noise impacts discussed with implementation of the General Plan are primarily based on the premise that these noise levels could not be feasibly reduced to a less than significant level through standard mitigation practices or application of policies discussed in the General Plan EIR. General Plan EIR, p. 4.5-47. With regard to stationary noise sources, the General Plan EIR found that implementation of the General Plan would not create significant noise impacts as individual projects would be required to ensure stationary noise impacts from on-site equipment adhere to the City's Noise Ordinance, which is designed to prevent nuisances to persons in the vicinity of the equipment (both sensitive and non-sensitive receptors). General Plan EIR, p. 4.5-46. Additionally, the General Plan EIR discusses several noise policies that will further ensure stationary noise impacts are less than significant; these policies include those requiring Noise Ordinance enforcement, coordination with health officials regarding noise issues, and ensuring acceptable noise levels near noise-sensitive receptors (e.g., schools and hospitals).

The Noise Report prepared for the project identified the residences to the east of the site and a church to the south of the site as the nearest sensitive receptors. Existing noise levels in the vicinity of the project site are already high and exceed the applicable Noise Ordinance levels for both the areas near the church and near the residences. Daytime and nighttime ambient noise levels near the residences are 69.0 and 54.8 decibels respectively; daytime and nighttime ambient noise levels near the church are 69.1 and 53.8 decibels respectively. Pursuant to the City's Noise Ordinance (§5502(b)) the existing ambient noise levels become the noise standards in the areas near the church and the residences given that the ambient noise levels exceed otherwise applicable standards. Given the proposed project's use as light industrial, office and retail uses, the existing noise levels would be considered normally compatible (industrial uses) and conditionally compatible (office and retail uses). Noise Report, p. 42. Because the proposed project design includes heat and air conditioning systems such that windows at the project site can be closed if desired, the noise levels for persons at the project site will be considered acceptable per the General Plan land use and noise compatibility requirements. *Id.* Regarding traffic noise, based upon a year 2011 analysis (the first year the project may be operational) increases in traffic noise due to the proposed project in the vicinity are projected to be up to 0.2 decibels (a change in noise that would be barely distinguishable), which is below the 3 decibel threshold of significance (a threshold identified as "barely perceptible"); traffic noise impacts are, therefore, considered less than significant. Noise Report, p. 32. For stationary sources, the sources at the proposed project will include truck deliveries and operation of rooftop heating



and air conditioning units (which will include a three foot parapet wall surrounding the units). All stationary noises from the proposed project are projected to be below existing exterior noise levels and will thus comply with the Noise Ordinance (projections are 50.5 decibels for daytime and nighttime levels near the residences and 51.6 for daytime and nighttime levels near the church). Noise Report, p. 38. Additionally, stationary source noise levels are projected to change due to the project by 0.1 decibels—a level considered barely perceptible. Noise Report, p. 41. Thus, project-related stationary noise impacts are expected to be less than significant. Due to the proposed project's compliance with the City's noise ordinance and in light of the less than significant impacts discussed in the Noise Report, noise impacts from the proposed project will be less than significant and will be no greater than those discussed in the General Plan EIR.

e) The General Plan EIR determined that no significant noise impacts occur from the operation of the Compton Airport impact noise sensitive uses in Carson. However, there is some intrusion of noise from the Long Beach Airport. Currently, noise generated from the Long Beach Airport does not significantly impact the City of Carson. However, should the volume of air traffic at Long Beach Airport increase, noise could become a significant impact to residential areas on the east side of the City (the proposed project site lies on the west side of the City). The General Plan EIR found that compliance with the guidelines and specifications set forth in the Long Beach Airport Noise Compatibility Ordinance No. C-7320 of the Long Beach Municipal Code would serve to reduce any potentially significant noise impacts from future operations of the Long Beach Airport and that implementation of policies in the General Plan would serve to reduce any potentially significant noise impacts associated with future operations of the Compton and Long Beach Airports to less than significant levels. General Plan EIR, pp. 4.5-42-43. Given the proposed project's location on the west side of the City and the lack of significant impacts from operation of the Compton Airport, less than significant are anticipated from implementation of the proposed project.

f) The project site is not located in the vicinity of a private airstrip. No impacts.

**Conclusion:** No significant impacts to noise would occur with implementation of the proposed project and the project will not have any impacts greater than or substantially different from what was discussed in the General Plan EIR; therefore, no additional analysis under CEQA is required.

Issues	Potential New/ Substantially Greater Significant Environmental Effects	No Changes or New Information Requiring Further Analysis in Subsequent EIR	New Information Showing Ability to Reduce Significant Effects in Program EIR	Less Than Significant Impact	No Impact
<b>XII. POPULATION AND HOUSING. Would the project:</b>					
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)?		X			
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?					X
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?					X

**Discussion:** The General Plan EIR evaluated the possibility of inducing substantial population growth in the area, either directly or indirectly, due to buildout according to the General Plan, which anticipated a multi use business park at the project site. The General Plan EIR determined that no significant population or housing impacts would result due to the consistency of the projected City population growth with projections from the Southern California Association of Governments (SCAG), the anticipated increase in housing within the City and surrounding area to accommodate the increased population, the projected increase in job opportunities in the City under the build out of the General Plan, and implementation of policies in the General Plan related to ensuring jobs/housing balance within the City. General Plan EIR, pp. 4.2-5-9. Under these circumstances, the General Plan EIR concluded that build out of the General Plan would have a less than significant impact on population and housing. *Id.* The project site is currently vacant and, therefore, no housing or people will be displaced as result of construction or operation of the proposed project. The proposed project does not entail roadway or infrastructure extensions or new residential units. The proposed project will develop a business park which will provide job opportunities to the area as anticipated by the City's General Plan. Thus, the implementation of the proposed project will not have any impacts on population



or housing greater than or substantially different than discussed in the General Plan EIR.

**Conclusion:** No significant impacts to population or housing would occur with implementation of the proposed project and the project will not have any impacts greater than or substantially different from what was discussed in the General Plan EIR; therefore, no additional analysis under CEQA is required.

<i>Issues</i>	<i>Potential New/ Substantially Greater Significant Environmental Effects</i>	<i>No Changes or New Information Requiring Further Analysis in Subsequent EIR</i>	<i>New Information Showing Ability to Reduce Significant Effects in Program EIR</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<b>XIII. PUBLIC SERVICES.</b> 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:					
a) Fire protection?		X			
b) Police protection?		X			
c) Schools?					X
d) Parks?		X			
e) Other public facilities?					X

**Discussion:**

a) All development resulting from implementation of the proposed General Plan, inclusive of the proposed project, will be required to comply with all applicable fire code and ordinance requirements for construction, access, water mains, fire flows and hydrants. Individual projects, such as the proposed project, will be reviewed by the Los Angeles County Fire Department to determine the specific fire requirements applicable and to ensure compliance with these requirements. Under these circumstances, the General Plan EIR concluded that build out of the General Plan would result in a less than significant impact with regard to fire protection. General Plan EIR, p. 4.8-12. The proposed project will comply with the applicable fire-protection laws and ordinances and will not have any impacts different from or more substantial than those discussed in the General Plan EIR; thus, impacts of proposed project implementation will be less than significant.

b) The City of Carson contracts with the Los Angeles County Sheriff's Department for police services within the City. General Plan EIR, p. 4.8-12. The City has determined that the ability of the County Sheriff's Department to provide a standard level of service as a result of implementation of the General Plan would be less than significant due in part to the payment by the City of additional fees to pay for the additional law enforcement services necessitated by the build out of the General Plan. General Plan EIR, pp. 4.8-12-13. Policies included in the General Plan that will further ensure less than significant impacts include those that promote community policing, continue coordination with the Sheriff's Department, support strict enforcement of codes and other laws, continue a zero tolerance approach to gang activity, and pursue additional funding sources for public facility. General Plan EIR, pp. 4.8-13-14. As a business park, the development of which was contemplated in the General Plan, the proposed project will not create any unique or greater impacts on police services than those identified in the General Plan EIR; therefore, impacts from implementation of the proposed project will be less than significant.

c) Significant and unavoidable impacts to schools were identified in the General Plan EIR (General Plan EIR, p. 4.8-23), however, no residences will be constructed and no population increase will result from the proposed project. Thus no impacts to schools are anticipated with implementation of the proposed project.

d) The City currently has an excess of park land per state standards, and with population increase projections, the General Plan EIR projects that the City will continue to have an excess of park land with the projected increase in population resulting from General Plan build out. Thus, the General Plan EIR determined that implementation of the General Plan would not create a need for additional park land. General Plan EIR, p. 4.9-8. Since the General Plan EIR anticipated development of the project site with a multi use business park, and given the lack of identified need for any additional park land with General Plan build out, impacts to parks are considered less than significant with implementation of the General Plan and the proposed project. General Plan EIR, p. 4.9-10.

e) The General Plan EIR identified a need for additional library facilities and materials resulting from implementation of the

General Plan based upon an increase in population that will accompany the General Plan build out. General Plan EIR, p. 4.8-17. The General Plan EIR identified a policy requiring coordination with the Los Angeles County Library to meet identified needs and shall incorporate necessary policies into the Parks, Recreation and Human Services Element of the General Plan. Based upon this policy, the General Plan EIR concluded that library impacts were less than significant. General Plan EIR, p. 4.8-18. The proposed project is not anticipated to generate population increases and will have no impact on the need for library facilities.

**Conclusion:** No significant impacts to public services would occur with implementation of the proposed project and the project will not have any impacts greater than or substantially different from what was discussed in the General Plan EIR; therefore, no additional analysis under CEQA is required..

<i>Issues</i>	<i>Potential New/ Substantially Greater Significant Environmental Effects</i>	<i>No Changes or New Information Requiring Further Analysis in Subsequent EIR</i>	<i>New Information Showing Ability to Reduce Significant Effects in Program EIR</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<b>XIV. RECREATION.</b>					
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?		X			
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?		X			

**Discussion:** The City of Carson has approximately 353.9 acres of available park land. The State of California standard for park open space is 3 acres for every 1,000 residents. The City has a surplus of approximately 85 acres of public open space, and thus currently meets the State's standard. The City is approximately 83 percent developed, so there is the potential to acquire and develop additional park land. General Plan EIR, p. 4.9-8. The General Plan projects an increase in population of 13,670 people to 103,400 by 2020. Based on the State park land ratio of 3 acres per 1,000 people, the population increase of 13,670 residents would create a total demand for approximately 310.2 acres of park land Citywide. The General Plan EIR determined that implementation of the General Plan would not create a need for additional park land. General Plan EIR, p. 4.9-8. Thus, the General Plan EIR found that build out of the General Plan would have a less than significant impacts on parks and recreation. General Plan EIR, p. 4.9-10. Since the General Plan EIR anticipated development of the project site with a multi use business park, since the project is not expected to increase population in the area, and since no additional acres for park land are anticipated to be generated by the proposed project, project impacts to park land will be less than significant.

**Conclusion:** No significant impacts to recreational resources would occur with implementation of the proposed project and the project will not have any impacts greater than or substantially different from what was discussed in the General Plan EIR; therefore, no additional analysis under CEQA is required..

<i>Issues</i>	<i>Potential New/ Substantially Greater Significant Environmental Effects</i>	<i>No Changes or New Information Requiring Further Analysis in Subsequent EIR</i>	<i>New Information Showing Ability to Reduce Significant Effects in Program EIR</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<b>XV. TRANSPORTATION/TRAFFIC. Would the project:</b>					
a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?				X	





b)	Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?				X	
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?	X				
d)	Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?				X	
e)	Result in inadequate emergency access?				X	
f)	Result in inadequate parking capacity?	X				
g)	Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	X				

**Discussion:** A site-specific traffic study was prepared for the proposed project. Urban Crossroads, The Coves Business Center Traffic Impact Analysis (Oct. 9, 2008 augmented by letter report Oct. 29, 2008) (Traffic Report).

a) and b) The General Plan EIR found two significant and unavoidable impacts with respect to traffic and circulation: 1) 41 traffic segments would operate at deficient levels (traffic volumes/roadway capacities) (e.g., Level of Service (LOS) E or F) with implementation of the General Plan under 2020 conditions (General Plan EIR, pp. 4.3-36–37), and 2) implementation of the proposed General Plan would result in inconsistencies with the Congestion Management Program (CMP) standards with six freeway segments in the AM or PM peak hours having increases of 0.02 or more in demand to capacity with a resulting level of service of F. General Plan EIR, p. 4.3-60. Deficient roadway segments include Figueroa St., Main St., and Torrance Blvd. in the immediate project vicinity. General Plan EIR, Exhibit 4.3-10. The General Plan EIR also found cumulative significant and unavoidable impacts relative to traffic. General Plan EIR, p. 4.13-8.

The proposed project site has the following roadways in the immediate vicinity: Main St. (east), Torrance Blvd. (south), Del Amo Blvd. (north), Figueroa St. (west), Interstate 110 (I-110 (west of Figueroa St.), and Hamilton Ave. (west of I-110). The proposed project is expected to generate a net total of approximately 3,576 daily trips with 401 AM peak hour trips and 361 PM peak hour trips under operation phase conditions. Cumulative projects in the vicinity are expected to generate 77,748 daily trips with 3,008 AM peak hour trips and 6,698 PM peak hour trips.

Under existing conditions, roadways in the proposed project study area operate at acceptable LOS except for Hamilton Ave. at Del Amo Blvd. and Hamilton Ave. at the I-110 Southbound ramps. In 2011 (the earliest year when the proposed project may be operational) under "without project conditions" intersections in the proposed project's study area would operate at acceptable LOS, save for Figueroa St. at Del Amo Blvd., Main St. at Del Amo Blvd., Main St. at Vista del Loma, Hamilton Ave. at Del Amo Blvd. and Hamilton Ave. at the I-110 Southbound ramps. With the implementation of measures discussed in the Traffic Report—measures that were committed to implementation as a part of the nearby Carson Marketplace Project (Carson Marketplace EIR, SCH 2005051059 (Jan. 2006))—acceptable LOS will be achieved at: Figueroa St. at Del Amo Blvd., Main St. at Del Amo Blvd., Hamilton Ave. at Del Amo Blvd. and Hamilton Ave. at the I-110 Southbound ramps (of note is that measures to mitigate traffic impacts at these intersections discussed in the Traffic Report are identical to or less than what was committed to as mitigation for the Carson Marketplace project). For the intersection of Main St. at Vista del Loma, the Traffic Report notes that only westbound left turn movement would operate at unacceptable LOS in the 2011 without project condition and that this projected deficiency is due to cumulative traffic volumes using the cumulative project list. Under the current economic conditions, the Traffic Report notes that the cumulative traffic analysis is considered conservative as projects on the cumulative project list may not ultimately be developed or may not be developed at originally-anticipated densities. Thus, the traffic volumes at Main St. at Vista del Loma may never increase to unacceptable levels. Installation of a traffic signal at Main St. and Vista del Loma to control traffic, although warranted under the calculated future cumulative traffic conditions, would not be feasible. A signal is to be installed at Main St. and Lenardo Dr.—325 feet to the north—as a part of the Carson Marketplace project mitigation; installation of a second signal at Vista del Loma so close to the Lenardo signal is not feasible, as such a signal would create adverse traffic delays and vehicle queuing during peak periods. Thus, the intersection of Main St. and Vista del Loma should be monitored by the City for sufficiency of LOS. If cumulative traffic conditions result in an actual deficient LOS at Main St. and Vista del Loma (as opposed to a theoretical deficiency), then the intersection will be restricted to right-in/right-out/left-in access only to ensure adequate LOS

is maintained (requiring re-striping and curb modifications).

Under "with" project conditions in 2011, intersections that would operate at deficient LOS in the project vicinity would be the same deficient intersections as under "without" project conditions along with the intersection of Figueroa St. at I-110 Northbound Ramps. To ensure sufficient LOS at Figueroa St. at the I-110 Northbound Ramps is maintained, as part of the proposed project's design, the following improvements will be implemented (as recommended in the Traffic Report):

- construct a southbound left turn lane into the proposed project and implement overlap phasing on the southbound right turn lane (requires restriping for exclusive left turn lane);
- construct a second eastbound left turn lane and re-stripe the eastbound shared left-right turn lane (requiring restriping for the second left turn lane); and
- construct the westbound approach lanes to provide for a left turn lane and a shared through-right turn lane to align with the I-110 Northbound ramps on the opposite side of Figueroa St.

Additionally, per City requirements, the proposed project would be required to pay "fair share" traffic fees to fund improvements to accommodate cumulative growth in the area. With implementation of the proposed project traffic design features, adherence to established City traffic fee programs, implementation of the mitigation from the Carson Marketplace project, and the intersection restriction at Vista del Loma (should it become necessary), the LOS for all intersections in the proposed project study area would be sufficient. This would represent an improvement over the unavoidable significant impacts to traffic LOS predicted by the General Plan EIR.

For construction phase traffic specifically, the Traffic Report concludes that construction of the proposed project will not generate significant traffic impacts in the vicinity due to: a lack of need for haul trucks for the site, commuter trips for construction site workers falling outside of traditional peak traffic periods, and the proximity of the I-110 Freeway to the project site (adjacent to the site on the west) making it less likely that construction traffic will utilize local roadways. Traffic Report, amendment.

c) The General Plan EIR found that implementation of the General Plan, inclusive of the proposed project site which was accounted for as being developed as a business park in the General Plan, would provide consistency with surrounding land uses and intensities and that no changes to air traffic patterns would occur. General Plan EIR, p. 7-3. Because the development of the site as a business park was contemplated in the General Plan, there are no additional or different impacts that would occur with implementation of the proposed project; impacts will be less than significant.

d) The proposed project does not include any design features or incompatible uses that would substantially increase traffic hazards. The proposed light industrial, office and retail floor space uses at the project site are consistent with the Mixed Use Business Park designation from the General Plan, which contemplated such a use at the specific location of the proposed project. Additionally, the proposed project design includes components ensuring that ingress/egress from the project site to adjacent streets is conducted within the appropriate street width and with appropriate lane configurations to ensure traffic hazards do not occur. Traffic Report, p. 72. Issues related to the level of service at intersections relative to the proposed project are considered less than significant as discussed in greater detail above. Thus, potential project impacts relative to traffic hazards are considered less than significant.

e) The proposed project site would be accessible to fire, ambulance, and police vehicles from the adjacent roadways. Project compliance with design requirements imposed by the City (e.g., driveway widths and emergency water supply access points) will ensure that project impacts are less than significant.

f) The City has regulations regarding the number of parking spaces required for specific types of new development within the City. Carson Municipal Code §9262.21. The site map included with this Checklist demonstrates that more than sufficient parking is proposed than required by City Code. Thus, implementation of the proposed project will not result in any inadequate parking and impacts relative to parking will be less than significant.

g) Public transportation in the City is provided primarily by bus and rail lines, and bicycle and pedestrian paths (e.g., sidewalks) serve most areas of the City. The General Plan EIR determined that the goals and policies in the Transportation and Infrastructure Element in the General Plan would enhance the use of alternative forms of transportation in the City; these policies include those requiring the City to provide appropriate pedestrian and bicycle access and promoting ridership on bus and rail lines. With these policies and the existing alternative transportation networks, the General Plan EIR concluded that implementation of the General Plan would not have significant impacts on alternative transportation. General Plan EIR, p. 4.3-59. The proposed project is consistent with the General Plan, is served by Carson Circuit Transit System, Carson Shuttle, and Los Angeles County Metropolitan Transportation Authority bus lines. In light of the above factors, no significant alternative transportation impacts would occur with implementation of the proposed project and the proposed project will have no impacts



different than or greater than those discussed in the General Plan EIR.

**Conclusion:** No significant impacts relative to traffic and transportation would occur with implementation of the proposed project and the project will not have any impacts greater than or substantially different from what was discussed in the General Plan EIR; therefore, no additional analysis under CEQA is required..

Issues	Potential New/ Substantially Greater Significant Environmental Effects	No Changes or New Information Requiring Further Analysis in Subsequent EIR	New Information Showing Ability to Reduce Significant Effects in Program EIR	Less Than Significant Impact	No Impact
<b>XVI. UTILITIES AND SERVICE SYSTEMS. Would the project:</b>					
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?		X			
b) Require or result in the construction of new water or waste water treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?		X			
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?		X			
d) Have sufficient water supplies available to serve the project from existing entitlements and resources or are new or expanded entitlements needed?		X			
e) Result in a determination by the waste water treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?		X			
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?		X			
g) Comply with federal, state, and local statutes and regulations related to solid waste?		X			

**Discussion:**

a), b) and e) The General Plan EIR determined that implementation of the General Plan would cause additional demand on the existing sewer system from increased sewage flows; however, the General Plan EIR concluded that the sewer lines, maintained by CSMD, would not be significantly impacted with implementation of the General Plan. General Plan EIR, p. 4.8-19. Thus, the General Plan EIR concluded that build out of the General Plan would have a less than significant impact on sewer services. General Plan EIR, p. 4.8-20. The California Health and Safety Code allows the two sewer providers for the City—Cal Water and SCWC—to charge a fee for connecting to their systems or for increasing the existing strength and/or quantity of wastewater attributable to a particular parcel or operation already connected. The connection fees will pay for incremental expansion of the sewerage system to mitigate the impact of individual projects. The two sewer agencies' facilities are sized and service is phased in accordance with SCAG regional growth projections. Implementation of the General Plan was found to be in line with these projections. Therefore, a less than significant impact would result from build out of the General Plan, inclusive of the proposed project, which was contemplated in the General Plan.

As a mixed use business park, the proposed project would not be anticipated to generate uses that would have constituents in such a quantity or of such a quality to cause the City's sewer providers to not meet their treatment limitation in their water quality permits. Any manufacturing uses that could eventually be located within the proposed project would be required by the sewer providers to obtain and maintain compliance with pre-treatment permits, the purpose of which is to ensure that sewer inflows will not cause an upset at the sewage treatment plant. All other sewer flows from the proposed project will be domestic in nature



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(e.g., toilets and sinks for lavatories) and would not be anticipated to create treatment issues with the sewer agencies. Through the pre-treatment permitting process, sewer flows from the proposed project will not create treatment problems for the sewer agencies and impacts will be less than significant. Impacts from the proposed project on wastewater facilities will be no greater or different than those presented in the General Plan EIR.

c) The Los Angeles County Department of Public Works (LACDPW) presently owns and maintains three regional flood control facilities in and around the City of Carson, including the Torrance Lateral adjacent to the northern boundary of the project site. The California State Department of Transportation (Caltrans) also operates and maintains several drainage facilities within State operating right-of-ways. General Plan EIR, p. 4.7-18. There are also several storm drains operated by the City in the project site vicinity. The General Plan EIR acknowledged that implementation of the General Plan would result in the development of vacant and underutilized parcels, such as the project site. Development would increase the potential for additional surface water runoff to the existing storm drain system during the construction and operation phase. No new drainage systems or alterations to the existing drainage systems are planned for the City of Carson and the proposed project does not involve modification of the adjacent flood control channel. The General Plan EIR identified existing drainage facilities as being sufficient to handle current and projected future use inclusive of the development of the proposed project site. However, the City has recognized the need to monitor and improve as necessary, the storm drain system to ensure its adequacy in accommodating future development. Specific policies have been proposed as part of the General Plan to reduce any impacts to drainage and runoff to less than significant levels including: maintaining and improving the levels of storm drainage service and ensuring infrastructure systems are adequate to accommodate intensification of uses. Given these policies, the General Plan EIR found impacts to drainage systems to be less than significant, p. 4.7-16. In light of these factors, no significant impacts are anticipated with development of the proposed project and the project will not have any impacts more significant or substantially different than those disclosed in the General Plan EIR.

b) and d) Cal Water and SCWC provide water service to the City of Carson. Both providers maintain water mains and connections with MWD within the City streets. The General Plan EIR identified that population increases resulting from implementation of the General Plan would result in an increase in usage of the existing water system. Cal Water has indicated that while no additional facilities are planned, there are sufficient water supplies to serve the City with implementation of the General Plan. SCWC has also confirmed that changes resulting from implementation of the General Plan are within the range of SCWC's present assumptions for the planning for providing of water service to the portion of the City within its service area. The General Plan incorporated the change of the proposed project site from vacant to a mixed use business park. Thus, the projections for water usage in the General Plan encompassed those for the proposed project, and the anticipated sufficient supplies of water and sufficiency of current water systems to serve the General Plan build out would also encompass the proposed project. Furthermore, if the water providers identified any water system improvements or additional facilities necessitated to serve the proposed project, the water providers will require the proposed project applicant to fund and/or contribute the cost of all or a portion of the necessary improvement, ensuring that the water supply system remains adequate to serve the proposed project. In light of these factors, and in consideration of policies in the General Plan related to water supply (e.g., promoting water conservation in the City, maintaining and improving aging water systems, pursuing available funding sources to improve public facilities, and rehabilitating public facilities in a way that results in water savings) the General Plan EIR found that impacts on water supplies and water service systems due to General Plan implementation would be less than significant. General Plan EIR, p. 4.8-19. The proposed project will not have significant impacts on water supply or water systems and impacts will be no different or greater than those discussed in the General Plan EIR.

f) and g) The General Plan EIR determined that implementation of the General Plan would result in increased supply of solid waste and increased demand for solid waste services. Landfills throughout California are rapidly reaching their capacities. The State of California has established 50 percent as the minimum waste reduction rate for all cities. The City of Carson has adopted a Source Reduction and Recycling Element (SRRE) and has achieved 56 percent waste reduction as of 1998. The General Plan EIR concluded that implementation of the General Plan, inclusive of the development of the proposed project site which was contemplated in the General Plan, would have less than significant on solid waste facilities due to compliance with state laws and implementation of the City's Source Reduction and Recycling Element. General Plan EIR, pp. 4.8-20-21. Furthermore, the proposed project will be encouraging recycling and reuse of materials during the construction and operations phase in conjunction with other measures aimed at reducing the proposed project's contributions of greenhouse gas emissions. Urban Crossroads, The Coves Business Park Greenhouse Gas Emissions Evaluation, pp. 23-24 (Oct. 29, 2008). In light of these factors, the proposed project's impacts on solid waste disposal will be less than significant and the project will have no greater or different impacts than those contemplated in the General Plan EIR.

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**Conclusion:** No significant impacts to utilities and service systems would occur with implementation of the proposed project and the project will not have any impacts greater than or substantially different from what was discussed in the General Plan EIR; therefore, no additional analysis under CEQA is required..

<i>Issues</i>	<i>Potential New/ Substantially Greater Significant Environmental Effects</i>	<i>No Changes or New Information Requiring Further Analysis in Subsequent EIR</i>	<i>New Information Showing Ability to Reduce Significant Effects in Program EIR</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<b>XVII. MANDATORY FINDINGS OF SIGNIFICANCE.</b>					
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?					X
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.)		X			
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?		X			

**Discussion:**

a) Based on the preceding responses, the project site is currently vacant and was formerly used as a landfill. Redevelopment of the project site does not have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory. Implementation of the project will have no impacts.

b) The General Plan EIR, by its nature, assessed the cumulative impacts of development within the City. Per the General Plan EIR, impacts in the following areas will be less than significant: land use; population, employment and housing; geologic and seismic hazards (with mitigation); hydrology and drainage (water quality, drainage and flooding with mitigation); public services and utilities; parks and recreation; public health and safety (use/generation/transport of hazards, aircraft overflight, and rail line hazards); cultural resources (with mitigation); and aesthetics. General Plan EIR, pp. 4.1-32, 4.2-9, 4.6-19, 4.7-14, 4.7-16, 4.7-18, 4.8-12-22, 4.9-10, 4.10-22,; 4.11-6, and 4.12-10. Per the General Plan EIR, impacts in the following areas will be significant and unavoidable: traffic and transportation, air quality, noise, hydrology (groundwater depletion), public services and utilities (schools), public health and safety (accidental release of hazards, air toxics, oil contamination, and landfills), and cumulative effects of traffic, air quality, hydrology and public health and safety. General Plan EIR, pp. 4.3-60, 4.4-22, 4.5-47, 4.7-18, 4.10-32, 4.13-8. The proposed project is not anticipated to have significant cumulative impacts when viewed in connection with other reasonably foreseeable future projects. As discussed in the preceding responses, the proposed project will comply with all applicable resource protection laws from federal, state, and local agencies, which have been designed to ensure that cumulative impacts from new development, such as the proposed business park, are properly controlled so as not to significantly affect the aesthetic environment, retention of agricultural land, on- or off-site habitats and species, water resources, cultural and paleontological resources, land use planning, geologic resources, municipal resources, public services and utility systems, the health and safety of persons on- or off-site, and the interests of others in the surrounding area to enjoy their property. Through compliance with these regulatory programs, project impacts will not be cumulatively considerable. Thus, the implementation of



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the proposed project will not have significant impacts greater than or substantially different from those discussed in the General Plan EIR.

c) Based on the preceding responses, implementation of the proposed project will have a less than significant impact relative to aesthetics, agricultural resources, air quality, cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, land use and planning, noise, population and housing, public services, recreation, transportation and traffic, and utilities and service systems. Therefore, the proposed project will not have any direct or indirect significant impacts on human beings.

**Conclusion:** Impacts from the proposed project will be less than significant and are not anticipated to be different or greater than those identified in the General Plan EIR; therefore, no additional CEQA analysis is required for the proposed project beyond the General Plan EIR.

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**Figure 1**

**Site Plan**

