

City of Carson

Initial Study

Carson Consolidated Project Area

November 2009

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Carson Consolidated Project Area

Prepared by:

City of Carson
701 East Carson Street
Carson, California 90749
&
City of Carson Redevelopment Agency
1 Civic Plaza Drive, # 500
Carson, California 90745

Contact: Amelia Soto
Carson Redevelopment Agency
Redevelopment Project Analyst
1 Civic Plaza Drive, # 500
Carson, California 90745
(310) 233-4800

Prepared with the assistance of:

Rincon Consultants, Inc.
790 East Santa Clara Street
Ventura, California 93001
(805) 641-1000

November 2009

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CARSON CONSOLIDATED PROJECT AREA

INITIAL STUDY

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Carson Sheriff Station Renovation and Expansion Project Description



INITIAL STUDY

1. Project title:

Carson Consolidated Project Area

2. Lead agency name and address:

City of Carson
701 East Carson Street
Carson, California 90749

City of Carson Redevelopment Agency
1 Civic Plaza Drive Suite 500
Carson, California 90745

3. Contact Person and Phone Number:

Amelia Soto
Redevelopment Project Analyst
Carson Redevelopment Agency
1 Civic Plaza Drive Suite 500
Carson, California 90745
(310) 233-4800

4. Project Location:

The proposed project would merge three existing redevelopment projects for the purpose of creating financial flexibility and ease of administration. The resulting Carson Consolidated Project Area would be located entirely within the City of Carson, in southern Los Angeles County, California. The City of Carson is located approximately 13 miles south of the City of Los Angeles Civic Center, and six miles north of the Port of Los Angeles at San Pedro. It lies adjacent to the City of Los Angeles on the northwest, south and southeast, the City of Compton on the northeast, the City of Long Beach on the east, and unincorporated areas of Los Angeles County on the north, southwest, and east.

The combined 4,099 acres of the Carson Consolidated Project Area, consisting of the existing Redevelopment Project Area No. 1, Redevelopment Project Areas No. 2 and No. 3, and Redevelopment Project Area No. 4, is primarily located in the southern and western portions of the City, though some noncontiguous portions are located in the eastern and northern portions of the City. The location and boundaries of each of the existing redevelopment plan areas are described below.

The existing Project Area No. 1 consists of approximately 1,635 acres and is configured generally in the shape of an "L", with its vertical extension bound by Alondra Boulevard on the north, Figueroa Street on the west, and Main Street on the east, and its horizontal extension bound by Del Amo Boulevard on the north, Carson Street on the south, Figueroa Street on the west, and Wilmington Avenue on the east.



The existing Project Area No. 2 and No. 3 (Carson Merged and Amended Project Area) contains an estimated 1,430 acres and covers portions of east and south Carson along Carson Street, Alameda Street, 223rd Street, Avalon Boulevard, Sepulveda Boulevard, Lomita Boulevard, Wilmington Avenue, and Main Street.

The boundaries of the existing Project Area No. 4 encompass about 1,034 acres in 12 noncontiguous areas throughout the City. The boundaries stretch from Alondra Boulevard on the north to areas south of Sepulveda Boulevard. The east-west boundaries include Figueroa Street on the west and Santa Fe Avenue on the east.

Figure 1 displays the location of the proposed project area within the region and Figure 2 shows the location of the merged and amended project area within Carson. Figure 3 displays photos taken from various locations throughout the project area.

5. Project Applicant:

The City of Carson and the Carson Redevelopment Agency are considered the applicants for the proposed project.

City of Carson
701 East Carson Street
Carson, California 90749
(310) 830-7600

City of Carson Redevelopment Agency
1 Civic Plaza Drive Suite 500
Carson, California 90745
(310) 233-4800

6. General Plan Designation / Zoning:

The project area includes a variety of land use designations according to the General Plan Land Use Plan (December 2006). The Carson Consolidated Project Area primarily consists of industrial, commercial, and residential uses. The Land Use Plan includes the following land use designations: Low Density, Medium Density, High Density, Mixed Use - Residential, General Commercial, Regional Commercial, Mixed Use - Business Park, Business Park, Light Industrial, Heavy Industrial, Public Facilities, General Open Space, and Recreational Open Space.

The Carson Consolidated Project Area also includes a variety of zone types according to the City of Carson Zoning Map (2006). Similar to the General Plan designation, the project area is primarily zoned for manufacturing, commercial, and residential land uses but also includes zones for open space and specific plans.

7. Description of Project:

The Redevelopment Agency of the City of Carson ("Agency") has proposed to merge the Agency's three existing redevelopment projects for the purpose of creating financial



flexibility and ease of administration. The three areas consist of Redevelopment Project Area No. 1, the Carson Merged and Amended Project Area (consisting of the Redevelopment Project Areas No. 2 and 3) and Redevelopment Project Area No. 4 (“the Existing Project Areas”). The merger would combine 4,099 acres of the Existing Project Areas into a single project area within the City of Carson (“Carson Consolidated Project Area”). The attached figure shows the location of the proposed Carson Consolidated Project Area. As part of the merger the Agency has also proposed to re-instate eminent domain in certain areas of Project Area No. 1 and to re-instate and extend eminent domain in the Carson Merged and Amended Project Area and Project Area No. 4, respectively and add one public improvement project to the existing public improvement project lists for the renovation and 5,000 square foot expansion of the existing Sheriff Station located in Project Area No. 1. A detailed description of the Carson Sheriff Station Renovation and Expansion Project is provided in the Appendix.

The proposed Carson Consolidated Project Area would not involve any direct private land development proposals. However, the proposed project would be intended to stimulate private land development within the consolidated project area as part of the Carson Redevelopment Agency’s effort to revitalize and eliminate blight. The re-instatement and extension of eminent domain in certain areas would also be expected to assist in the timely remediation of hazards and contamination and/or improve Brownfields and blighted areas. Ultimately, private land development would be expected to occur both through the stimulus of public action by the Carson Redevelopment Agency using redevelopment tools and by direct private activity. Some private development activity would be encouraged and assisted by the Agency in accordance with specific blight-removal goals. The Carson Consolidated Project Area is assumed to have some latent development potential within its existing vacant or underutilized land inventory in accordance with the underlying General Plan designations and zoning. In addition, there are some pending development projects within the project area that are approved and either under construction, or pending construction.

8. Surrounding Land Uses and Setting:

The Carson Consolidated Project Area encompasses approximately 4,099 acres within the City of Carson. The majority of the land in the project area is utilized for industrial or manufacturing uses. However, there are also portions of the project area that are occupied by single and multi-family residential units, commercial facilities, and open space and recreational uses. The areas surrounding the project area include a variety of land uses including industrial facilities, public facilities, recreational open space area, single family and multi-family residential areas, and commercial areas.

9. Other Public Agencies From Whence Approval Is Required:

The proposed Carson Consolidated Project Area would require the discretionary approval of the City of Carson Planning Commission and City Council. The following approvals would be required:

- *Certification of the Final Environmental Impact Report; and,*
- *Adoption of the Carson Consolidated Project Area.*



ENVIRONMENTAL FACTORS AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is “Potentially Significant” or “Potentially Significant Unless Mitigation Incorporated” as indicated by the checklist on the following pages.

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



DETERMINATION:

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potential significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.


Signature

Cliff Graves
Printed Name

11/19/09
Date

For



Environmental Checklist

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

a-b. The project area is located in a highly urbanized area in the City of Carson. There are no officially designated scenic vistas or state scenic highways within the City of Carson (Carson General Plan EIR, 2002). As such, the proposed Carson Consolidated Project Area, which is intended to eliminate blight within the project area, would not have a substantial effect on a scenic vista or damage scenic resources within a state scenic highway. **No impacts** would occur and further analysis of these issues in an EIR is not warranted.

c. The proposed Carson Consolidated Project Area would add one Capital Improvement Project to the list of existing Capital Improvement Projects to be funded by redevelopment. Besides this new Capital Improvement Project (refer to the Appendix for Project Description), the proposed Carson Consolidated Project Area would not involve any direct development proposals. However, the proposed project would accommodate development within the project area as part of the Carson Redevelopment Agency’s effort to revitalize and eliminate blight. By its nature, the proposed project is expected to improve the quality of the built environment through the improvement of the physical appearance of the project area. Implementation of redevelopment actions would provide for more cohesive development that encourages an improvement in the quality of urban design. The proposed new Capital Improvement Project along with development accommodated under the Carson Consolidated Project Area would not substantially degrade the existing visual character or quality of sites within the project area. **The impact would be less than significant and further analysis in an EIR is not warranted.**

d. The proposed Carson Consolidated Project Area would add one Capital Improvement Project to the list of existing Capital Improvement Projects to be funded by redevelopment. Besides this new Capital Improvement Project, the proposed Carson Consolidated Project Area would not involve any direct development proposals. However, the proposed project would



accommodate development within the project area as part of the Carson Redevelopment Agency’s effort to revitalize and eliminate blight. The proposed new Capital Improvement Project (refer to the Appendix for Project Description) along with development accommodated under the Carson Consolidated Project Area could create new light and glare which would have the potential to adversely affect neighboring uses and result in visual impacts. **Therefore, impacts related to light and glare would be potentially significant unless mitigated and will be further analyzed in an EIR.**

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
II. <u>AGRICULTURAL RESOURCES</u> --				
Would the project:				
a) Convert Prime Farmland, Unique Farmland, Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a-c. The project area is located within a highly urbanized area in the City of Carson. The City has approximately 62 acres of remnant farmland located within the City. The majority of farmland, which is zoned by the Carson Municipal Code as Residential Agriculture (RA), lies outside the project area and is used primarily for greenhouses and nurseries. Approximately five acres of property zoned RA are located within the project area near Carson Street between Figueroa Street and Main Street. The existing parcels within the project area that are zoned RA are located in a highly urbanized portion of the City and are currently developed with single family residential units. None of the existing farmland in the City is considered Prime, Unique, or Farmland of Statewide Importance (Farmland). Therefore, a very limited conversion of Farmland to non-agricultural uses would occur with implementation of the proposed Carson Consolidated Project Area. In addition, although a limited amount of land within the project area is currently being farmed, it is not specifically zoned for agricultural uses or under Williamson Act contract. **No impact would occur and further analysis of this issue in an EIR is not warranted.**



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
III. AIR QUALITY – Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Create Green House Gas emissions that will cause significant adverse impacts to human health and the environment, or result in an increase in global warming that will result in a significant cumulative impact on the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a-d. The proposed Carson Consolidated Project Area would add one Capital Improvement Project to the list of existing Capital Improvement Projects. Besides this new Capital Improvement Project, the proposed Carson Consolidated Project Area would not involve any direct development proposals. However, the proposed project would accommodate development within the project area as part of the Carson Redevelopment Agency’s effort to revitalize and eliminate blight. The proposed new Capital Improvement Project (refer to the Appendix for Project Description) along with development that would be accommodated under the proposed Carson Consolidated Project Area would potentially increase motor vehicle activity as well as consumption of electricity and natural gas within the project area compared to the existing conditions. Therefore, development accommodated under the Carson Consolidated Project Area could result in the generation of pollutants that could hinder progress toward attainment of regional air quality goals. Development associated with the proposed project and the increase in motor vehicle activity compared to existing uses may also result in the increased production of carbon dioxide and other greenhouse gas emissions that are associated with global warming. Traffic generated by the development accommodated under the proposed project could also result in increased carbon monoxide concentrations on congested roadways. Site preparation and construction for development projects accommodated under the proposed project could potentially affect air quality through generation of particulate matter and equipment exhaust. **Therefore, impacts associated with**



air pollutant emissions generated by development facilitated by the proposed project would be potentially significant unless mitigated and this issue will be further analyzed in an EIR.

e. The proposed Carson Consolidated Project Area would facilitate a variety of redevelopment projects. However, the redevelopment projects including those associated with commercial, residential and/or industrial uses would generally not be expected to create any objectionable odors. **No impact related to odors would occur and further analysis of this issue in an EIR is not warranted.**

f. Development associated with the Carson Consolidated Project Area, along with the proposed new Capital Improvement Project (refer to the Appendix for Project Description), would generate greenhouse gas emissions (GHGs). An increase in the generation and emission of GHGs is not itself an adverse environmental effect. Rather, it is the increased accumulation of GHGs in the atmosphere that may result in global climate change that causes adverse environmental effects. The State has mandated a goal of reducing state-wide emissions to 1990 levels by 2020, even though State-wide population and commerce is predicted to continue to expand. In order to achieve this goal, the California Air Resources Board (CARB) is in the process of establishing and implementing regulations to reduce State-wide GHG emissions. However, currently there are no significance thresholds, no specific reduction targets, and no approved policy or guidance to assist in determining significance at the project or cumulative level. Additionally, there is currently no generally accepted methodology to determine whether GHG emissions associated with a specific project represent new emissions or existing, displaced emissions.

The encouragement of development through the tools of redevelopment would likely generate some development, which, along with proposed new Capital Improvement Project would generate GHG emissions that would have the potential to create significant impacts. Project-generated GHG emissions will be quantified and compared to suggested thresholds as part of the EIR analysis. In addition, the development facilitated by the Carson Consolidated Project Area will be analyzed for consistency with the CalEPA California Action Team greenhouse gas reduction strategies.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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IV. BIOLOGICAL RESOURCES --
 Would the project:

- a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

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

a. The project area is located in a highly urbanized area in the City of Carson. The majority of the sites within the project area have been previously developed. In addition, the City of Carson does not contain any candidate, sensitive or special status species (City of Carson General Plan EIR, 2002). Therefore, site development would not adversely affect sensitive plant or animal species. **No impact to sensitive plant and animal species would occur and further analysis of this issue in an EIR is not warranted.**

b-f. The project area is located in a highly urbanized area within the City of Carson. The South Bay region once consisted of marshes and mudflats with a large marshy area, the Dominguez Slough, to the north, and flow from the Los Angeles River entering where Dominguez Channel now drains. However, near the beginning of the 20th century, marshes were filled and the Los Angeles River was diverted. The Dominguez Slough was completely channelized in the mid 1900's in an effort to provide flood protection to much of the South Bay



region (LADPW, 2009). The Dominguez Channel passes through the City, as it provides drainage for most of the South Bay area before depositing runoff into the Los Angeles Harbor.

As a result of urbanization, the project area and the surrounding vicinity lack native biological habitats. The only riparian habitat in the City of Carson exists at the lake within the Carson Harbor Village Mobile Home Park. However this site is located within the northwest portion of the City, outside of the project area. This riparian habitat has been identified and currently has deed restrictions to protect the wetland habitat from any future development. Besides the proposed new Capital Improvement Project (refer to the Appendix for Project Description), the proposed Carson Consolidated Project Area would not involve any direct development proposals. However, the proposed project would accommodate development within the project area as part of the Carson Redevelopment Agency’s effort to revitalize and eliminate blight. Development accommodated under the proposed project would not adversely affect sensitive plant or animal species, nor would it interfere with wildlife movement. Carson does not have any local policies or ordinances protecting biological resources or tree preservation policy (City of Carson General Plan EIR, 2002). In addition, no areas within the City of Carson are included within any natural community conservation plans or other habitat conservation plans (City of Carson General Plan EIR, 2002). **No impact to biological resources would occur and further analysis of this issue in an EIR is not warranted.**

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

a. The project area is located within the City of Carson and is predominately developed with industrial and manufacturing land uses. The City of Carson does not have any historical resources listed on the National Register of Historic Places. Carson, along with the State of California, has designated two sites as historic sites within the City. The State of California Office of Historic Preservation (OHP) has designated the site of the initial United States Air Meet as a historic site within Carson. In addition, a 170-year old Dominguez Rancho Adobe



home located in Compton has also been listed as a California Historic Landmark. However neither site is located within the project area.

In addition to the two designated historical sites listed previously, the Carson Indian Historical Committee and Watson Industrial Properties maintain an area of the industrial center near the Pioneer building, which once contained the village of the Suangna Native American tribe. A bronze plaque listing the site as Los Angeles Historical marker No. 13 commemorates the discovery of relics from these tribes at the Pioneer building. This site is within the project area.

Besides the proposed new Capital Improvement Project (refer to the Appendix for Project Description), the proposed Carson Consolidated Project Area would not involve any direct development proposals. However, the proposed Carson Consolidated Project Area would accommodate future development within the project area as part of the Agency's effort to revitalize and eliminate blight. There are no designated historic sites located within the project area. Los Angeles Historical marker No. 13 commemorating the Suangna tribe is located within the project area. However, the site is currently fully developed with modern, high-tech industrial factories. Development facilitated by the Carson Consolidated Project Area would not cause a substantial adverse change in the historical significance of the two designated historical sites located outside the project area or to the site that commemorates the Suangna tribe located at the Watson Center (within the project area). In addition, any development facilitated by the proposed Carson Consolidated Project Area would be required to perform an evaluation of potential impacts on a project-by-project basis. Each incremental development is required to comply with all applicable State and Federal regulations concerning preservation of historic resources. As such, **impacts to historical resources would be less than significant and further discussion within the EIR is unwarranted.**

b-d. The project area is within a highly urbanized area and has been disturbed by grading and excavation to accommodate past and present development. There is no evidence that archaeological or paleontological resources or human remains are present within the project area (City of Carson General Plan, 2002). Any construction activities associated with proposed new Capital Improvement Project and development facilitated by the proposed Carson Consolidated Project Area, including grading and/or excavation has the potential to result in impacts due to recovering cultural resources. Impacts would be potentially significant if cultural resources are destroyed during grading and/or excavation activities. However, in the unlikely event that such resources are unearthed during excavation and grading, construction activities shall temporarily cease and procedures and requirements set forth in California Health and Safety Code Section 7.50.5 and Public Resources Code Section 5097.98 shall be implemented. **No impact is anticipated and further analysis of this issue in an EIR is not warranted.**



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
VI. <u>GEOLOGY AND SOILS</u> –				
Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 1-B of the Uniform Building Code, creating substantial risks to life or property?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a(i). The Avalon-Compton fault, which is part of the Newport-Inglewood Fault Zone, lies in the northern portion of the City of Carson and is located in an area designated as an Alquist Priolo Earthquake Fault Zone, as defined by the State Geologist (Torrance and Inglewood Quadrangles, California Department of Conservation, 1986). Sites located in the northern portion of the project area are located in close proximity (approximately 580 feet) to the Avalon-Compton Fault. **Impacts relating to fault rupture would be potentially significant unless mitigated and will be further analyzed in an EIR.**



a(ii). As with any site in the southern California region, the project area would be susceptible to strong seismic ground shaking in the event of a major earthquake. Structures would need to be constructed to withstand potential peak accelerations as defined by the California Building Code (CBC). In addition, construction of any development facilitated by the proposed Carson Consolidated Project Area would be subject to review by City building and safety officials. Nevertheless, ground shaking may result in potentially significant impacts to proposed structures. **Issues related to ground shaking would be potentially significant unless mitigated and will be further examined in the EIR.**

a(iii). The Seismic Hazard Mapping by the California Division of Mines and Geology (CDMG) show areas considered to be potential liquefaction zones within the City of Carson (www.conservation.ca.gov). Portions of the project area are within a liquefaction zone as shown on the Inglewood and Torrance Quadrangles (California Department of Conservation, 1999). **Impacts relating to liquefaction would be potentially significant and will be examined in the EIR.**

a(iv). The topography throughout the City of Carson is generally flat. No landslide areas exist within the City of Carson (City of Carson General Plan EIR, 2002). According to the California Department of Mines and Geology, no areas are known to exist within the project area where previous occurrence of landslide movement, or local topographic, geological, geotechnical and subsurface water conditions indicate a potential for permanent ground displacements (Inglewood and Torrance Quadrangles, California Department of Conservation, 1999). **No impact as a result of landslides would occur and further analysis of this issue in an EIR is not warranted.**

b. The project area is relatively flat resulting in a low potential for soil erosion. Besides the proposed new Capital Improvement Project (refer to the Appendix for Project Description), the proposed Carson Consolidated Project Area would not involve any direct development proposals. However, the proposed project would accommodate development within the project area as part of the Carson Redevelopment Agency's effort to revitalize and eliminate blight. Temporary erosion could occur during construction activities for development accommodated under the proposed project. However, construction activity would be required to comply with City grading requirements and temporary erosion control measures. In addition, construction activity would also be required to comply with the National Pollutant Discharge Elimination System (NPDES) General Construction Permit. This permit requires the preparation and implementation of a Storm Water Pollution Prevention Plan (SWPPP) that identifies best management practices (BMPs) that control surface runoff, erosion, and sedimentation. Implementation of the requirements of an SWPPP would reduce temporary erosion-related impacts to a less than significant level. **Impacts related to soil erosion or loss of topsoil would be less than significant and further analysis of this issue in an EIR is not warranted.**

c, d. As discussed under items a(ii) through a(iv), the project area may be subject to potential risks relating to soils, liquefaction, or other potential secondary seismic hazards. **Impacts would be potentially significant unless mitigated and this issue will be further analyzed in an EIR.**

e. The project area is located in an urbanized area in the City of Carson. Development projects facilitated by the proposed Carson Consolidated Project Area would be connected to the local wastewater treatment system. Any redevelopment facilitated by the proposed project



would be required to connect to the City's sewer system. Septic systems would not be used.
No impact would occur and further analysis of this issue in an EIR is not warranted.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
VII. HAZARDS AND HAZARDOUS MATERIALS - Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within ¼ mile of an existing or proposed school?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site which is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>



a-d. Besides the proposed new Capital Improvement Project (refer to the Appendix for Project Description), the proposed Carson Consolidated Project Area would not involve any direct development proposals. However, the proposed project would accommodate development within the project area as part of the Carson Redevelopment Agency's effort to revitalize and eliminate blight. The project area is located within a highly urbanized area in Carson. Sites within the project area were previously developed for a variety of land uses including industrial and commercial uses that are known to involve handling of hazardous materials and sites (including former landfills) that are known to involve soil and ground water contamination. As such, there is a high potential that hazardous materials and/or site contamination could adversely affect future development activities facilitated by the proposed Carson Consolidated Project Area. In addition, given the area's history of oil and gas development, existing and previously abandoned oil facilities could also impact future development in the area. **Impacts related to the disposal, handling, or release of hazardous materials into the environment would be potentially significant unless mitigated. These issues will be further analyzed in an EIR.**

e, f. There are no private airstrips in the vicinity of the project area. The Compton/Wooley Airport is located within approximately two miles of the northern portions of the project area. However, the project site is not within the airport's land use plan area and airport operations would not result in safety hazards for people residing or working in the project area. **Impacts relating to airports would be less than significant and further analysis of this issue in an EIR is not warranted.**

g. Besides the proposed new Capital Improvement Project (refer to the Appendix for Project Description), the proposed Carson Consolidated Project Area would not involve any direct development proposals. However, the proposed project would accommodate development within the project area as part of the Carson Redevelopment Agency's effort to revitalize and eliminate blight. The City has prepared a Multi-Hazard Functional Plan (1996) for emergency response within the City. The Plan fulfills State requirements for the Standardized Emergency Management System (SEMS). The City also complies with the Los Angeles County Operational Area Emergency Response Plan (1998). Both plans fulfill requirements relevant to emergency response issues including communications, shelter locations, and evacuation routes. The development accommodated under the proposed plan would include improvements to the local circulation system. Improvements would enhance the local roadways and would be consistent with the Multi-Hazard Functional Plan and the Los Angeles County Emergency Response Plan. **Impacts are less than significant and further analysis of this issue in an EIR is not warranted.**

h. The project area is located in an urbanized area in the City of Carson. No wildlands exist within the City or in the surrounding vicinity. Therefore, implementation of the proposed Carson Consolidated Project Area would not expose people or structures to any impacts related to wildland fires. **Impacts are less than significant and further analysis of this issue in an EIR is not warranted.**



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
VIII. <u>HYDROLOGY AND WATER QUALITY</u>				
– Would the project:				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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VIII. HYDROLOGY AND WATER QUALITY

– Would the project:

i) Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a, c-f. The majority of the project area has been previously developed and is currently covered with impervious material. Besides the proposed new Capital Improvement Project (refer to the Appendix for Project Description), the proposed Carson Consolidated Project Area would not involve any direct development proposals. However, the proposed project would accommodate development within the project area as part of the Carson Redevelopment Agency’s effort to revitalize and eliminate blight. Development would likely promote a more intense use of the project area as compared to the current use. As such, development facilitated by the proposed Carson Consolidated Project Area would result in a net increase in impervious surface area, which could adversely affect ground water recharge and the existing drainage system. In addition, construction activities, such as grading and excavation, may generate additional pollutants that could adversely affect the quality of surface runoff. Therefore, the proposed new Capital Improvement Project and development facilitated by the proposed Carson Consolidated Project Area have the potential to adversely affect the amount and quality of surface runoff. **Impacts would be potentially significant unless mitigated and this issue will be further analyzed in an EIR.**

b. Development accommodated by the Carson Consolidated Project Area would increase water demand on the site and therefore may affect the supply of groundwater. (Please refer to Section XVI, *Utilities and Service Systems* for further discussion of this impact.) **Therefore, impacts would be potentially significant unless mitigated and this issue will be further analyzed in an EIR.**

g-i. The project area is not located within a Federal Emergency Management Agency (FEMA) designated 100-year flood zone (FEMA Panel No. 06037C1935F, 2008). Flooding that would result from a 100-year storm is limited to the Dominguez Channel (City of Carson General Plan EIR, 2002). The project area is located in FEMA Zone X, which is outside the 0.2% chance annual flood (www.fema.gov). **No impact would occur and further analysis of this issue in an EIR is not warranted.**

j. The project site is over eight miles from the Pacific Ocean and is not located within a seiche or tsunami zone. In addition, the project area is relatively flat and therefore would not be prone to landslide or mudflow. **No impact would occur and further analysis of this issue in an EIR is not warranted.**



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
IX. <u>LAND USE AND PLANNING</u> -- Would the proposal:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with an applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a. Besides the proposed new Capital Improvement Project (refer to the Appendix for Project Description), the proposed Carson Consolidated Project Area would not involve any direct development proposals. However, the proposed project would accommodate development within the project area as part of the Carson Redevelopment Agency's effort to revitalize and eliminate blight. The majority of the project area is currently developed with uses including industrial, residential and commercial developments. The proposed new Capital Improvement Project, along with development facilitated by the proposed project would not physically divide an established community, as uses within and surrounding the project area are varied and distinct, and neither continuity nor access would be degraded. **No impact would occur and further analysis of this issue in an EIR is not warranted.**

b. Besides the proposed new Capital Improvement Project (refer to the Appendix for Project Description), the proposed Carson Consolidated Project Area would not involve any direct development proposals. However, the proposed project would accommodate development within the project area as part of the Carson Redevelopment Agency's effort to revitalize and eliminate blight. The project does not propose any changes to the land use pattern as prescribed by the City of Carson General Plan and the Carson Zoning Ordinance. The project by its nature would be expected to encourage development in existing areas consistent with the City of Carson General Plan and Carson Municipal Code. In fact, the proposed project can be viewed as an implementation tool of the General Plan. The project would not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project. **No impact would occur and further analysis of this issue in an EIR is not warranted.**

c. The project area is located in a highly urbanized area of Carson. No areas within the City or the project area are subject to an adopted habitat conservation plan or natural



community conservation plan. **No impact would occur and further analysis of this issue in an EIR is not warranted.**

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

a, b. The project area is in a highly urbanized area of Carson. No known mineral resources or locally important mineral resource recovery sites are located within the City. There would be no loss of availability of a known or locally important mineral resource. **No impact would occur and further analysis of this issue in an EIR is not warranted.**

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



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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XI. NOISE – Would the project result in:

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

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

a, b, d. The proposed Carson Consolidated Project Area includes one new Capital Improvement Project (refer to the Appendix for Project Description), but does not involve any direct development proposals. However, the proposed project would accommodate development within the project area as part of the Carson Redevelopment Agency’s effort to revitalize and eliminate blight. Site preparation and construction activities for development facilitated by the proposed project would generate temporary increases in noise onsite and at adjacent properties, including groundborne vibrations/noise. Noise levels during construction can be in the 78-88 dBA range during peak activity periods (U.S. Environmental Protection Agency, 1971). Such levels are substantially higher than ambient noise levels in the site vicinity and would be a source of temporary noise annoyance to adjacent residents. **Impacts would be potentially significant unless mitigated and will be addressed in the EIR.**

c. The main source of noise in the project area is traffic on area roadways. The increase in traffic levels within and adjacent to the project area associated with the increased intensity of development facilitated by the proposed project would incrementally increase noise levels to sensitive receptors on adjacent roads. **These impacts would be potentially significant unless mitigated and will be studied further in the EIR.**

e, f. As discussed above in Section VII, *Hazards and Hazardous Materials*, there are no private airstrips in the vicinity of the Plan Areas. The Compton/Wooley Airport is located within approximately two miles of the northern portions of the project area. However, the project area is not within the airport’s land use plan area. In addition, according to the City of Compton General Plan Existing Airport Noise Contours, the 60 and 65 CNEL contours for the Compton Airport do not extend into the City of Carson (City of Carson General Plan Noise Element, 2002). As such, development facilitated by the proposed Carson Consolidated Project Area would not expose people residing or working in the project area to excessive noise as a result of airport operations. **No impact related to aircraft noise would occur and further discussion of this issue in an EIR is not warranted.**



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XII. POPULATION AND HOUSING —				
Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a. The proposed Carson Consolidated Project Area includes one new Capital Improvement Project (refer to the Appendix for Project Description), but does not involve any direct development proposals. However, the proposed project would accommodate development within the project area as part of the Carson Redevelopment Agency’s effort to revitalize and eliminate blight. All land uses facilitated by the Carson Consolidated Project Area are required to conform with the City of Carson General Plan and to the Carson zoning ordinance. As such, the proposed project would encourage the implementation of the City of Carson General Plan and other developments that are approved or pending.

Development facilitated by the proposed project would lead to an increase in both population and employment in the City, though the increase in employment would outweigh population growth. **The impact would be potentially significant unless mitigated and will be studied further in the EIR.**

b-c. The proposed Carson Consolidated Project Area includes one new Capital Improvement Project (refer to the Appendix for Project Description), but does not involve any direct development proposals. The proposed project would accommodate development within the project area as part of the Carson Redevelopment Agency’s effort to revitalize and eliminate blight. The re-instatement and extension of eminent domain in certain areas would also be expected to assist in the timely remediation of hazards and contamination and/or improve Brownfields and blighted areas. However, re-instatement and extension of eminent domain would not include residential properties and therefore the project would not displace substantial numbers of existing housing. In addition, any redevelopment action would be required to comply with California state redevelopment procedures regarding relocation assistance and compensation to relocated persons or businesses. With adherence to existing state redevelopment law, the proposed project would not necessitate the construction of replacement housing. **No impacts related to displacement of housing or people would occur and further discussion of these issues in an EIR is not warranted.**



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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XIII. PUBLIC SERVICES

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

i) Fire protection?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ii) Police protection?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iii) Schools?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iv) Parks?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
v) Other public facilities?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a (i, iii - v). The proposed Carson Consolidated Project Area includes one new Capital Improvement Project (refer to the Appendix for Project Description), but does not involve any direct development proposals. However, the proposed project would accommodate development within the project area as part of the Carson Redevelopment Agency’s effort to revitalize and eliminate blight. As discussed above under item XII. a, *Population and Housing*, the proposed project would encourage implementation of the City of Carson General Plan and other developments that are approved or pending. Development facilitated by the proposed project would lead to an increase in both population and employment in the City. The increase in population associated with the proposed project would incrementally increase the use of existing facilities such as schools, parks or other public facilities and would increase the need for public services such as fire protection and could require new or expanded facilities to provide those services. **Impacts would be potentially significant unless mitigated and will be examined further in an EIR.**

a (ii). The proposed Carson Consolidated Project Area includes one new Capital Improvement Project (refer to the Appendix for Project Description) which involves the renovation and 5,000 square foot expansion of the existing Sheriff Station located in Project Area No. 1. The improvements are intended to provide additional police protection to serve the existing and future population of the project area and the City, and to maintain acceptable service ratios, response times and other performance objectives. Nonetheless, the Sheriff Station renovation project that would be included in the Capital Improvement Projects list has the potential to create adverse environmental impacts. **As such, impacts related to the new Capital**



Improvement Project would be potentially significant unless mitigated and this issue will be examined further in an EIR.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XIV. RECREATION --				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a-b. The proposed Carson Consolidated Project Area includes one new Capital Improvement Project (refer to the Appendix for Project Description), but does not involve any direct development proposals. However, the proposed project would accommodate development within the project area as part of the Carson Redevelopment Agency's effort to revitalize and eliminate blight. As discussed above under item XII. a, *Population and Housing*, the proposed project would encourage the implementation of the City of Carson General Plan and other developments that are approved or pending. Development facilitated by the proposed project would lead to an increase in both population and employment in the City. The increase in population associated with the proposed project would incrementally increase the use of existing neighborhood and regional parks within the City of Carson and could require new or expanded facilities to fulfill the needs of the existing and future population of the project area and the City. **Impacts would be potentially significant unless mitigated and this issue will be further examined in an EIR.**



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XV. TRANSPORTATION / TRAFFIC --				
Would the project:				
a) Cause an increase in traffic which is substantial in relation to the existing 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)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Result in inadequate parking capacity?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a-b, d-g. Because the proposed Carson Consolidated Project Area would facilitate development that would intensify the use of the project area compared to the current land use, traffic generation and parking demand are expected to be higher than current demand. In addition, any development facilitated by the proposed project that would intensify the use of the project area compared to the current land use could potentially increase hazards due to a design feature, result in inadequate emergency access or may conflict with alternative transportation programs. **These impacts are considered potentially significant unless mitigation is incorporated and will be further evaluated in the EIR.** A traffic study will be conducted to analyze and evaluate the project's potential impacts to traffic, circulation, parking and hazards due to design features, access, and alternative transportation programs.

c. The proposed Carson Consolidated Project Area would not affect air traffic patterns. **No impact would occur and further analysis of this issue in an EIR is not warranted.**



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

a, b, d, e. The proposed Carson Consolidated Project Area includes one new Capital Improvement Project (refer to the Appendix for Project Description), but does not involve any direct development proposals. However, the proposed project would accommodate development within the project area as part of the Carson Redevelopment Agency's effort to revitalize and eliminate blight. The proposed new Capital Improvement Project, along with development facilitated by the proposed Carson Consolidated Project Area would tie into existing wastewater and water supply infrastructure. Implementation of the proposed project would increase the onsite generation of wastewater and demand for water as the proposed use of sites within the project area would be more intense than the current use. **Impacts associated with water demand and wastewater generation and treatment would be potentially significant and will be studied further in the EIR.**



c. As discussed in Section VIII, *Hydrology and Water Quality*, the development facilitated by the proposed Carson Consolidated Project Area would result in a net increase in impervious surface area, which could adversely affect the existing drainage system. **Impacts are potentially significant and will be studied further in an EIR.**

f, g. The proposed Carson Consolidated Project Area includes one new Capital Improvement Project (refer to the Appendix for Project Description), but does not involve any direct development proposals. However, the proposed project would accommodate development within the project area as part of the Carson Redevelopment Agency’s effort to revitalize and eliminate blight. The proposed new Capital Improvement Project, along with development facilitated by the proposed project would increase the generation of solid waste as the uses within the project area would be more intense than the current use. The new Capital Improvement Project and any new development within the project area, as facilitated by the Carson Consolidated Project Area, would be required to comply with federal, state, and local statutes and regulations related to solid waste. **Nonetheless, as measures may be required to ensure compliance with applicable regulations, impacts are considered potentially significant and will be studied further in the EIR.**

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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XVII. MANDATORY FINDINGS OF SIGNIFICANCE —

a) Does the project have the potential to substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



a. The project area is located within an urbanized area that lacks native biological habitats, as discussed under item IV, *Biological Resources*. As discussed under item V, *Cultural Resources*, the proposed Carson Consolidated Project Area would not adversely affect any designated historic resources or resources that have the potential to be designated as historic resources. **Therefore, no impact with respect to these issues would occur and further analysis in an EIR is not warranted.**

b. The proposed Carson Consolidated Project Area includes one new Capital Improvement Project (refer to the Appendix for Project Description), but does not involve any direct development proposals. However, the proposed project would accommodate development within the project area as part of the Carson Redevelopment Agency's effort to revitalize and eliminate blight. As discussed in Section I, *Aesthetics*; Section III, *Air Quality*; Section, VI, *Geology and Soils*; Section VII, *Hazards and Hazardous Materials*; VIII, *Hydrology and Water Quality*; Section IX, *Land Use and Planning*; Section XI, *Noise*; Section XII, *Population and Housing*; Section XII, *Population and Housing*; Section XIII, *Public Services*; Section XIV, *Recreation*; Section XV, *Transportation/Traffic*; and Section XVI, *Utilities and Service Systems*, it is determined that development facilitated by the proposed project may have potentially significant impacts related to these issue areas. Some of these impacts may contribute to cumulative impacts. **Therefore, the EIR will discuss the potential cumulative impacts relating to the issue areas identified as having potentially significant project-level impacts.**

c. The proposed Carson Consolidated Project Area includes one new Capital Improvement Project (refer to the Appendix for Project Description), but does not involve any direct development proposals. However, the proposed project would accommodate development within the project area as part of the Carson Redevelopment Agency's effort to revitalize and eliminate blight. The proposed project has potential for adverse effects to human beings due to the potentially significant impacts discussed above. **The potential for adverse effects will be explored and discussed in more detail in the EIR.**



References

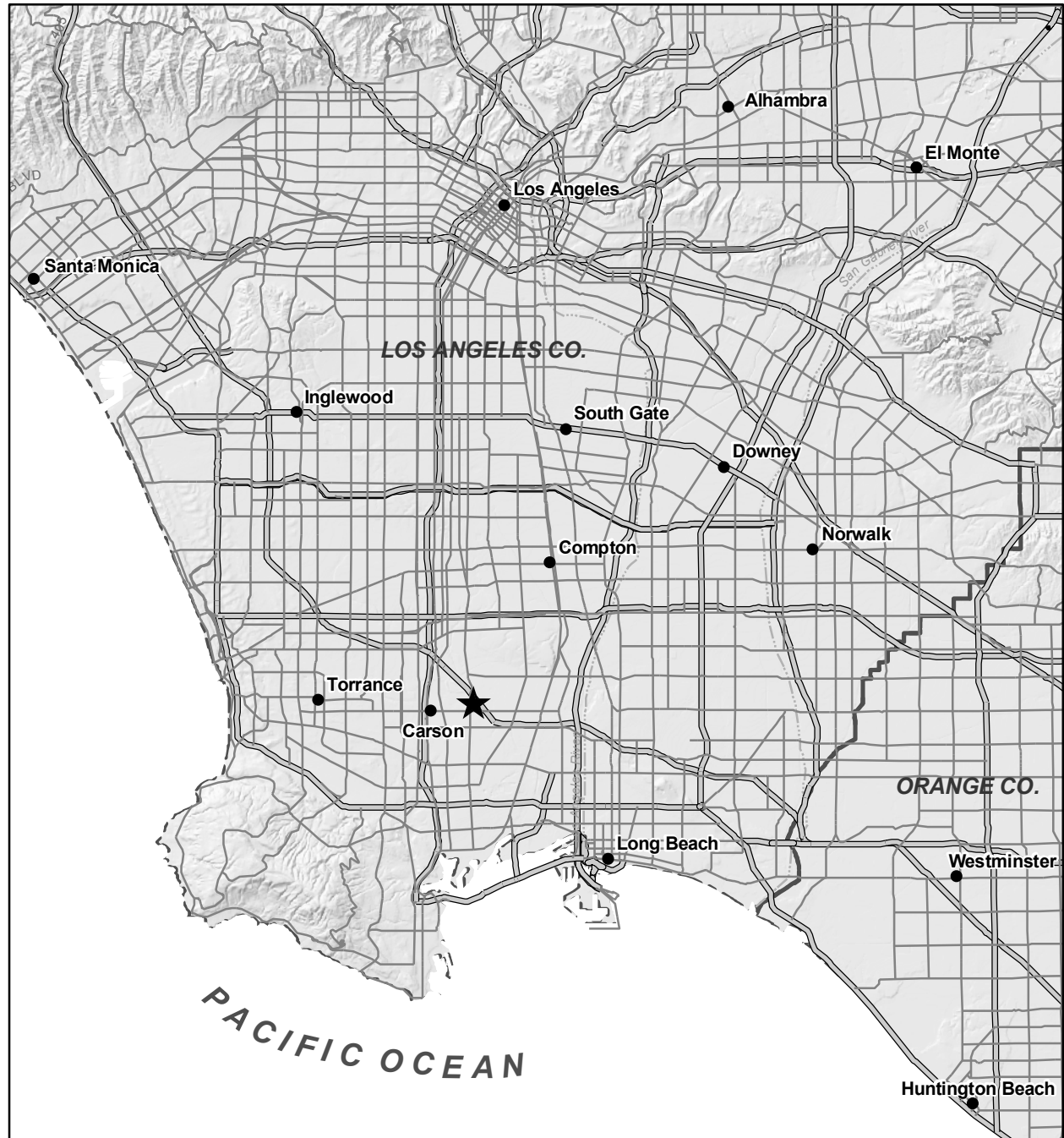
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Figures

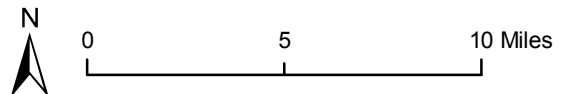


Figure 1 Regional Location
Figure 2 Project Location
Figure 3 Project Area Photos



Basemap Source: USGS, 2002 and US Bureau of the Census TIGER 2000 data.

★ Project Location

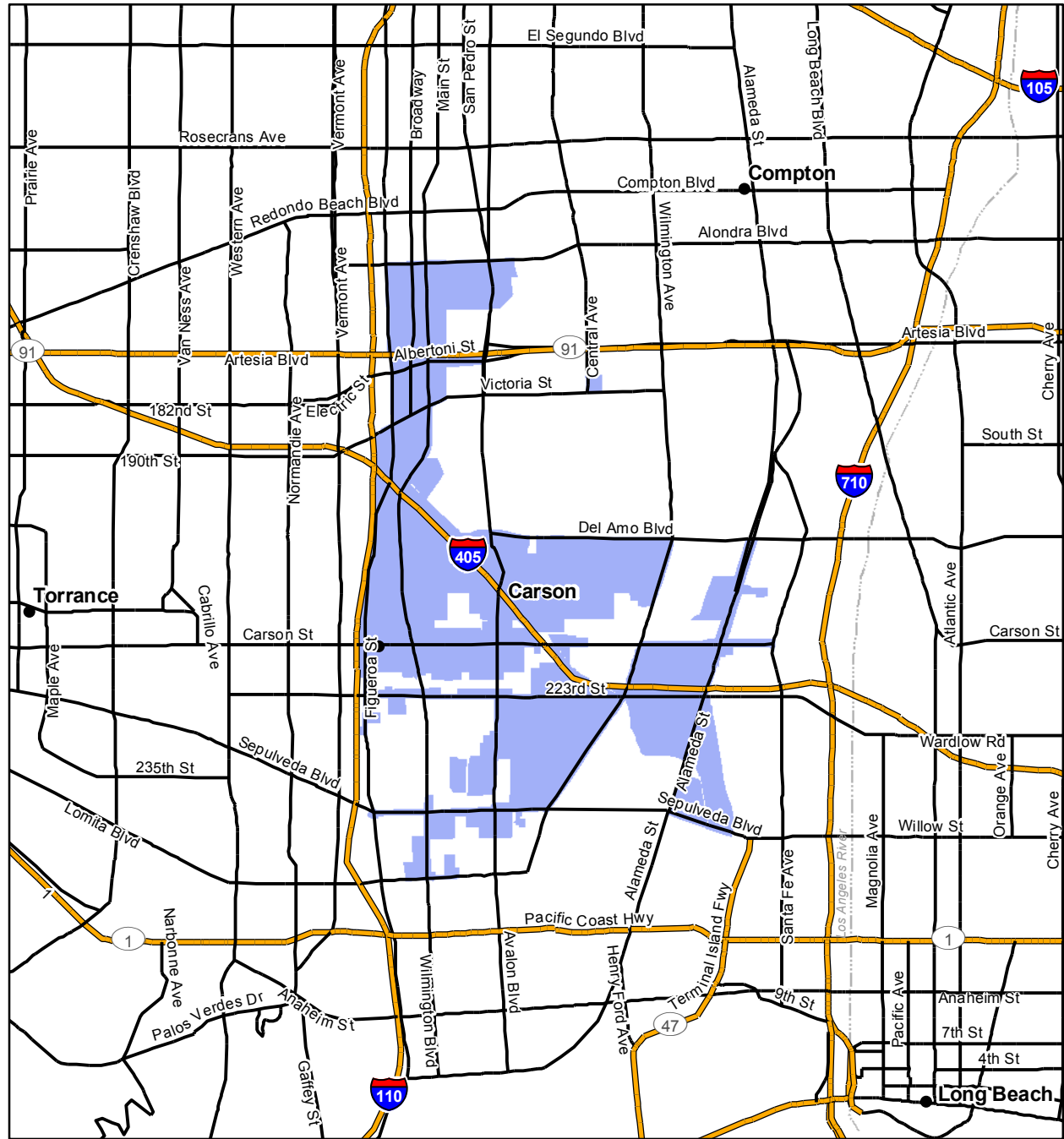


Regional Location


Figure 1
City of Carson



Carson Consolidated Project Area
Initial Study



Basemap Source: USGS, 2002 and US Bureau of the Census TIGER 2000 data.

 Carson Consolidated Project Area



0 1 2 4 Miles

Project Area

Figure 2
City of Carson



Photo 1 - Southbay Pavilion Shopping Center located on Avalon Boulevard.



Photo 2 - View of multifamily residential units.



Photo 3 - Single family residential neighborhood.



Photo 4 - Manufacturing facility located on Watson Center Road.

Site Photographs



Appendix

Carson Sheriff Station Renovation and Expansion Project Description



Project Description

Carson Sheriff Station Renovation and Expansion Project

The Carson Redevelopment Agency (Agency) will add the Carson Sheriff Station Renovation and Expansion Project (Project) to its Capital Improvement Project List for Project Area No. 1. The Carson Sheriff Station, located in Project Area No. 1, was built in 1975 and provides police services for the City of Carson and its vicinity. The station's jurisdictional area of service also includes California State University Dominguez Hills and Harbor-UCLA Medical Center.

The proposed project will enlarge and improve the existing station lobby to include a new community room, an interview room for victim privacy, and a video visiting room. The improvements will also enhance services and working conditions for station employees by renovating the existing dispatch area, the operations offices and the female locker room.

In addition, approximately 5,000 square feet of office space will be constructed above the existing vehicle service building to replace two modular trailers currently located on the staff parking lot, thus allowing twenty parking spaces to be recaptured. The new office space will also reduce the overcrowding conditions in the detective area.

The Project will be managed by the City of Carson's Engineering Division and the County of Los Angeles (County). The Agency will provide \$2.5 million in funding for the Project. The remainder of the Project costs will be absorbed by the County.