The Boulevards at South Bay Specific Plan

retail ■ entertainment ■ restaurant ■ residential ■ hospitality

FEBRUARY 8, 2006
AMENDED JANUARY 2011

CARSON MARKETPLACE, LLC

THE PLANNING CENTER

The Boulevards at South Bay Specific Plan

(Formerly Carson Marketplace Specific Plan)

FEBRUARY 8, 2006
AMENDED JANUARY 2011

Adopted by the Carson City Council

Ordinance No. 06-1341

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1.0 INTRODUCTION

1.1 Purpose and Intent

~~The Carson Marketplace~~ The Boulevards at South Bay Specific Plan describes the elements, character, location and method of implementation for this 168-acre development project, 157 acres of which represent a former landfill. The purpose is to implement the vision for urban infill and the reuse and recycling of land through the establishment of land uses, design criteria, development regulations, infrastructure plans and implementation procedures that will guide development in an orderly fashion, consistent with City policies and procedures. The intent is also to implement and provide consistency with the goals, objectives and policies of the City of Carson General Plan and Redevelopment Plan.

This Specific Plan is forward thinking in that it allows some degree of flexibility in its implementation to accommodate the inevitable changes in economic conditions, market dynamics and technological advances that occur over time. The Specific Plan area has been divided into three Development Districts that respond to the type of uses planned on the site and provide a structure for their development. Development Districts 1 and 2 are both on the former landfill site, which will require complex engineering techniques and associated expenditures to develop safely and in accordance with state and federal regulations. Development District 3 is immediately across Del Amo Boulevard to the north, on uncompromised land that is currently vacant.

The Specific Plan will be adopted by ordinance and will implement zoning for the site. Going beyond the guidance typically found in a zoning ordinance, however, ~~the Carson Marketplace~~ The Boulevards at South Bay Specific Plan provides applicants, City staff, the public and decision makers with information on the project's background, overall intent, design standards and guidelines to facilitate the project's review implementation.

PROJECT BACKGROUND
A BRIEF HISTORY OF CARSON

Although the City of Carson has a long and colorful history that dates back to the actual founding of California, it is a very young community in terms of its age as an independent city. Carson was incorporated as a city in 1968. Compare that to Carson's neighbor to the east, Long Beach, which incorporated almost a century earlier in 1888, or to its neighbor to the west, Torrance, which became a city in 1921. In those intervening years, the area that is now Carson remained an unincorporated portion of Los Angeles County, and as a result, the young City of Carson is still struggling to overcome the penalties that came with delaying its incorporation.

In politics, there is an acronym, "N.I.M.B.Y.", which is short for "not in my back yard." People realize that society needs facilities such as garbage dumps, auto dismantling centers and waste treatment plants, but when it comes time to build them, no one wants them in their own back yard. So when such essential facilities were needed in the South Bay, the incorporated cities such as Torrance and Redondo Beach had the political clout to resist the location of such controversial projects within their city borders. Since Carson was an unincorporated area for so long, with little political representation, it often ended up as the dumping ground (both literally and figuratively) of its neighbors. By the time Carson finally incorporated as a city in 1968, its landscape was pockmarked with dozens of refuse dumps, landfills, and auto dismantling plants that none of its neighbors would have in their own cities (source: Growing Pains of a Young City, http://ci.carson.ca.us/Extra/GrowingPains.htm).

As California has grown, planners, conservationists and those concerned with public health have decried urban sprawl and its social and environmental costs, and developers have gone into the hinterlands in search of cheap land where hours-long commutes from these bedroom communities to jobs are commonplace. This type of development typically has high municipal costs and it usually precedes commercial development that can generate enough taxes for City coffers to pay for the infrastructure and services to support these edge communities.

Sprawl has forced our society to look long and hard at reclaiming the underutilized urban landscape. Everyone from the United States Environmental Protection Agency to the California Center for Land Recycling now understands that our society, to become more sustainable, needs to facilitate and support urban infill types of development where existing infrastructure, strong employment base and community support services are already in place. ~~Carson Marketplace~~ The Boulevards at South Bay represents such an opportunity to reclaim a 157-acre landfill and replace what once was a trash dump with the vibrancy of life.

1.2 Project Overview

~~Carson Marketplace~~ The Boulevards at South Bay is a prime example of what can be done in the effort to recycle and reclaim urban land. What was once a landfill and blight on the neighboring community has the opportunity to become a shining example of civic pride and environmental technology with the construction of a mixed-use community of residential, retail, commercial and hospitality that will bring residents and tax generation back to a site that never could have imagined such a bright future.

~~The Carson Marketplace~~ The Boulevards at South Bay Specific Plan provides development standards and guidelines that allow for a potential mix of approximately 2 million square feet of commercial, a 300-room hotel and up to 1,550 residential units. Section 4 presents a land use illustrative that demonstrates a potential project configuration.

1.3 Authority to Prepare Specific Plan

The California Government Code authorizes jurisdictions to adopt specific plans either by resolution as policy, by ordinance as regulation or a combination of both. ~~The Carson Marketplace~~ The Boulevards at South Bay Specific Plan is established through the authority granted by the California Government Code, Title 7, Division 1, Chapter 3, Article 8, Sections 65450 through 65457. Both Planning Commission and City Council hearings are required. In either resolution or ordinance form, the Specific Plan must be adopted by the Carson City Council.

Upon adoption, this Specific Plan will serve as zoning for the properties involved. It establishes the necessary plans, development standards, regulations, infrastructure requirements, design guidelines, implementation programs and mitigation measures on which subsequent project-related development activities are to be founded. It is intended that local public works projects, design review plans, detailed site plans, grading permits and building permits or any other action requiring ministerial or discretionary approval applicable to this area be consistent with this Specific Plan.

1.4 Environmental Clearance

This specific plan is prepared in accordance with the California Environmental Quality Act (CEQA). An initial study was prepared, and it was determined that an Environmental Impact Report (EIR) was needed to analyze potential project impacts. Future development projects that are consistent with this specific plan will not require further environmental documentation nor focused environmental analysis pursuant to CEQA.

2.0 CONTEXT AND CONDITIONS

2.1 Project Location and Surrounding Uses

~~Carson Marketplace~~ The Boulevards at South Bay is proposed for a currently undeveloped site located at 20400 Main Street in the City of Carson in the South Bay area of Los Angeles County. It is located approximately 17 miles south of downtown Los Angeles and approximately 6.5 miles east of the Pacific Ocean. The Project Site is comprised of approximately 168 acres located southwest of the San Diego Freeway (I-405), north of the Avalon Boulevard interchange and east of Main Street. The majority of the Project Site, consisting of 157 acres, is located south of Del Amo Boulevard, while the remaining 11 acres are located north of Del Amo Boulevard.

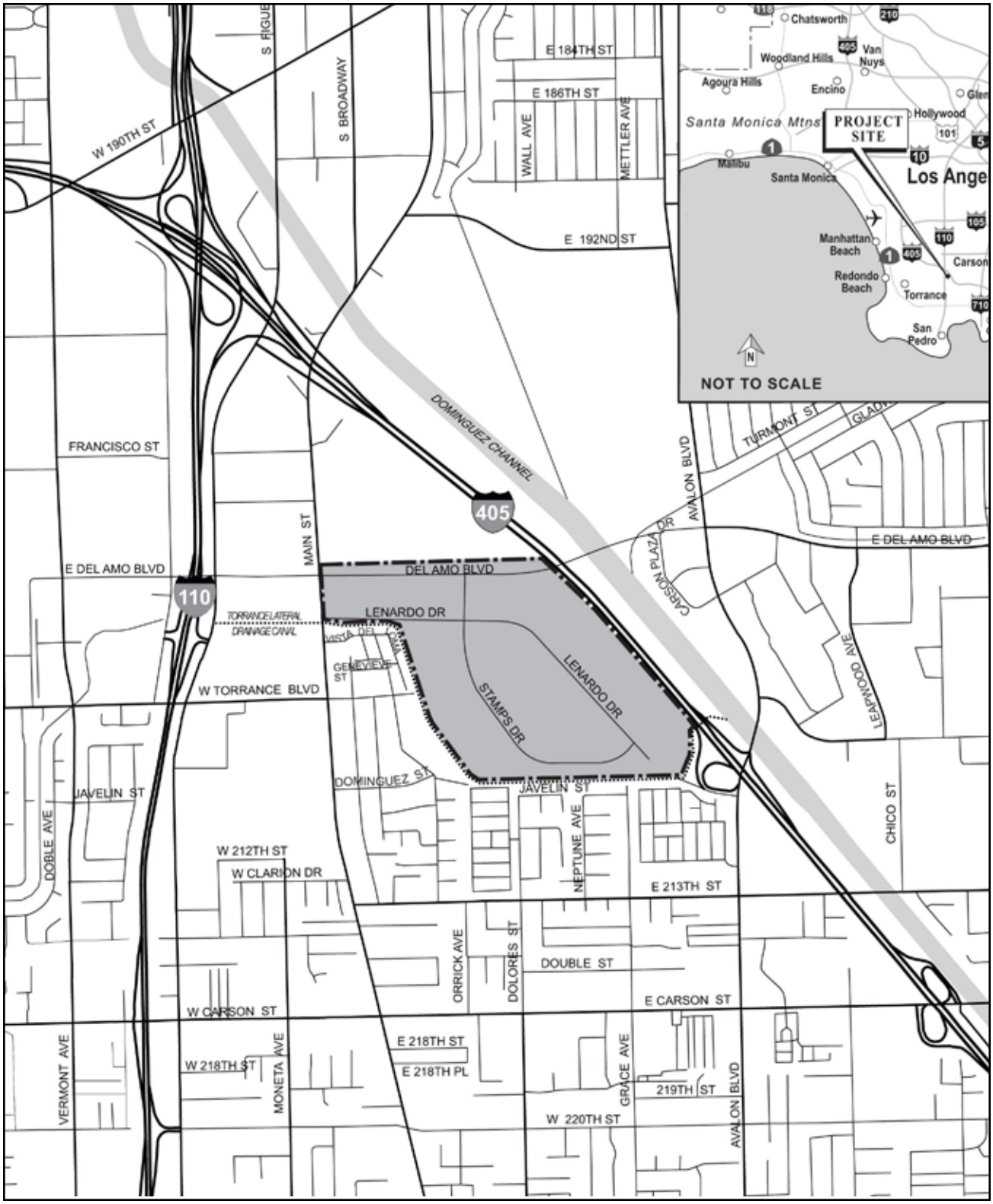
Figure 2.1a depicts ~~the Carson Marketplace~~ The Boulevards at South Bay in its regional and local context, while an aerial photograph of the Project Site, in Figure 2.1b, shows the surrounding land uses and adjacent areas.

On a local scale, the Project Site is surrounded by multiple uses. East of I-405, land uses include neighborhood and regional retail, most notably the South Bay Pavilion at Carson. To the north and east of the Project Site are the Dominguez Golf and Practice Center and the Victoria Golf Course, respectively. Residential areas, consisting of one-story and two-story detached residences and mobile homes, are located to the south and west. The residences are separated from the site by the Torrance Lateral Flood Control Channel (Torrance Lateral), a concrete-lined drainage channel which parallels the southern and western border of the site. To the west of the Project Site, extending away from the site on Torrance and Del Amo Boulevards, are commercial and light industrial uses. Further north on Main Street are light industrial uses, with the Home Depot Center and California State University, Dominguez Hills, located northeast of the project.

2.2 Existing Site Conditions

The site has been essentially vacant since the closing and covering of the landfill in 1965. The site is predominantly bare soil that becomes green with nonnative grasses following winter rains and turns brown by summer. The site's elevation is basically at grade with Del Amo Boulevard to the north and approximately 20 feet uphill of I-405, which is immediately to the east. The current and planned site sits approximately 16 feet above the top of the Torrance Lateral and the neighborhoods to the south and west, while it is approximately 8 feet uphill from the Main Street grade elevation to the west.

On-site, the land is relatively flat with elevations varying in a somewhat random pattern between 26 and 50 feet above the Torrance Lateral. Generally, the site is elevated above existing grades at the edges (except on the north where it abuts Del Amo) and generally slopes inward. There is an existing street circulation pattern offering single access points to both Del Amo and Main Street. The streets are located in areas that originally functioned as a haul road system for trash trucks traveling within the landfill.



Source: PCR, 2005.

Figure 2.1a Regional and Project Vicinity

Source: PCR, 2005.

Figure 2.1b Project Aerial

2.3 Existing Land Use Designations

2.3.1 General Plan

Prior to adoption of ~~the Carson Marketplace~~ The Boulevards at South Bay Specific Plan, the entire site was designated Mixed Use-Business Park (MU-BP) in the City's General Plan (adopted October 11, 2004). This designation permits a mixture of commercial and business park/limited industrial uses in the same building, on the same parcel, or within the same area. However, the MU-BP designation does not permit residential uses.

~~The Carson Marketplace~~ The Boulevards at South Bay Specific Plan includes residential uses. Accordingly, the Specific Plan project includes an amendment to the City's General Plan to change the land use designation to ~~Carson Marketplace~~ The Boulevards at South Bay Specific Plan to allow a mixture of entertainment, commercial, office and residential uses.

2.3.2 Zoning

Prior to adoption of ~~the Carson Marketplace~~ The Boulevards at South Bay Specific Plan, the site contained two underlying zoning designations and two overlay designations. The southeast corner and the area north of Del Amo Boulevard contained the "Regional Commercial" zoning designation and the remainder of the site contained the "Light Manufacturing" zoning designation. The Regional Commercial zoning

designation accommodates major commercial uses serving the community or subregional area and offering a full range of retail merchandise and services. The Light Manufacturing zoning designation accommodates small- and medium-sized industrial and commercial uses.

In combination with the underlying zoning designations, the overlay districts provide tailored guidance to address specific conditions. Prior to adoption of ~~the Carson Marketplace~~ The Boulevards at South Bay Specific Plan, the site contained the D (Design) and ORL (Organic Refuse Landfill) Overlays. The Design Overlay required Site Plan and Design Review of future development within the site to achieve special standards of design, architectural quality, style compatibility, landscape treatment and functional integration of neighboring developments. The Organic Refuse Landfill Overlay regulated the uses of organic refuse landfill sites to ensure that proper mitigation measures were taken to eliminate or minimize hazards and environmental risks associated with landfill sites. The intent of these Overlays has been woven into the Specific Plan in the form of regulations and guidelines.

~~The Carson Marketplace~~ The Boulevards at South Bay Specific Plan project includes an amendment to the Zoning Ordinance to change the designation to ~~Carson Marketplace~~ The Boulevards at South Bay Specific Plan. As discussed in Section 3, the Specific Plan will serve as an overlay to the existing Regional Commercial (RC) zone currently applicable to Development District 3.

2.4 Consistency with the General Plan and Redevelopment Plan

State law requires that ~~the Carson Marketplace~~ The Boulevards at South Bay Specific Plan be consistent with and demonstrate implementation of the City's General Plan. Additionally, as state law requires that a redevelopment plan be consistent with a city's general plan, ~~the Carson Marketplace~~ The Boulevards at South Bay Specific Plan must also demonstrate consistency with the City's Redevelopment Plan.

~~The Carson Marketplace~~ The Boulevards at South Bay Specific Plan is consistent with and furthers a number of goals and objectives identified in the City's General Plan and Redevelopment Plan. Overall, the Project represents a productive reuse of a brownfield site that is compatible with surrounding uses, and offers Carson residents new opportunities for residential, retail, entertainment and employment. The project features up to 1,550 new residential units, bringing needed housing to the City and generating a unique mixed-use environment that can serve as a signature project for Carson. A complete analysis of the proposed ~~Carson Marketplace~~ The Boulevards at South Bay Specific Plan for consistency with the City of Carson General Plan and Redevelopment Plan is provided in Appendix C.

3.0 LAND USE PLAN

3.1 Approach

~~The Carson Marketplace~~ The Boulevards at South Bay Specific Plan provides for a potential mix of approximately 2 million square feet of commercial, retail and entertainment uses; a 300-room hotel; and up to 1,550 residential units. The Land Use Plan is designed to accommodate these uses through the creation of three development districts and two land use categories: Commercial Marketplace (CM) and Mixed-Use Marketplace (MU-M). The development districts and land use categories allow for a greater variety of land uses and customized development standards. This approach enables ~~Carson Marketplace~~ The Boulevards at South Bay to create a truly unique and vibrant center for the City of Carson. Additionally, to respond to changing markets over time, the Specific Plan and associated Environmental Impact Report (EIR) are designed to be flexible enough to allow the project to develop a limited increase in commercial square footage with a corresponding reduction in residential units per the Equivalency Program in the Implementation Section of this Plan.

3.2 Project Objectives

The following is a list of objectives that apply to the Project.

1. Achieve productive reuse of a large brownfield site by approving a Project capable of generating the revenue necessary to pay for and effect remediation of the environmental conditions on the Project Site.

2. Promote the economic well-being of the Redevelopment Project Area by encouraging the diversification and development of its economic base, and assist in creating both short- and long-term employment opportunities for the residents of the Redevelopment Project Area and the City.

3. Maximize shopping and entertainment opportunities to serve the population and maintain a sustainable balance of residential and nonresidential uses by approving a mixed-use Project that includes entertainment, retail shopping, restaurants and residential units.

4. Stimulate private sector investment in the Project Site by implementing a Project that is fiscally sound and capable of financing the construction and maintenance of necessary infrastructure improvements.

5. Provide a Project that maximizes the advantages of the site's location in terms of visibility and proximity to the San Diego Freeway, supporting the Project's role as a signature/gateway project. Enhance freeway corridors and major arterials that act as gateways by maximizing the Project Site's visibility and creating a vibrant urban core.

6. Increase revenues to the City by approving a Project that provides for a variety of commercial and retail activities with the potential to generate substantial sales- and property-tax revenue.

7. Improve the housing stock by approving a Project that includes a substantial residential component with rental and for-sale units.

8. Promote the economic well-being of the Project Site by approving a Project that is attractive to consumers and residents and that would ensure long-term success of the development.

9. Provide hotel rooms to meet an identified market need, and in doing so, serve nearby businesses, community activities and proposed on-site uses.

10. Consistent with other objectives, provide a Project design that interfaces with surrounding uses in a manner that provides for a transition between the Project and adjacent areas.

3.3 Development Districts

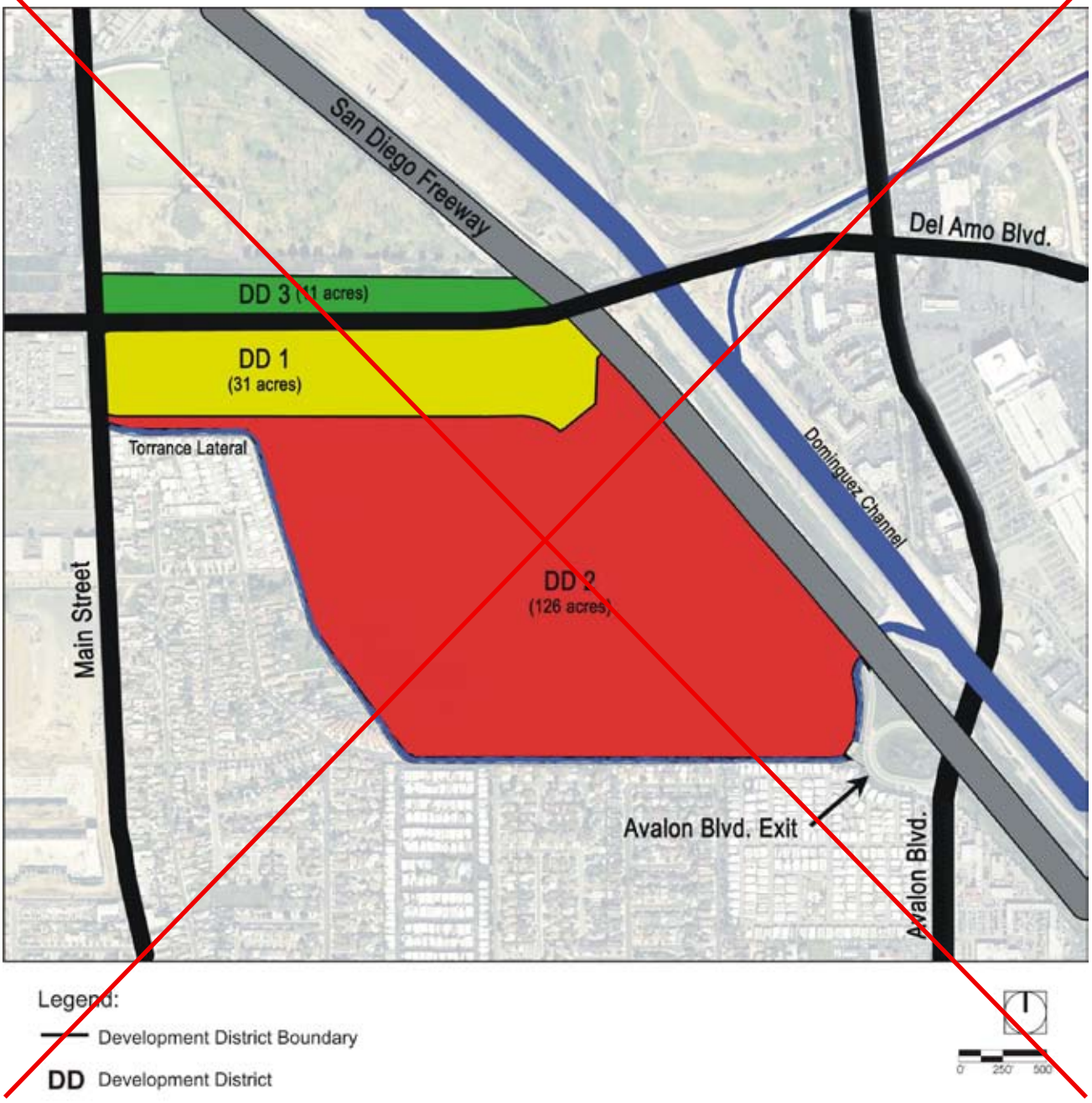
As shown on Figure 3.3a, three "Development Districts" have been delineated to describe the different uses planned for the site. The delineation of the districts will remain the same regardless of how the site is ultimately developed. Each district has its own zoning, allowed uses and development standards. Development Districts 1 and 2 cover the 157-acre reclaimed landfill, while Development District 3 is across Del Amo Boulevard to the north on vacant land. To provide for flexibility, the exact location of uses within a district will be determined during the tract map and development review process. The graphics showing the proposed location of buildings are for conceptual purposes to illustrate a likely development plan that can occur within the controls established by the development standards. The following is a brief description of the conceptual uses proposed within each of the districts.

Development District 1

Development District 1 (DD 1) is approximately 31 acres north of Corridor Road and abuts the eastern edge of Main Street and the southern edge of Del Amo Boulevard between Main Street and I-405. DD 1 is designated for Mixed-Use Marketplace (MU-M) and may contain both for-sale and for-rent residential properties along with neighborhood-serving commercial uses. The residential and commercial uses may be either vertically or horizontally integrated. For example, commercial uses such as a gym/health club could be located on the ground floor of multifamily apartments. The mixed-use designation does not, however, require a mix of uses and DD 1 could be dedicated entirely to residential or commercial uses allowed by the MU-M designation.

Development District 2

Development District 2 represents approximately 126 acres and is the largest of the development districts, occupying the majority of the site. This district is surrounded by DD 1 to the north, I-405 to the east and the Torrance Lateral to the south and west. DD 2 is designated for Commercial Marketplace (CM) and may contain a combination of entertainment, large-scale commercial tenants, restaurants and a hotel.



Source: The Planning Center, 2005.

~~Figure 3.3a Development Districts~~

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Source: The Planning Center, 2009.

Figure 3.3a Development Districts

Development District 3

Development District 3 (DD 3) consists of approximately 11 acres located north of Del Amo Boulevard, across from the contiguous Development Districts 1 and 2. DD 3 is designated for Mixed-Use Marketplace (MU-M). DD 3 may contain a mixture of residential and neighborhood-serving commercial uses. As in DD 1, DD 3 could be dedicated entirely to residential or commercial uses allowed by the MU-M designation so long as the maximum square feet or number of units allowed in DD 1 and 3 are not exceeded. DD 3 is unaffected by the land use restrictions imposed by the landfill status of DD 1 and may, therefore, contain at-grade housing.

In Development District 3, the Specific Plan will apply as an overlay to the existing Regional Commercial (RC) zone. The Specific Plan will not replace the underlying zone completely as was done in Development Districts 1 and 2. All the regulations and development standards for the RC zone contained in Chapter 1 (Sections 9131.1 through 9138.71) of the Carson Municipal Code shall apply in addition to the regulations and development standards of ~~the Carson Marketplace~~ The Boulevards at South Bay Specific Plan. Depending upon the types of development proposed, development shall be permitted and processed pursuant to either the regulations and development standards for the RC zone or the regulations and development standards for ~~the Carson Marketplace~~ The Boulevards at South Bay Specific Plan.

3.4 Land Use Categories

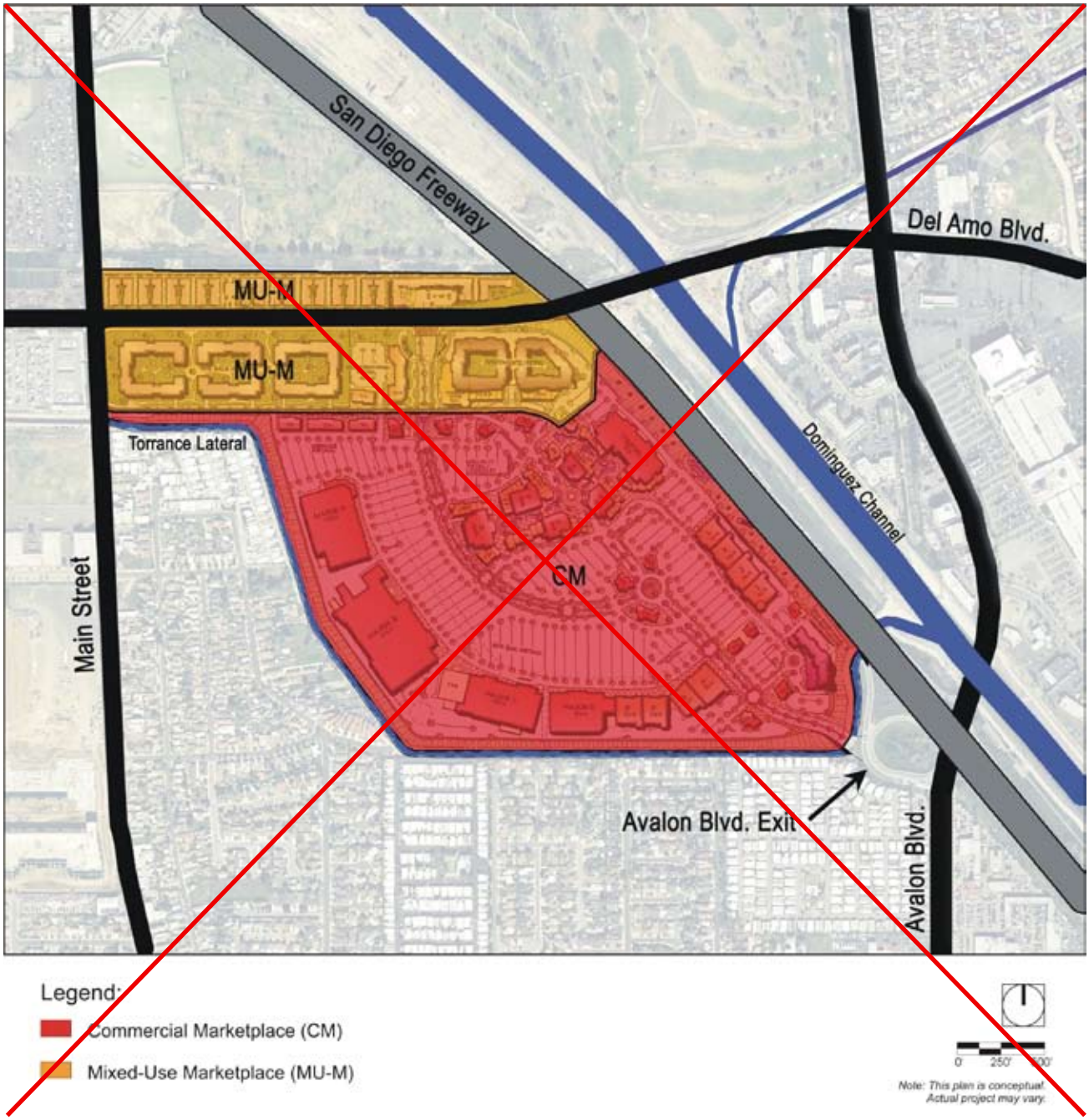
Below is a brief description of each land use category in ~~the Carson Marketplace~~ The Boulevards at South Bay Specific Plan and the location of each use by development district. An illustration of the land use categories is provided in Figure 3.4a.

Commercial Marketplace (CM)

This category includes commercial uses intended to serve a broad population base and offer a wide range of services to both the community and the region. Typical uses in this category include larger regional commercial uses such as major department stores and promotional retail-type stores, and smaller neighborhood commercial uses such as grocery stores and banks. Additional uses include commercial recreation and entertainment uses such as movie theaters and arcades, hotels, restaurants and highway-oriented and smaller neighborhood retail and service uses. Commercial Marketplace is intended to provide the City's primary regional shopping center. These uses are allowed in all districts.

Mixed-Use Marketplace (MU-M)

The "Mixed-Use Marketplace" land use category provides opportunities for the vertical or horizontal integration of housing with smaller commercial services. MU-M does not, however, require a mix of uses and development can consist entirely of either residential or commercial uses. This category is applied to Development Districts 1 and 3. The densities and intensities will vary within this land use designation based on actual uses proposed. The minimum allowable floor area ratio (FAR) for vertical mixed-use development that includes residential uses will be 1.5. Residential densities will not exceed 60 du/ac. Density for residential components shall be calculated as the number of units divided by the acreage of the site, regardless of the presence of other land uses. This category permits all uses allowed in the Commercial Marketplace category described above, with the exception of stand-alone stores greater than 50,000 square feet.



Source: The Planning Center, 2005.

~~Figure 3.4a Land Use Categories~~

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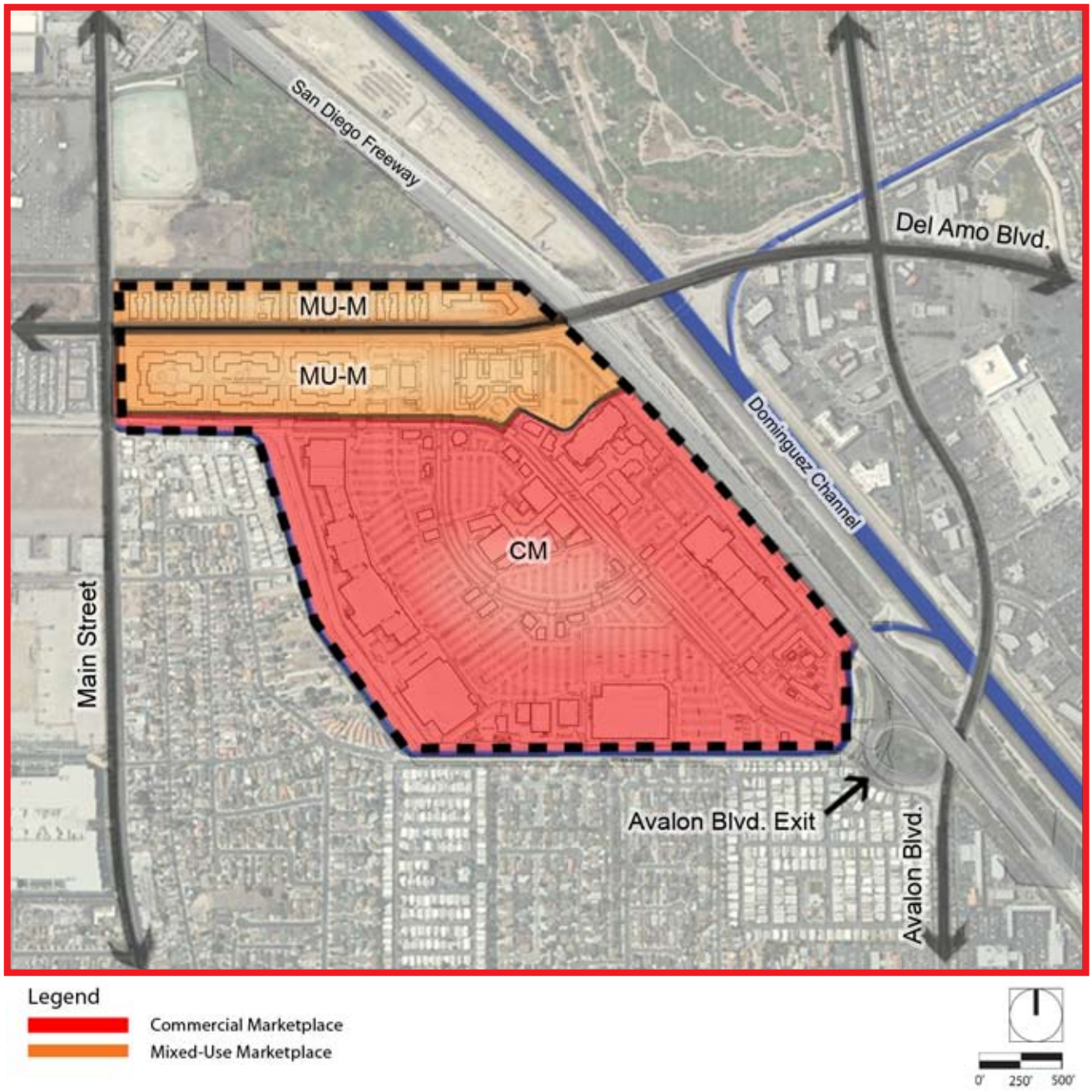

Source: The Planning Center, 2009.

Figure 3.4a Land Use Categories

4.0 LAND USE ILLUSTRATIVE

The development standards and guidelines contained within ~~the Carson Marketplace~~ The Boulevards at South Bay Specific Plan permit a range of uses and intensities. To gain an understanding of what could be developed under the Specific Plan, the following illustrative presents conceptual drawings of building footprints and locations. It is important to note that the illustrative is purely conceptual and that a final plan may vary provided it complies with the regulations proposed herein.

The illustrative seeks to create a vibrant mix of commercial and residential uses by integrating up to 1,550 residences with nearly 2 million square feet of retail and service stores, restaurants, entertainment venues and a 300-room hotel. Table 4.1 provides a breakdown of the potential mix of residential and commercial uses, while Figure 4.0a presents a conceptual illustration.

Table 4.1
Land Use Summary

Land Use Types	Specific Plan Land Use Category	Units or Square Footage	
Development District 1 (31 Acres)			
Residential, Ownership Units	MU-M	900 units	
Residential, Rental Units	MU-M	400 units	
Commercial Recreation & Entertainment	MU-M	75,000 sf	
Neighborhood-Serving Commercial	MU-M	50,000 sf	
Restaurant	MU-M	25,000 sf	
Subtotal		***150,000 sf***	***1,300 units***
Development District 2 (126 Acres)			
Commercial Recreation & Entertainment	CM	139,000 sf	
Hotel (300 Rooms)	CM	200,000 sf	
Regional Commercial	CM	1,370,000 sf	
Neighborhood-Serving Commercial	CM	30,000 sf	
Restaurant	CM	56,125 sf	
Subtotal		***1,795,125 sf***	***0 units***
Development District 3 (11 Acres)			
Residential, Ownership Units	MU-M	250 units	
Neighborhood-Serving Commercial	MU-M	50,000 sf	
Subtotal		***50,000 sf***	***250 units***
TOTAL		**1,995,125 sf**	**1,550 units**

Source: Nadel Retail Architects, 2005.

~~Figure 4.0a Project Illustrative~~

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Source: Nadel Retail Architects, 2010.

Figure 4.0a Project Illustrative

5.0 PLAN ELEMENTS

~~The Carson Marketplace~~ The Boulevards at South Bay Specific Plan contains a number of elements in addition to the land use plan. Elements such as circulation, urban design, open space and recreation, infrastructure and utilities, and public services are just as critical to the success of the project. These plan elements are discussed below in detail.

5.1 Circulation Concept

The circulation concept for ~~the Carson Marketplace~~ The Boulevards at South Bay Specific Plan is an integral part of the overall land use plan and has been developed consistent with a number of circulation objectives. Foremost among these are the following:

1. To reinforce and serve the land use concepts,

2. To provide adequate accessibility for internal and external trips by future residents and visitors,

3. To provide a sufficient amount of convenient parking for the commercial and residential uses,

4. To provide opportunities for a variety of transportation options, and

5. To provide an aesthetically pleasing environment while achieving the above objectives.

5.1.1 Regional Access

The San Diego Freeway (I-405), Harbor Freeway (I-110), Artesia Freeway (SR-91), and Long Beach Freeway (I-710) provide regional access to the Project Site. I-405 is located adjacent to the Project Site's eastern boundary, I-110 is located west of the Project Site, and SR-91 is located approximately 2.5 miles north of the Project Site. I-710, which is located on Carson's eastern boundary, links the City with the Long Beach and Harbor areas. Locally, access to the Project Site is available via Main Street (a north-south thoroughfare on the western side of the Project Site), Avalon Boulevard (an exit from I-405 and a major north-south arterial), and Del Amo Boulevard (an east-west arterial which bisects the northern portion of the Project Site).

The City of Carson is pursuing improvements to the Avalon Boulevard/I-405 interchange as an off-site improvement for ~~Carson Marketplace~~ The Boulevards at South Bay. This interchange would also improve general freeway access and circulation in the area surrounding the site. Interchange improvements include: (1) the extension of Lenardo Drive to Avalon Boulevard; (2) realignment and reconfiguration of the I-405 southbound on and off-ramps that currently intersect with Avalon Boulevard; (3) a new I-405 southbound on-ramp to be the east leg to the new Avalon Boulevard/Lenardo Drive intersection, and (4) reconfiguration of the I-405 northbound off-ramp to allow left-turn movements to southbound Avalon Boulevard

5.1.2 Internal Circulation

Project access and the proposed internal circulation system is shown on Figure 5.1a. The existing roadways (see Figure 2.1b) will be vacated and replaced by two primary routes, referred to as Corridor Road and Loop Road. Corridor Road (also known as Lenardo Drive) connects the Main Street entry with the Avalon Boulevard/I-405 entry. Loop Road begins at Del Amo Boulevard and ends at Corridor Road in a semicircular manner. Corridor Road is proposed to follow essentially the same alignment as the current roadway, Lenardo Drive, and will extend to connect to Avalon Boulevard. The alignment of the proposed Loop Road is approximately 150 to 400 feet east or north of the current roadway, Stamps Drive.

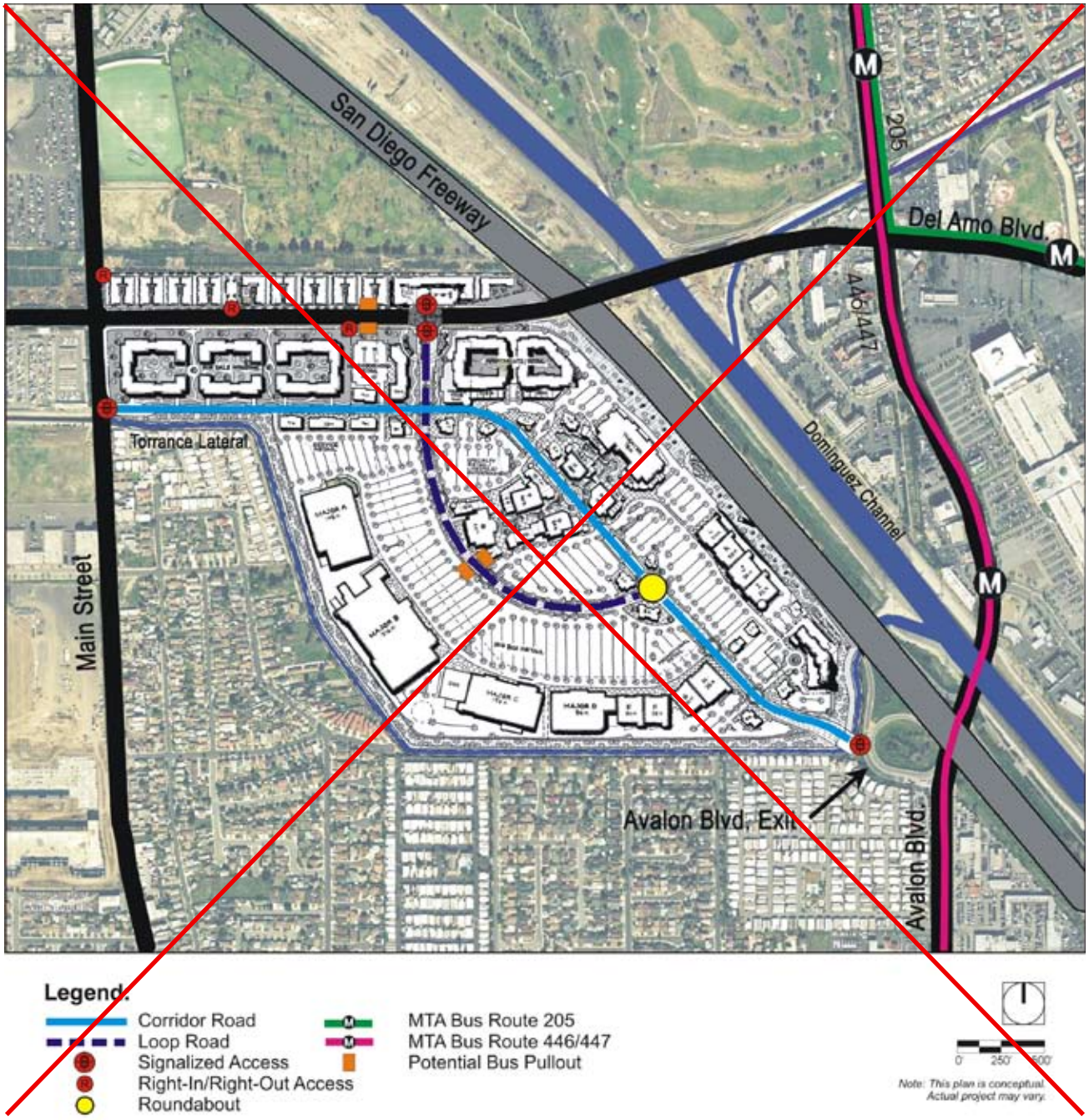
~~Carson Marketplace~~ The Boulevards at South Bay can be accessed at seven points, each of which will be attractively landscaped and signed for vehicles and pedestrians. ~~Internal circulation also features a traffic circle in the southern portion of the site to help maintain traffic flow and as a unique design/circulation feature. All internal roadways will be privately owned and maintained.~~ Internal roadways will be comprised of a combination of both publicly and privately owned and maintained streets. Corridor Road will be publicly dedicated. The funding for the maintenance of the road will be provided through a Community Facilities District or similar funding structure. Illustrations of street sections are provided in Figures 5.1c–~~k~~ n.

Access points for Development Districts 1 and 2 would include the intersections of Del Amo Boulevard and Loop Road and Main Street and Corridor Road, as well as the Avalon Boulevard exit from I-405. At Del Amo Boulevard and Loop Road (see Figure 5.1c), the intersection would be developed with two inbound and ~~five~~ four outbound lanes on Loop Road, south of Del Amo Boulevard. This configuration would provide for ~~two~~ one left-turn lane~~s~~, one left/through lane and two right-turn lanes on the northbound approach. This intersection would be signalized. An additional right-in/right-out access point would be provided at the eastern edge of the for-sale residential south of Del Amo Boulevard (approximately 200 feet from the Loop Road entrance) and connect to Corridor Road. The connecting road will be straight and not loop through the commercial or residential areas.

The Main Street at Corridor Road (Figure 5.1n) access point would also be signalized. The proposed westbound lane configuration would consist of one left-turn lane and one right-turn lane, while the eastbound lane configuration would consist of two through lanes. At the Avalon Boulevard ramp of I-405 (see Figure 5.1j), ~~two~~ three northbound lanes guide vehicles into the site onto Corridor Road while ~~four~~ three southbound lanes allow vehicles to exit ~~Carson Marketplace~~ The Boulevards at South Bay and access the freeway or Avalon Boulevard.

Once inside Development Districts 1 and 2, vehicles travel along Corridor Road and Loop Road. Corridor Road would ~~include two~~ have multiple different street sections with the public right of way typically spanning 80 feet. Through the entertainment areas, Corridor Road would have ~~be a 46- -foot roadway with two~~ four travel lanes, a median ~~and parallel parking on both sides~~ and auxiliary lanes on both sides, as shown in Figure 5.1d. When outside of the entertainment area and adjacent to the parking lots, the Corridor Road ~~would become a 34-foot roadway with two~~ would have four travel lanes ~~surrounding a rolled curb~~ with a median or turn lane, as shown in Figures 5.1e. through 5.1h ~~Except at the Del Amo entrance,~~ Loop Road would be a four-lane private roadway ~~facility within a 52-foot roadway with no median~~ which includes a 10-foot median (Figure 5.1i), except at the Del Amo entrance (Figure 5.1c), where the median is 14 feet. ~~, as shown in Figure 5.1f~~.

The primary ingress and egress location for Development District 3 (DD 3) would be provided at the intersection of Del Amo Boulevard and Loop Road, where the north leg of the intersection would



Source: The Planning Center, 2005.

~~**Figure 5.1a Vehicular Circulation Concept**~~

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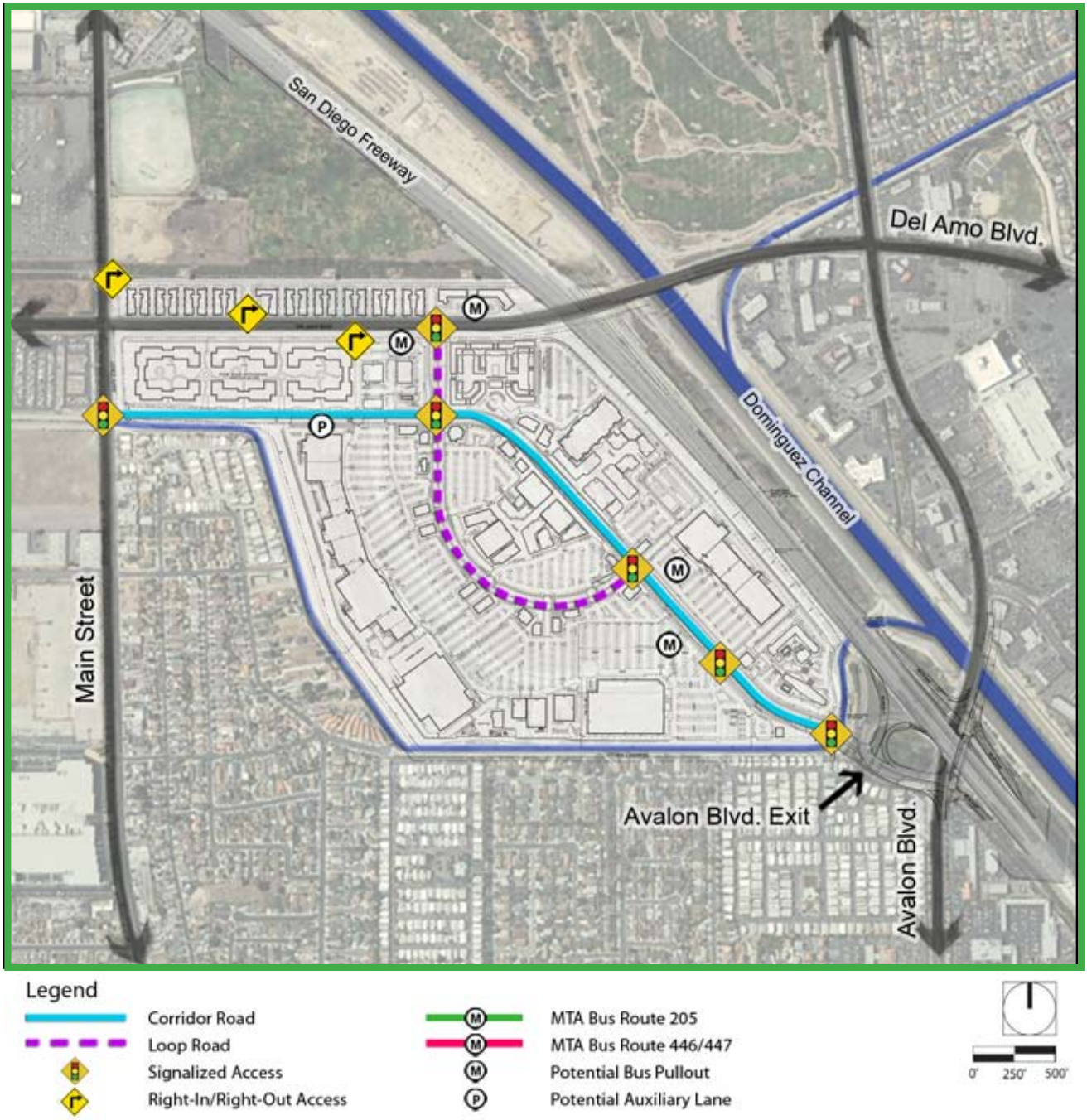
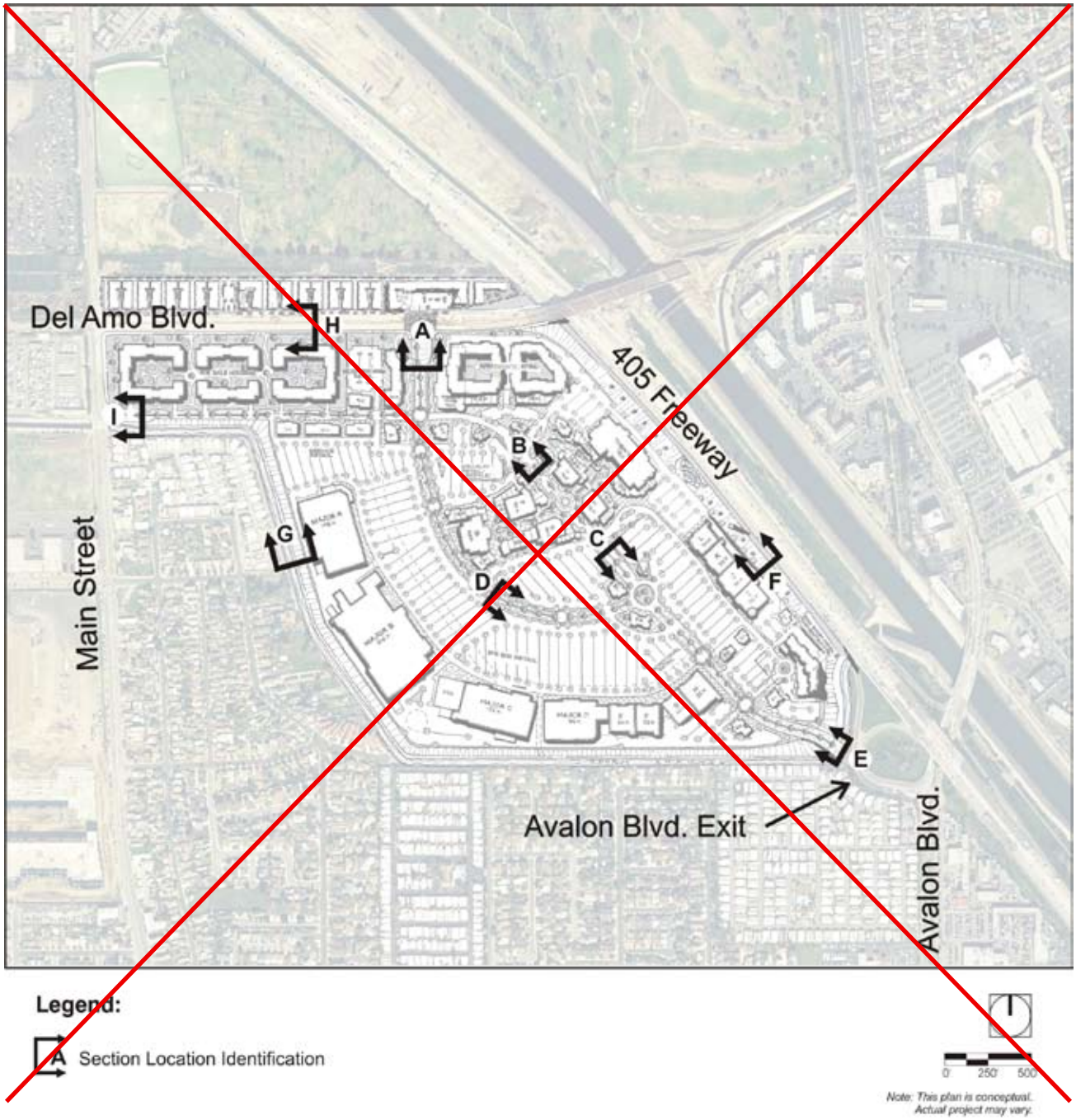


Source: The Planning Center, 2010.

Figure 5.1a Vehicular Circulation Concept

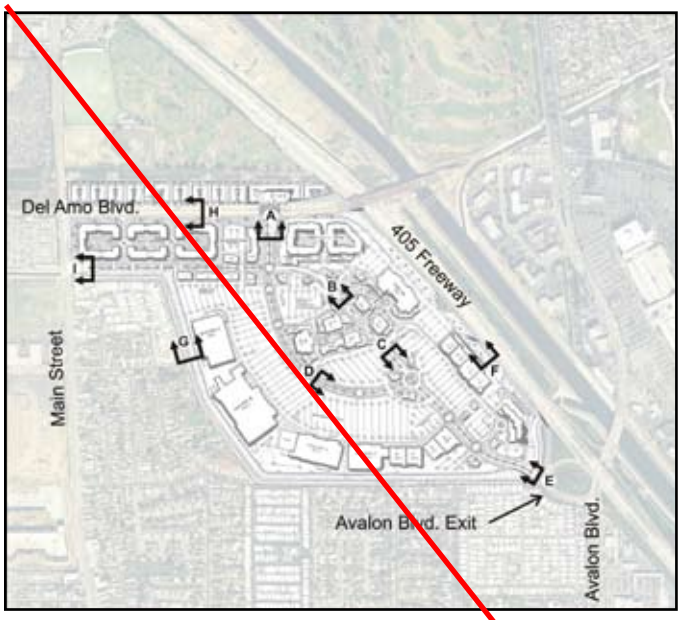


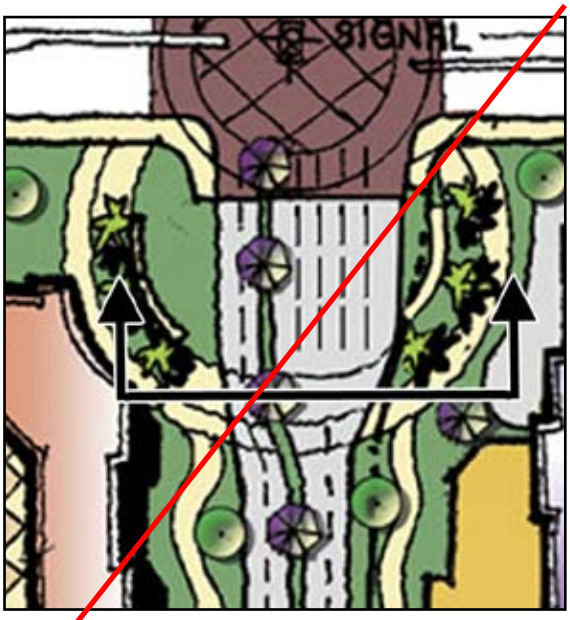
Source: The Planning Center, 2005.

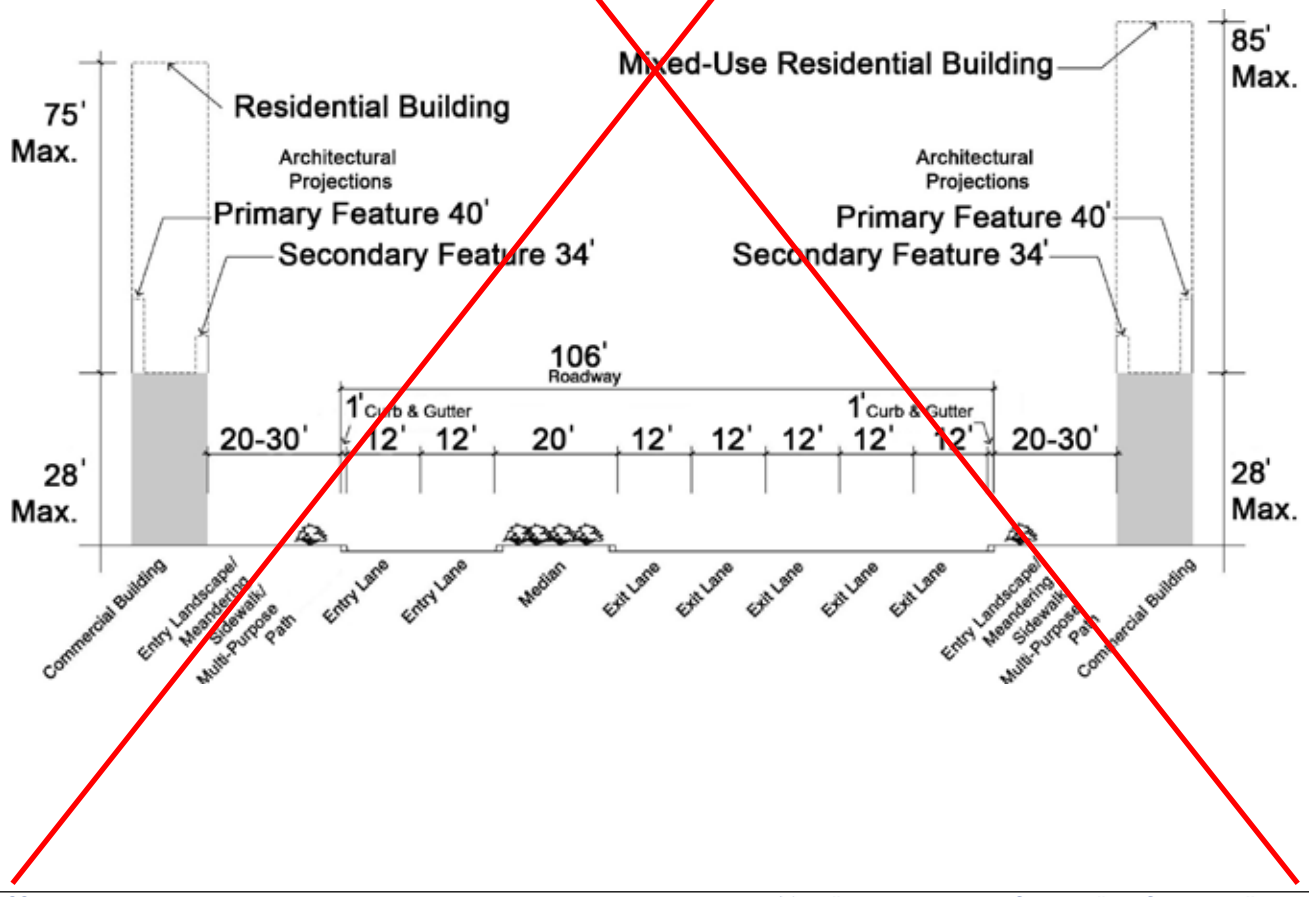
~~Figure 5.1b Circulation Sections~~

REVISED

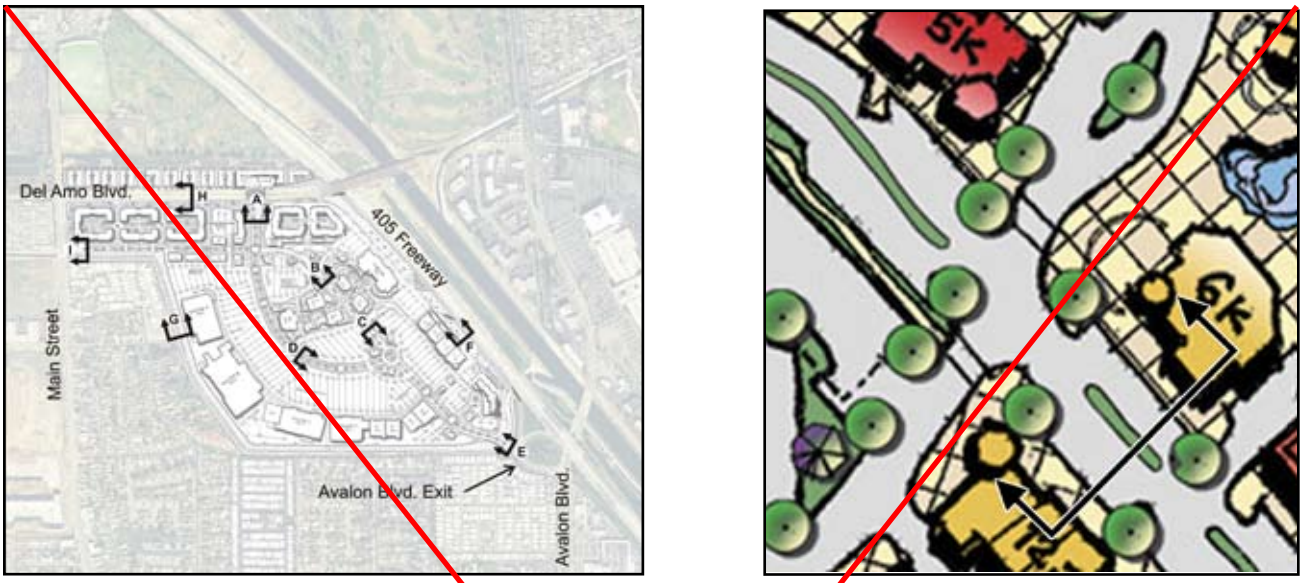
~~Figure 5.1c Section A - Del Amo Entrance~~ REVISED

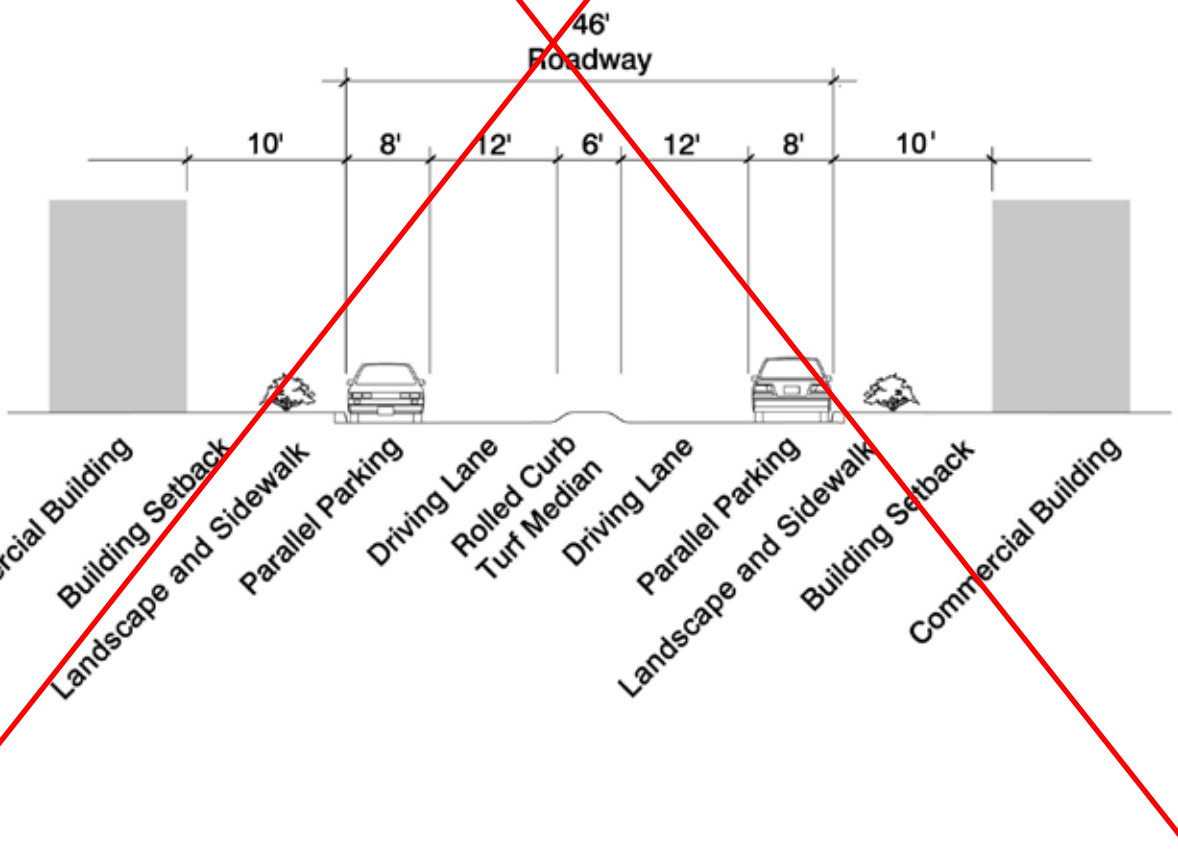






~~Figure 5.1d Section B - Corridor Road in~~ REVISED





~~**Figure 5.1e - Section C - Corridor Road Adjacent**~~

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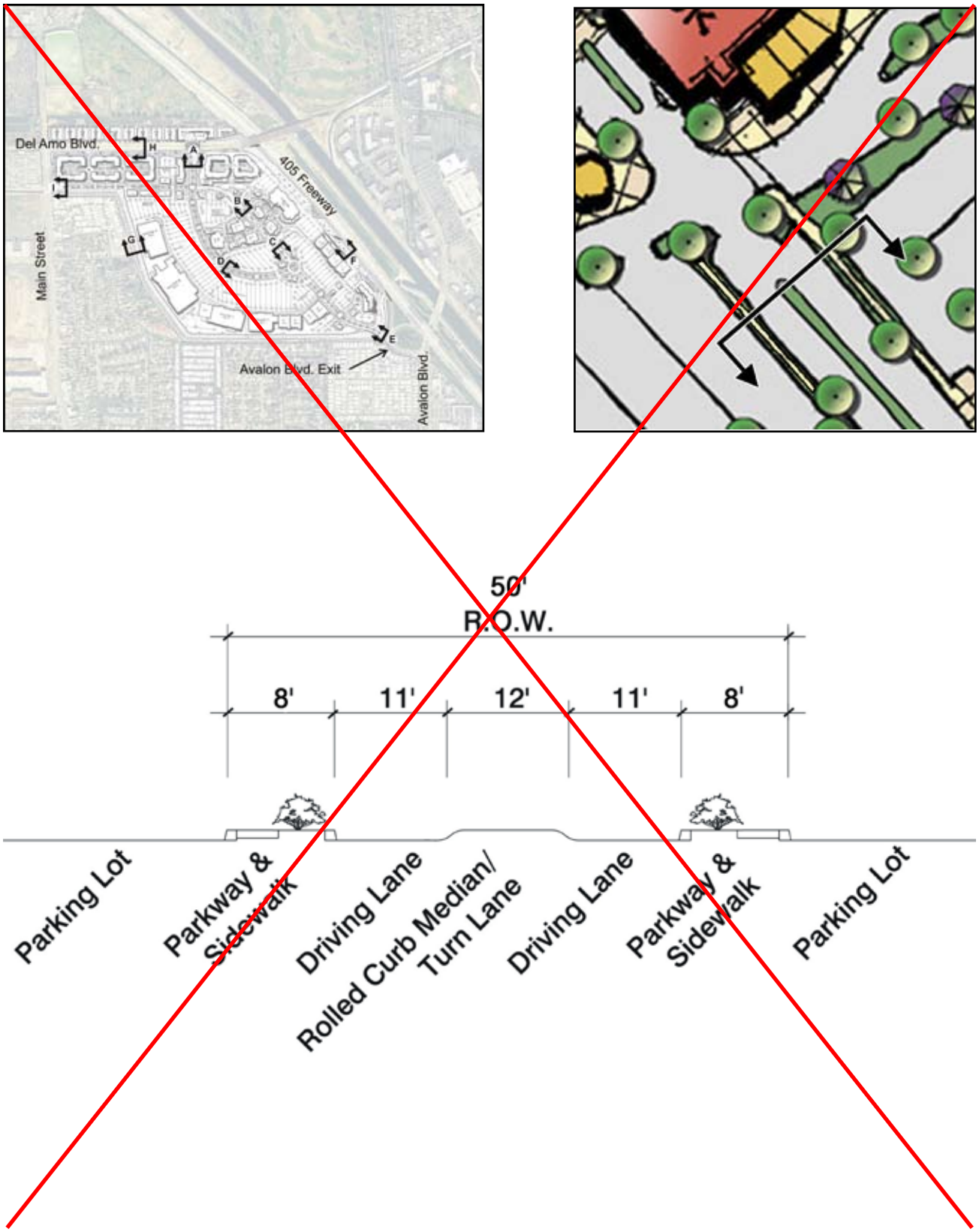
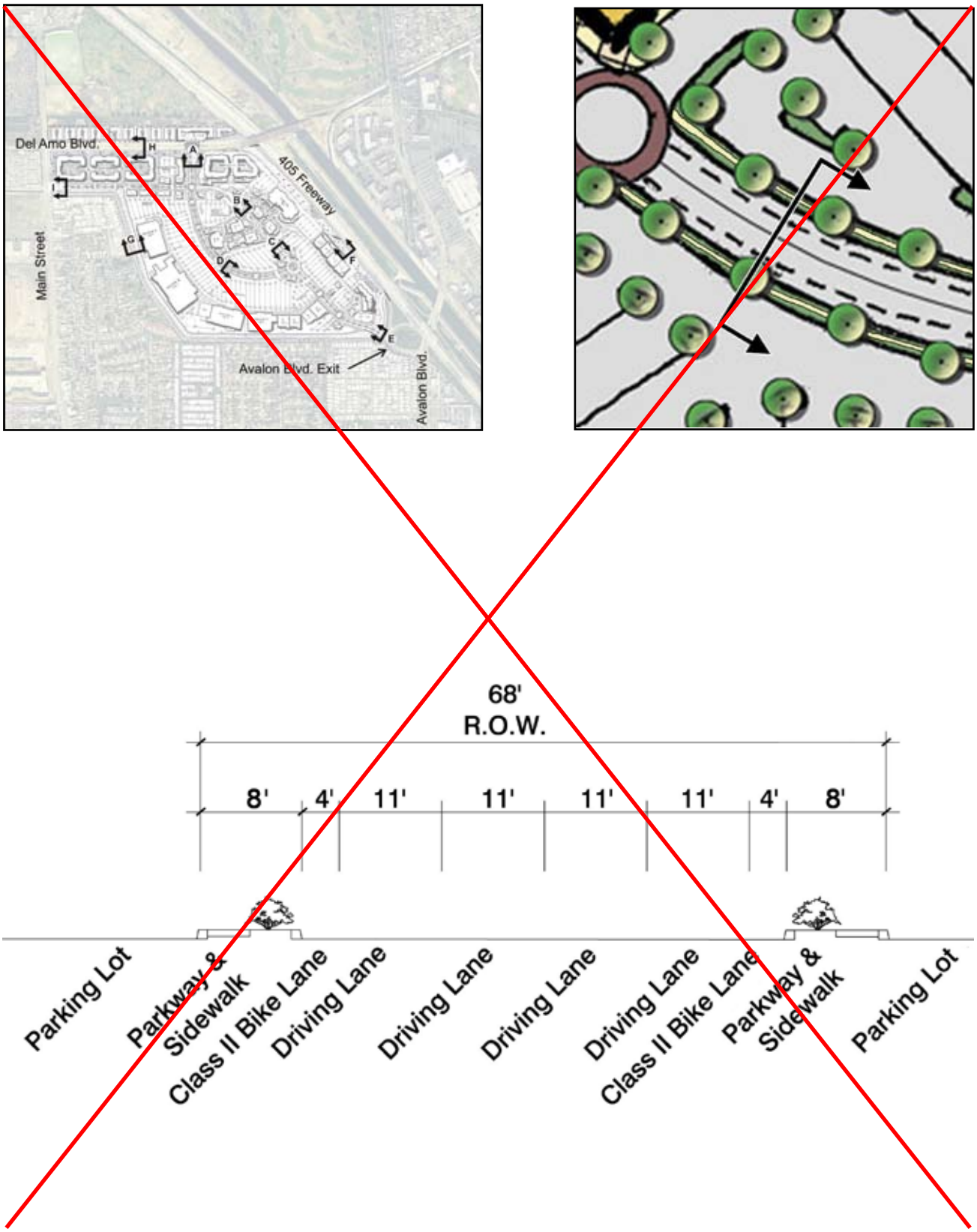
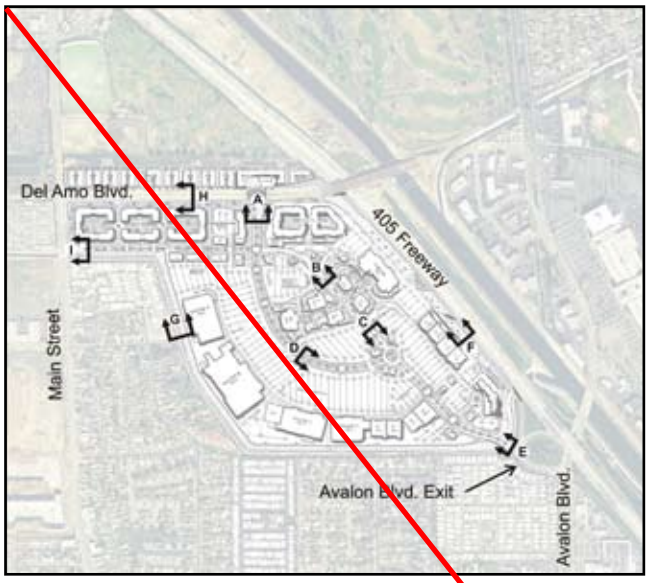
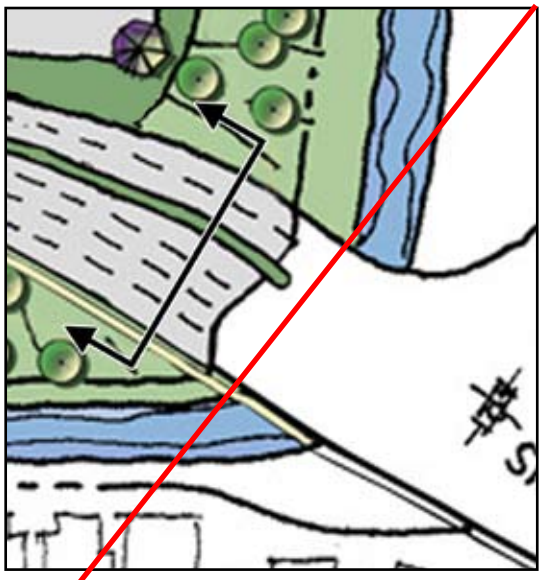


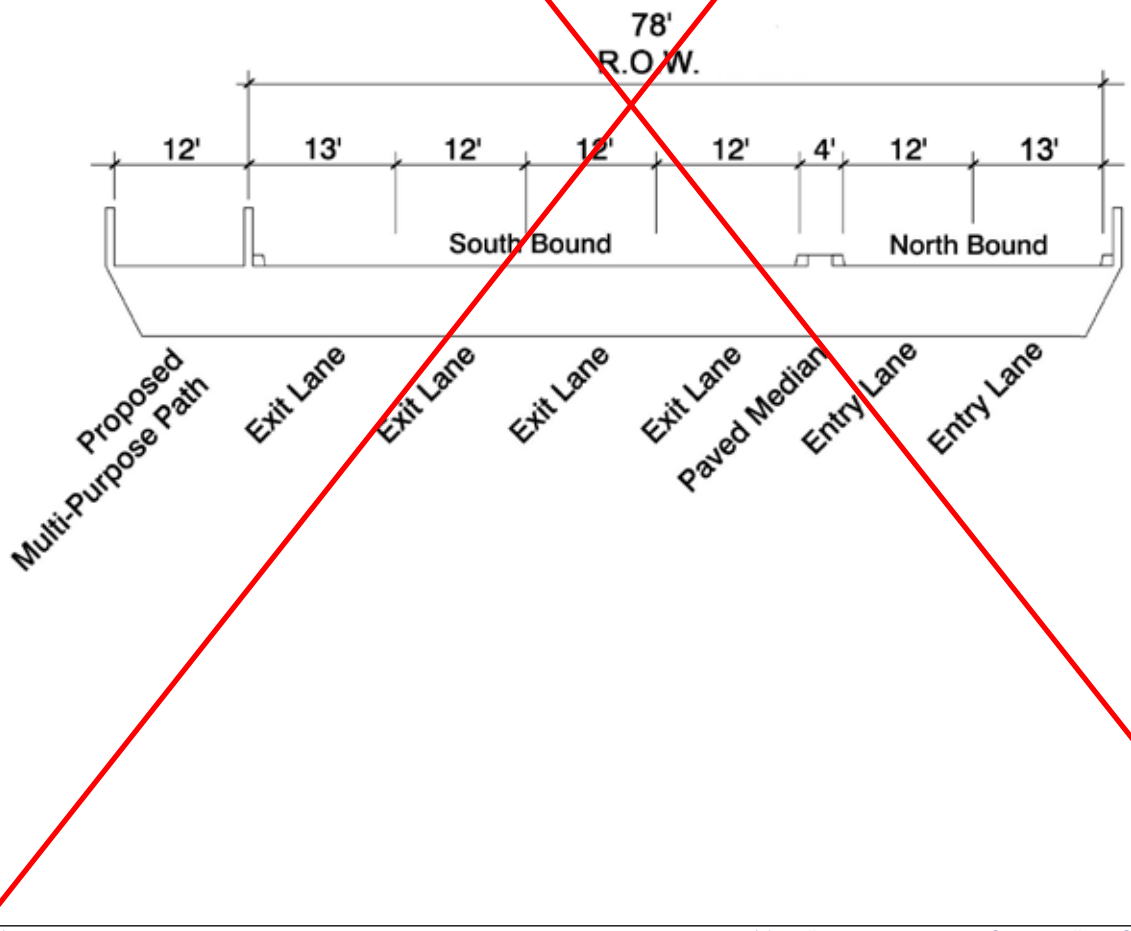
~~Figure 5.1f~~ ~~Section D - Loop Road~~ REVISED



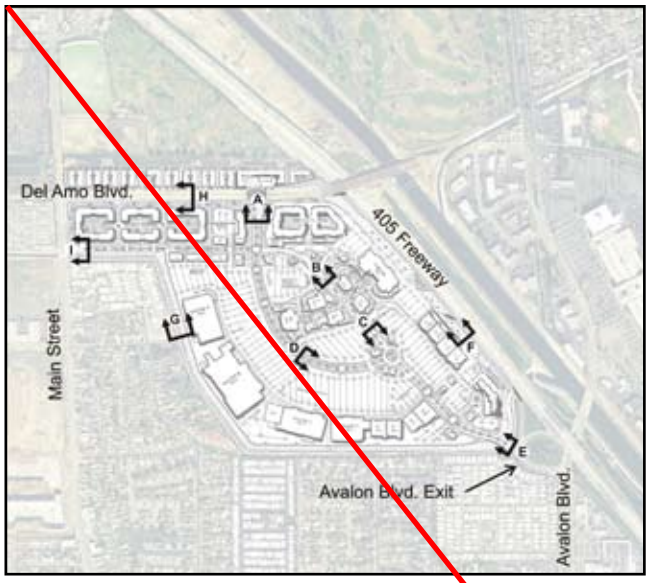
~~Figure 5.1g Section E - Avalon Entrance~~ REVISED

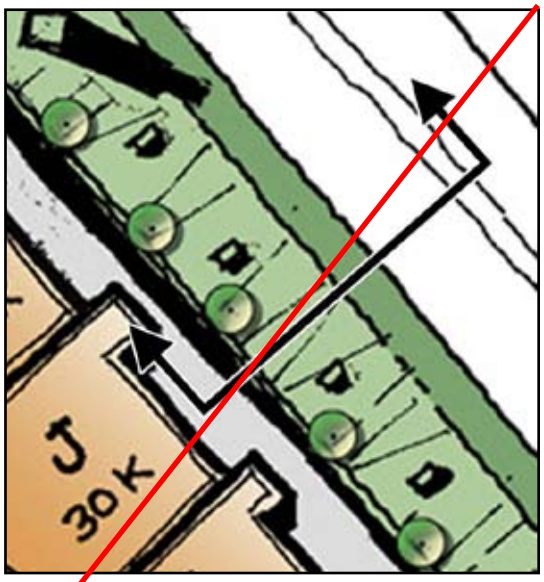


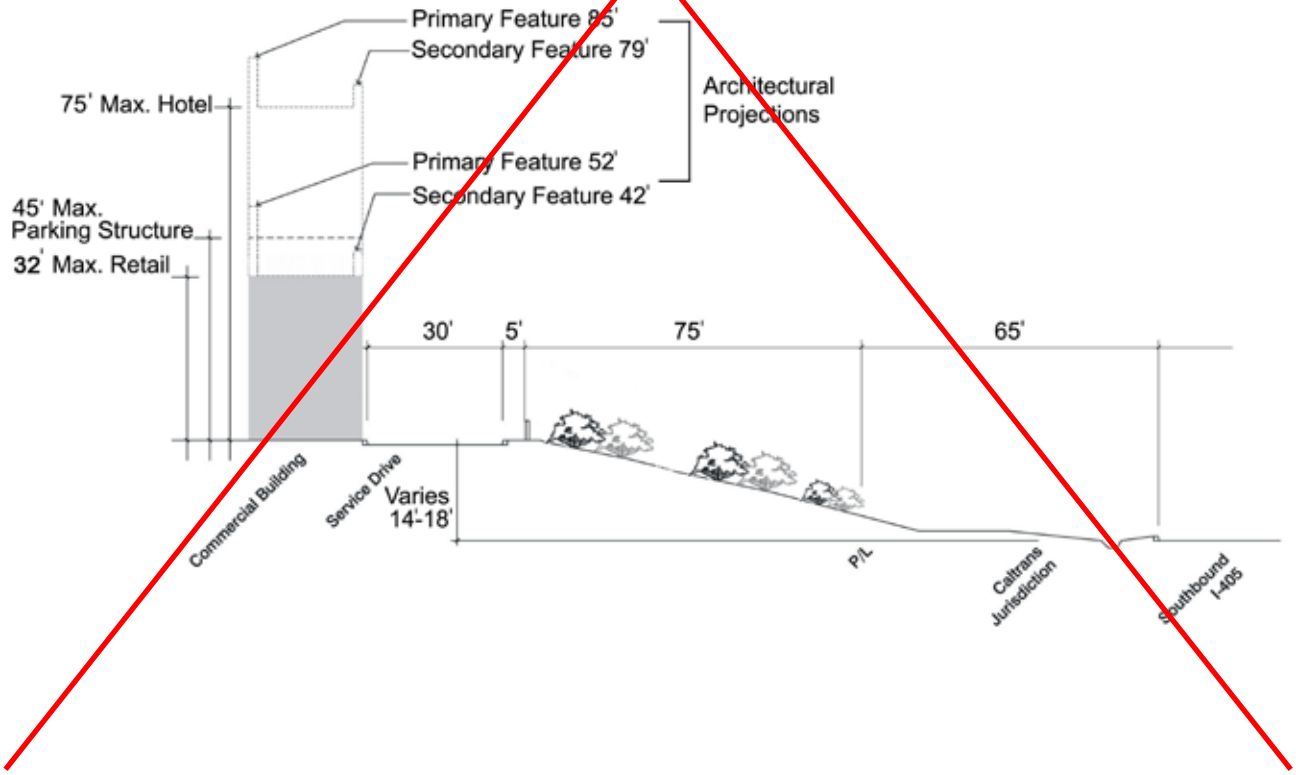




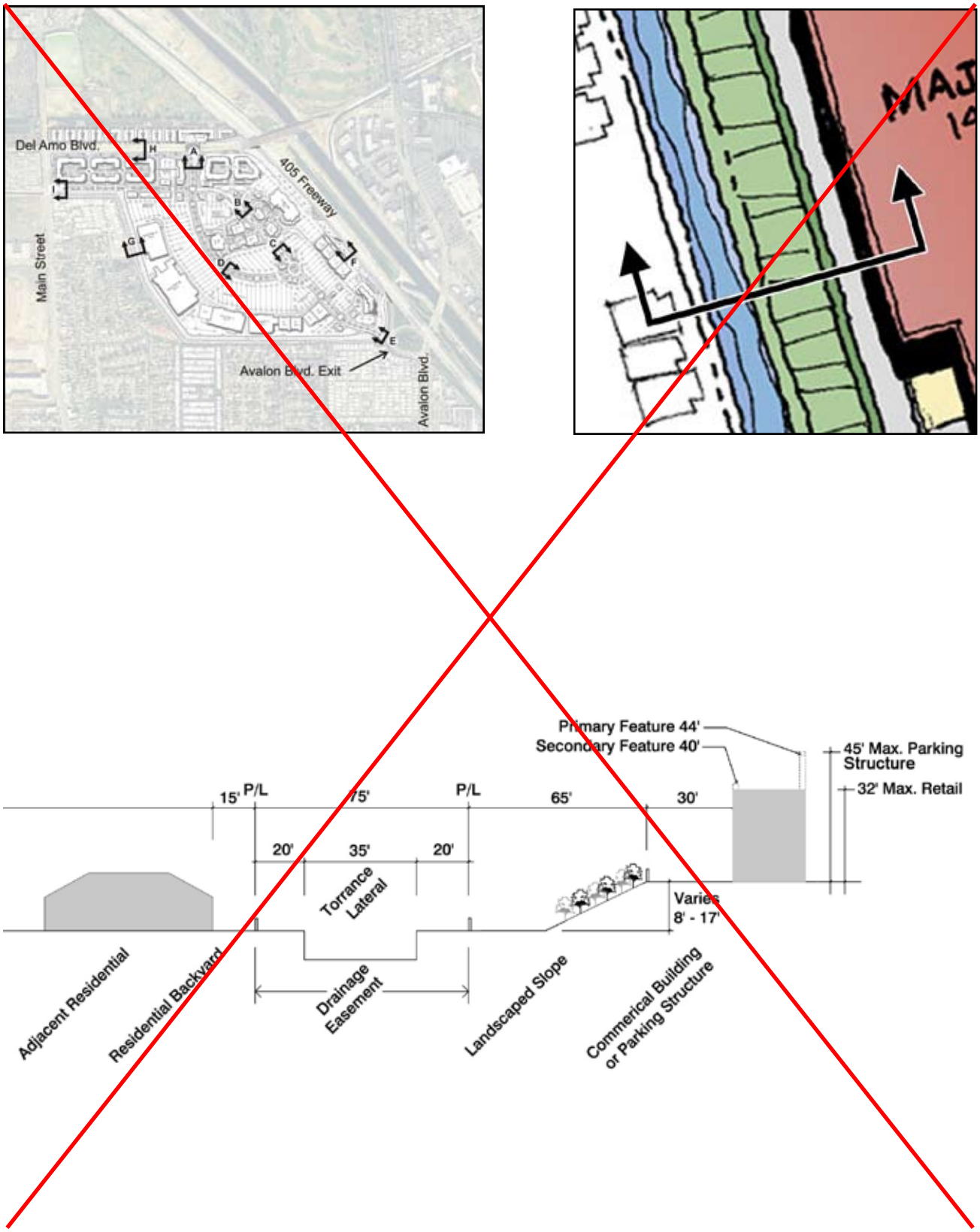
~~Figure 5.1h Section F - Freeway Edge~~ REVISED



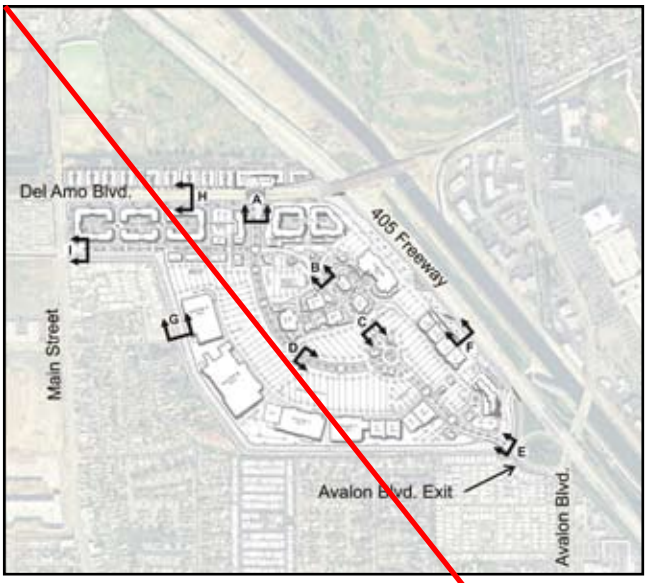


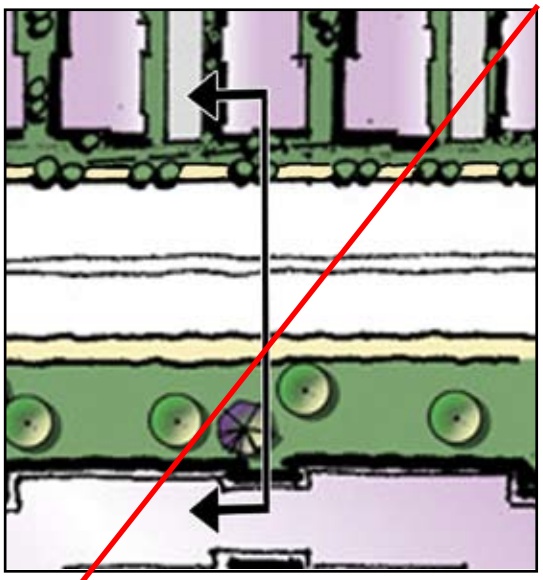


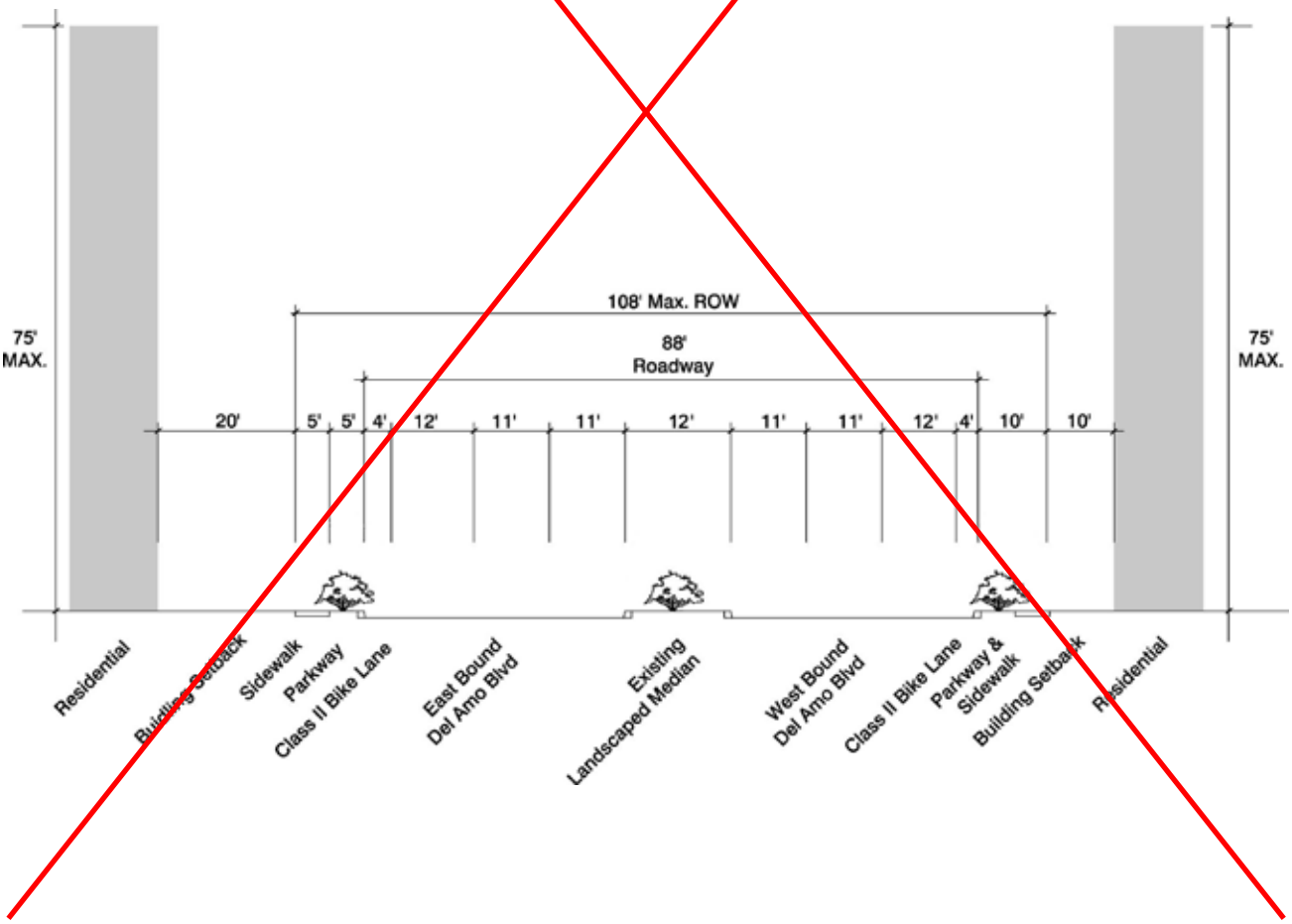
~~Figure 5.1i Section G - Channel-Adjacent~~ REVISED



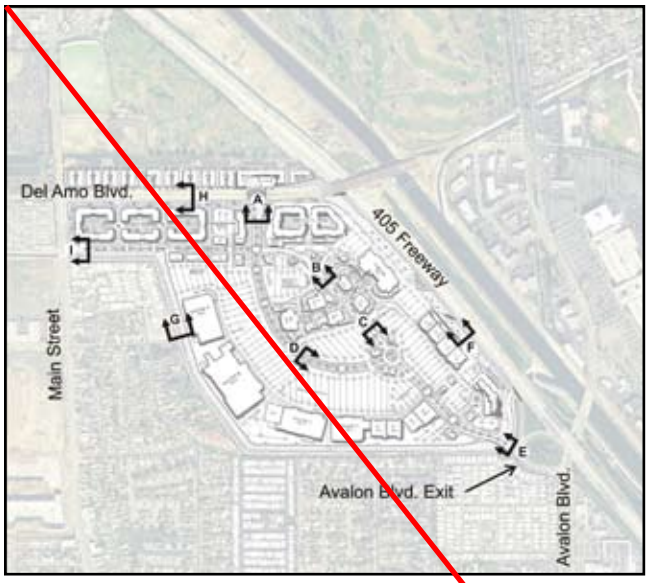
~~Figure 5.1j Section H - Del Amo Boulevard~~ REVISED

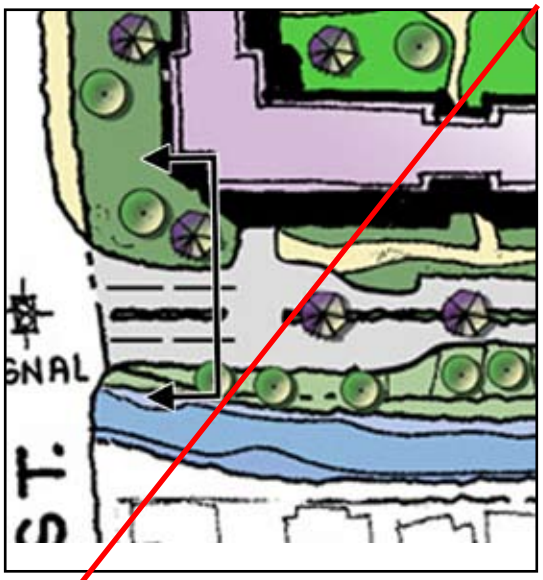


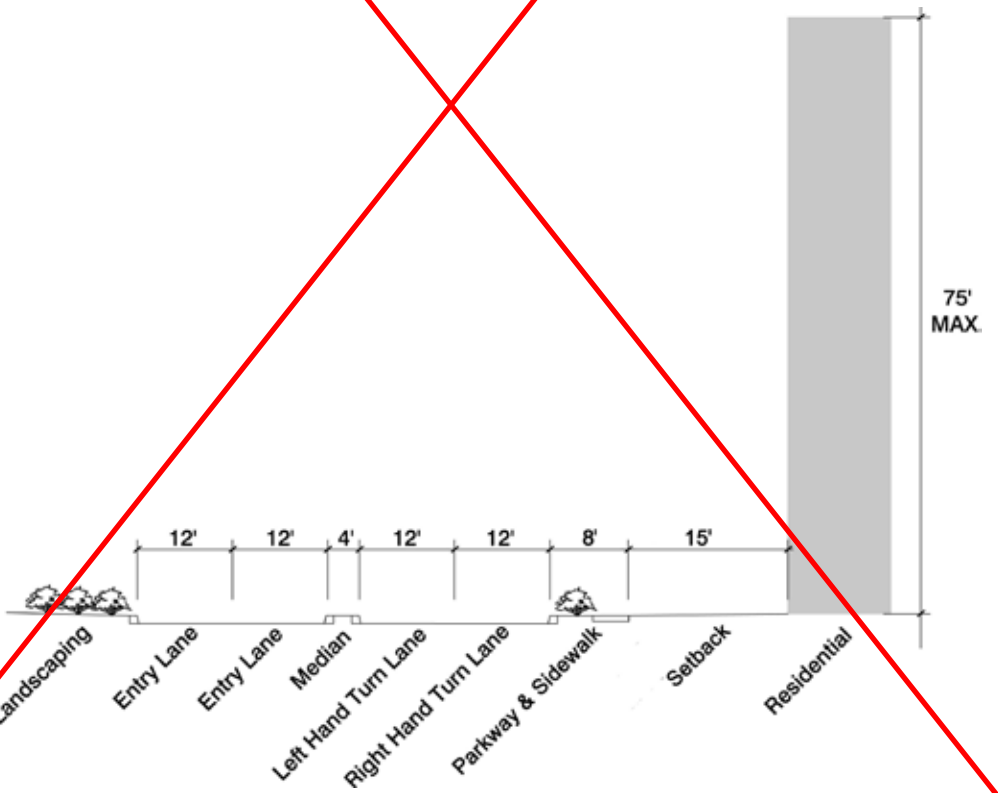


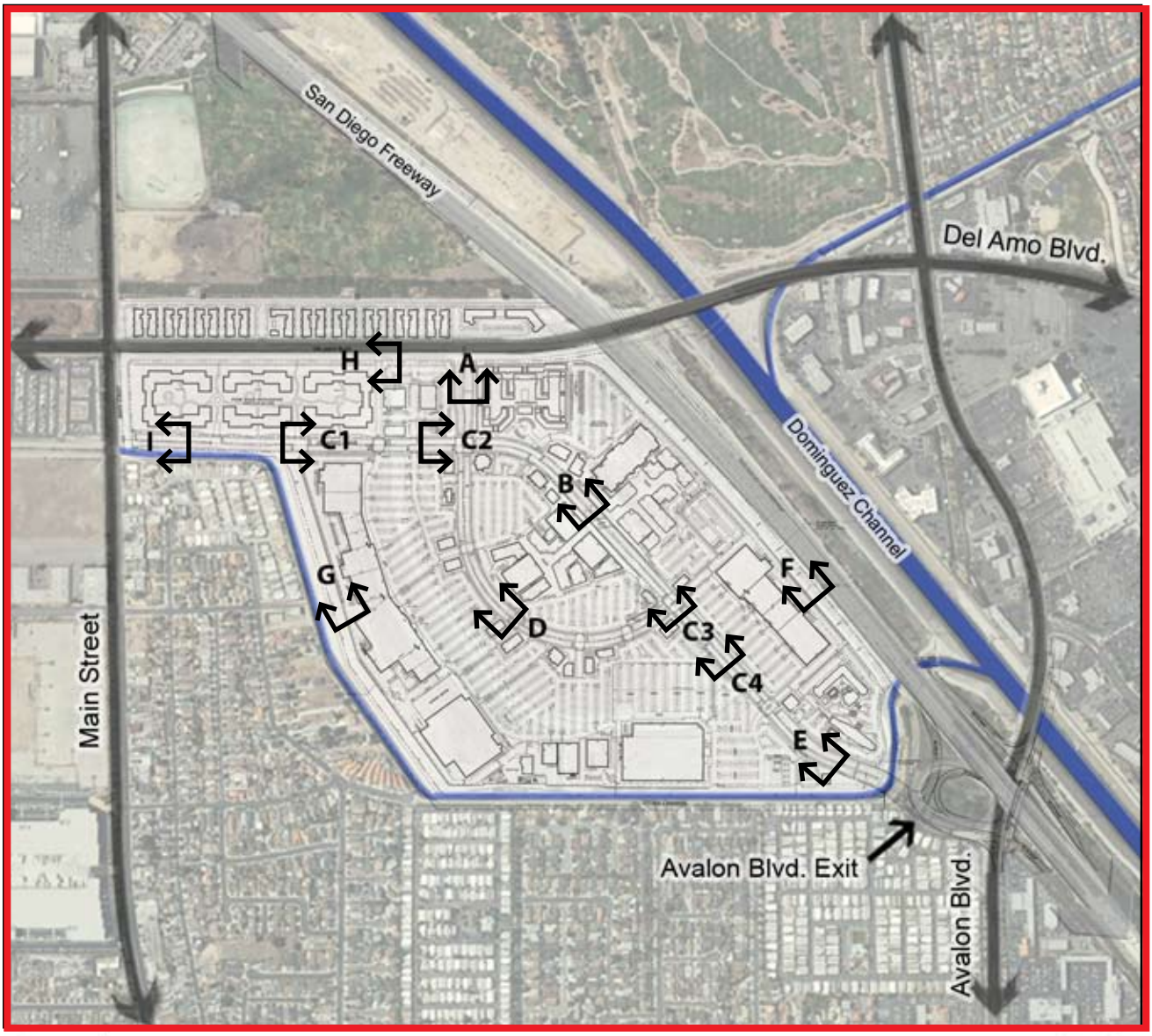


~~Figure 5.1k Section I - Main Street Entrance~~ REVISED









Legend

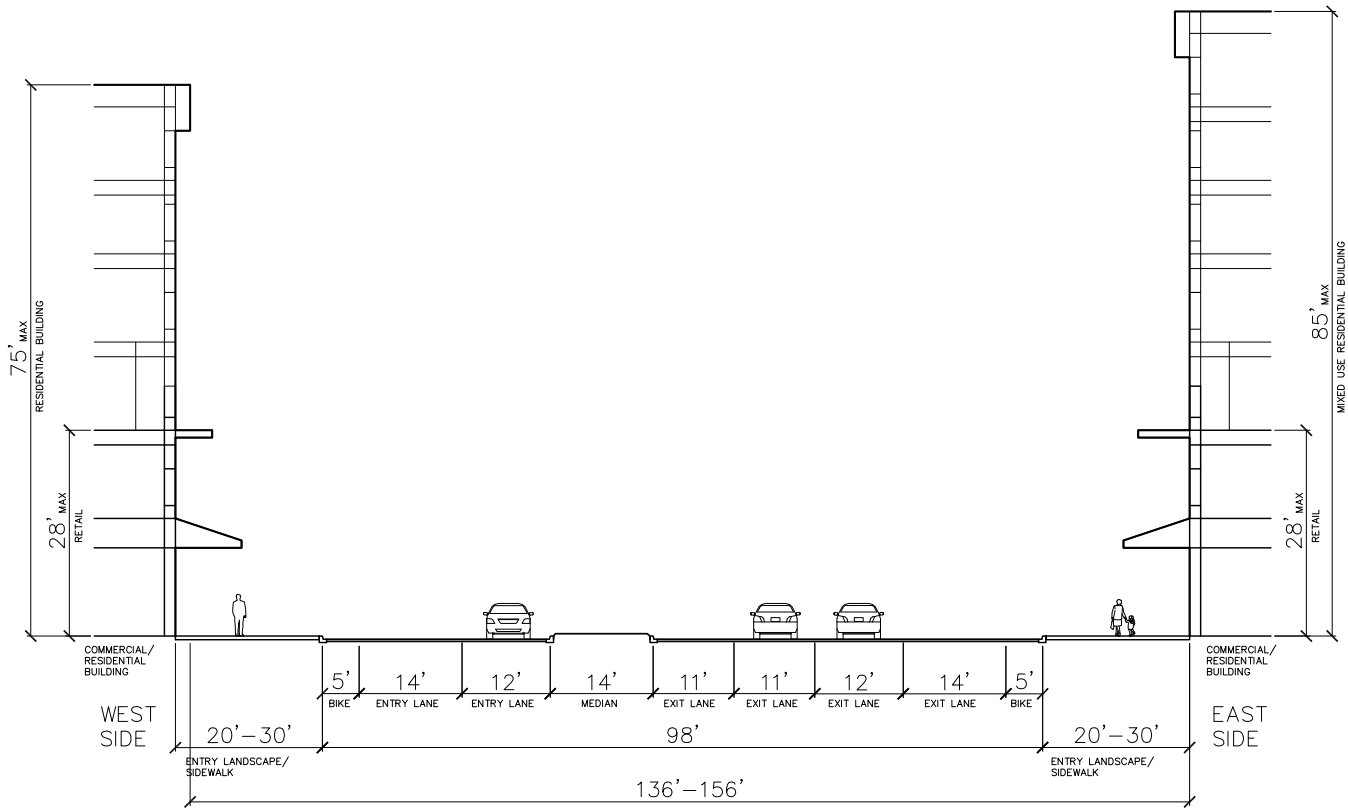
A. Del Amo Entrance (Private)
B. Corridor Road in Entertainment Areas
C1. Corridor Road with Auxiliary Lanes
C2. Corridor Road without Auxiliary Lanes
C3. Corridor Road with Multi-Purpose Trail
C4. Corridor Road at Bus Stop
D. Loop Road (Private)
E. Avalon Entrance
F. Freeway Edge (I-405/Project Interface)
G. Channel-Adajcent Slope (Residential/Project Interface)
H. Del Amo Boulevard
I. Main Street Entrance

0' 250' 500'

Source: The Planning Center, 2010.

Figure 5.1b Circulation Sections

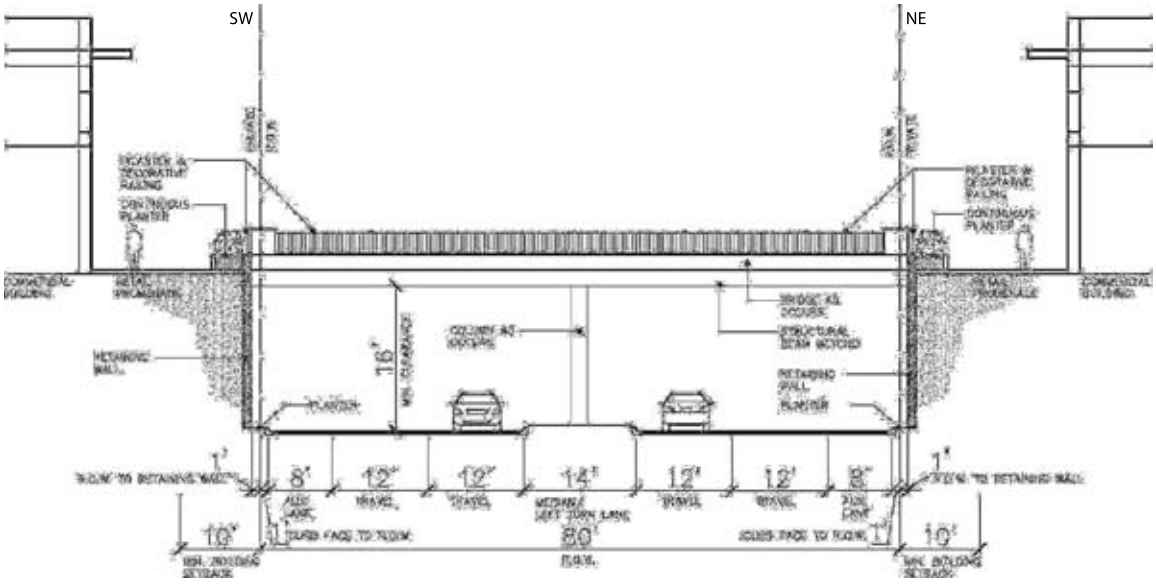
Figure 5.1c Section A - Del Amo Entrance (Private)



Note: The building setbacks of 20 to 30 feet vary according to the height of the building adjacent to the roadway. The setback is 20 feet for buildings up to 28 feet in height. For buildings above 28 feet in height, a 30-foot setback is required. Building heights refer to the base building height as defined in Table 6.2-2.

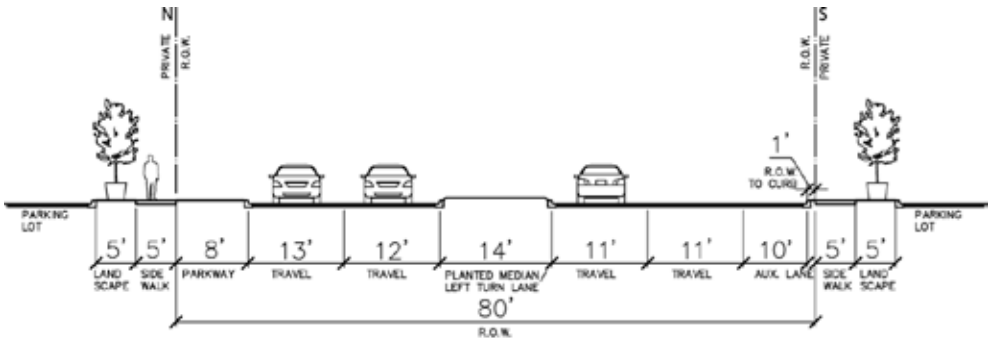
Source: The Planning Center, 2010.

Figure 5.1d Section B - Corridor Road in Entertainment Areas



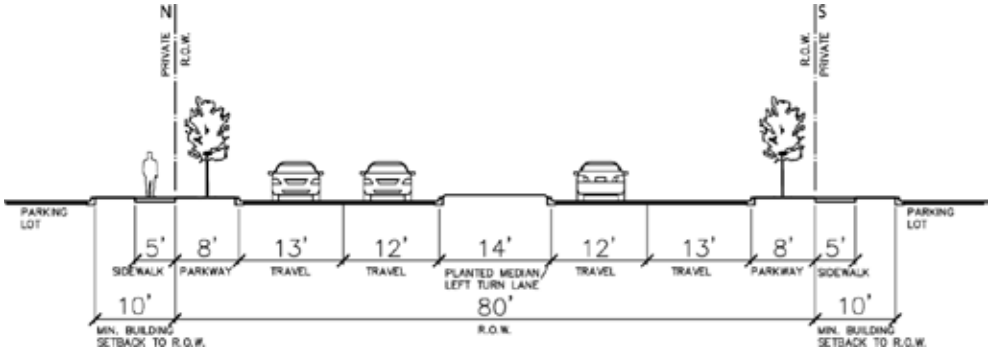
Source: The Planning Center, 2010.

Figure 5.1e Section C1 - Corridor Road with Auxiliary Lanes



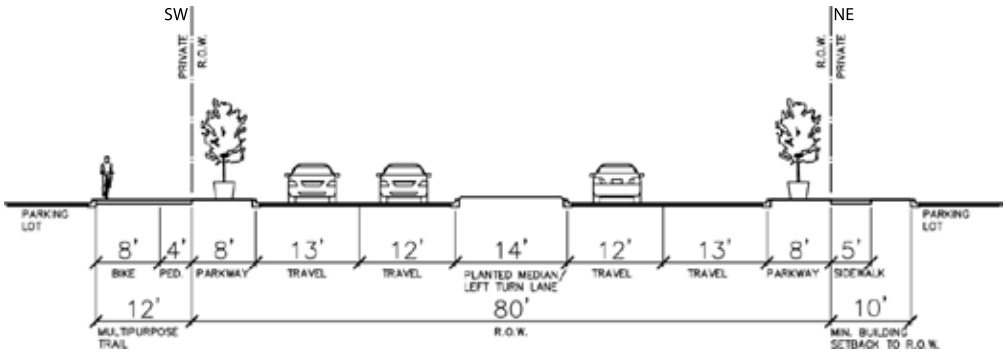
Source: The Planning Center, 2010.

Figure 5.1f Section C2 - Corridor Road without Auxiliary Lanes



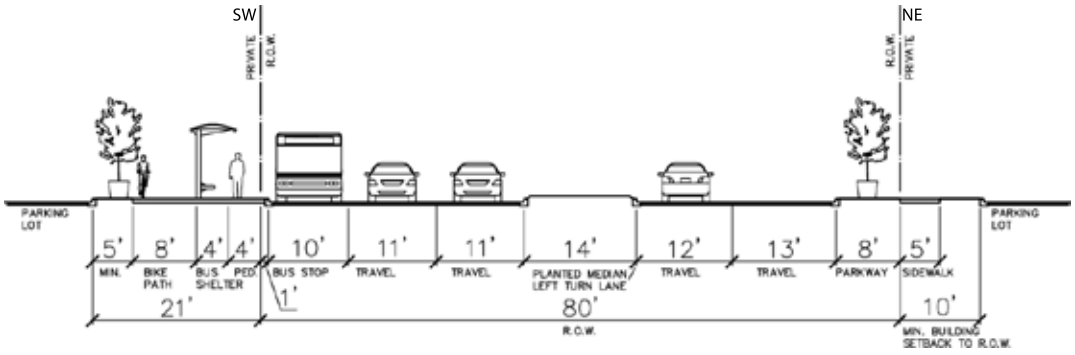
Source: The Planning Center, 2010.

Figure 5.1g Section C3 - Corridor Road with Multi-Purpose Trail



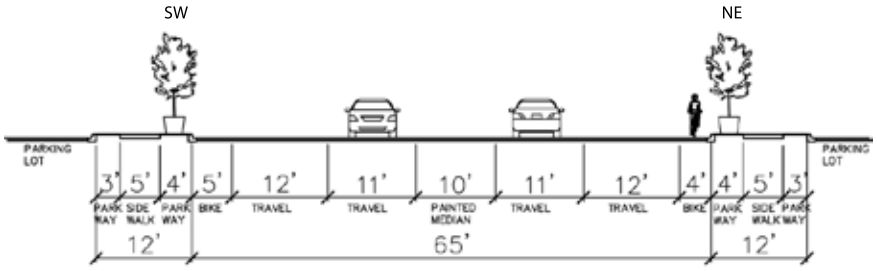
Source: The Planning Center, 2010.

Figure 5.1h Section C4 - Corridor Road at Bus Stop



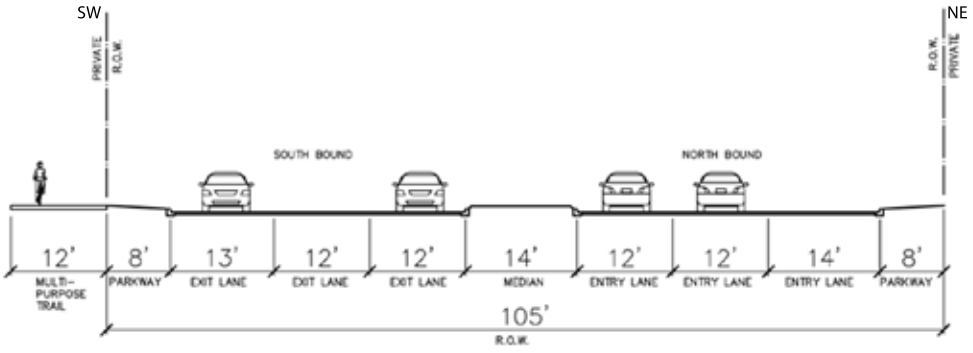
Source: The Planning Center, 2010.

Figure 5.1i Section D - Loop Road (Private)



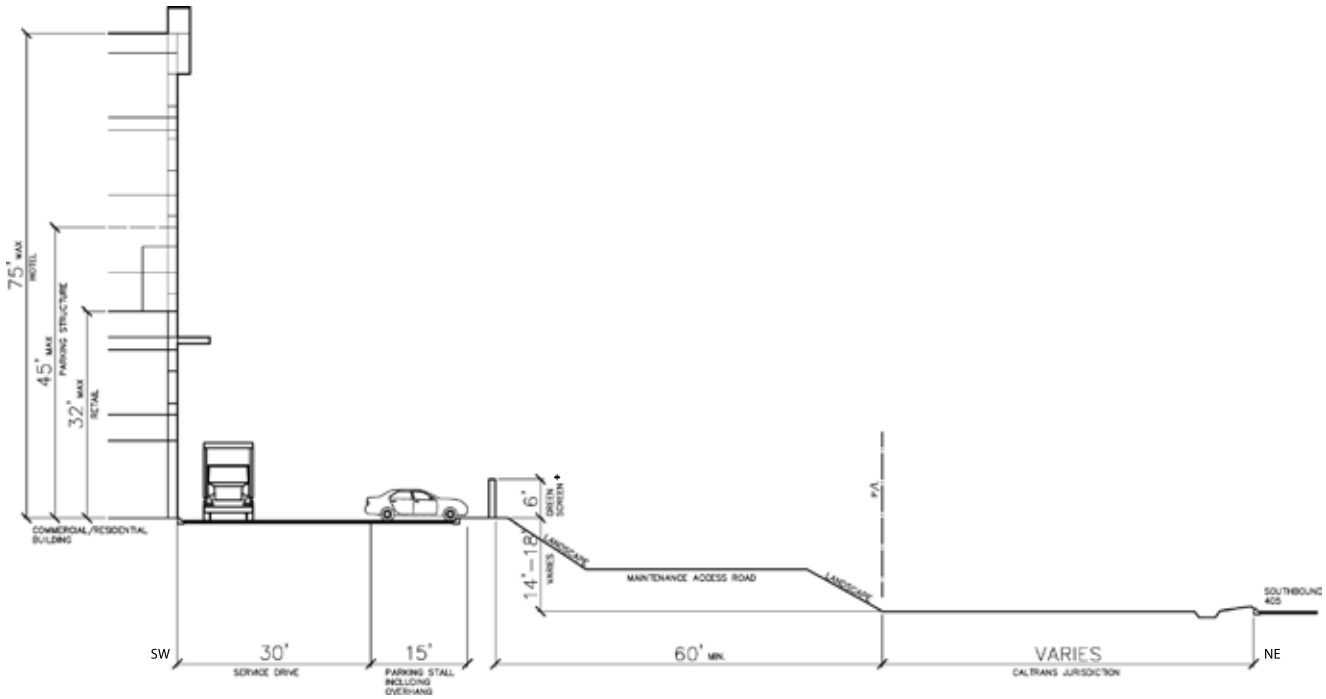
Source: The Planning Center, 2010.

Figure 5.1j Section E - Avalon Entrance



Source: The Planning Center, 2010.

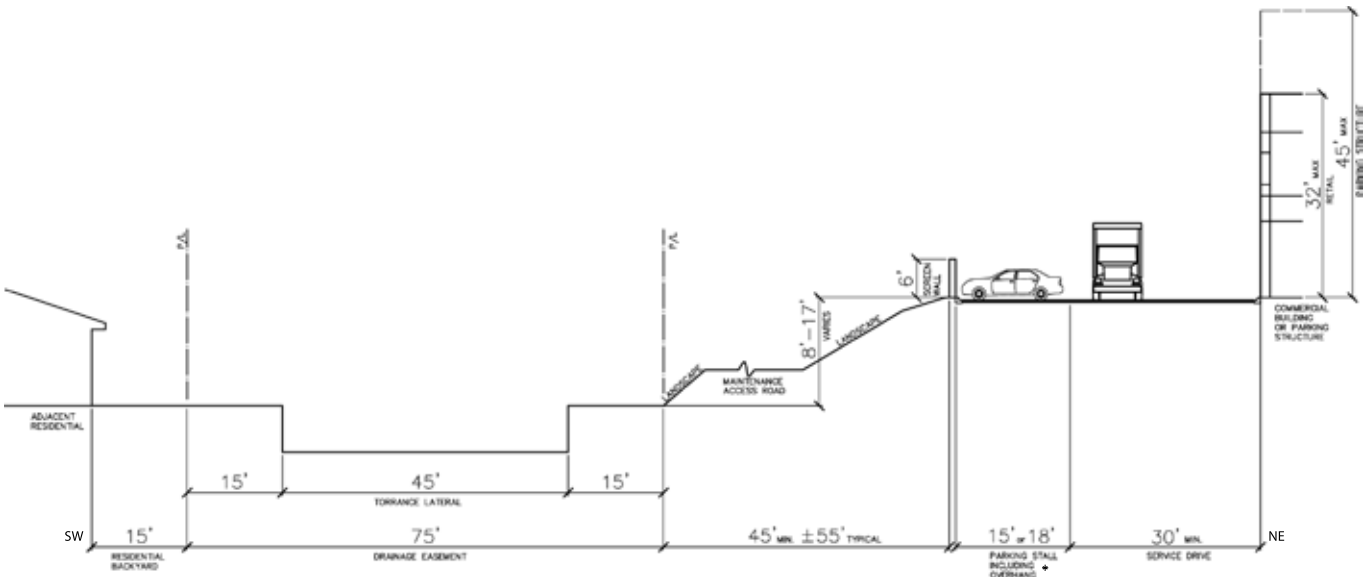
Figure 5.1k Section F - Freeway Edge (I-405/Project Interface)



* Parking stall and 6' high green screen presence vary according to location of section along freeway edge. Parking stall is optional. Refer to Figure 6.5d for green screen location.

Source: The Planning Center, 2010.

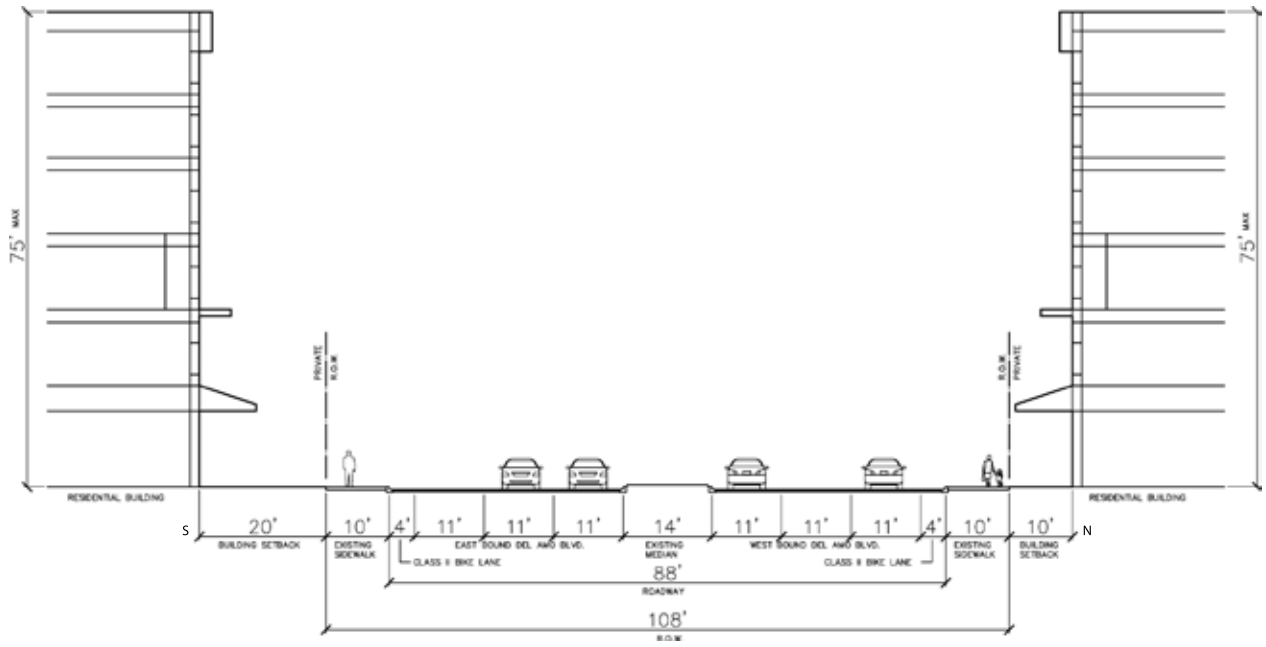
Figure 5.1l Section G - Channel-Adjacent Slope (Residential/Project Interface)



* Parking stall presence varies according to location of section along the channel. Parking stall is optional.

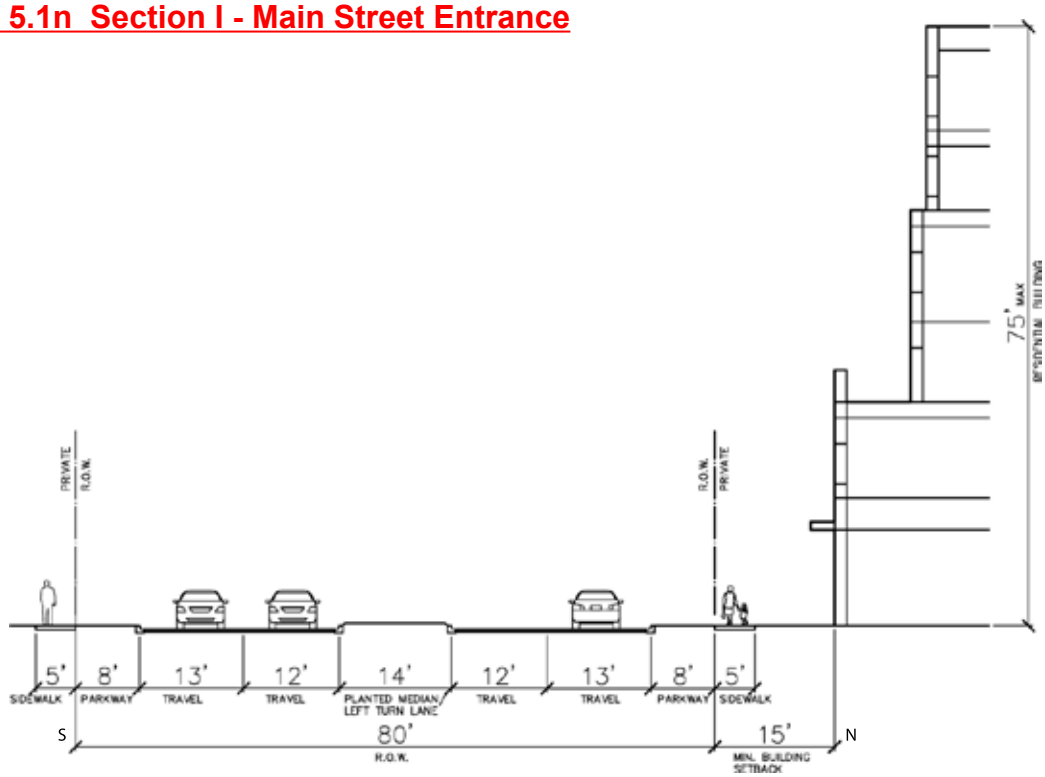
Source: The Planning Center, 2010.

Figure 5.1m Section H - Del Amo Boulevard

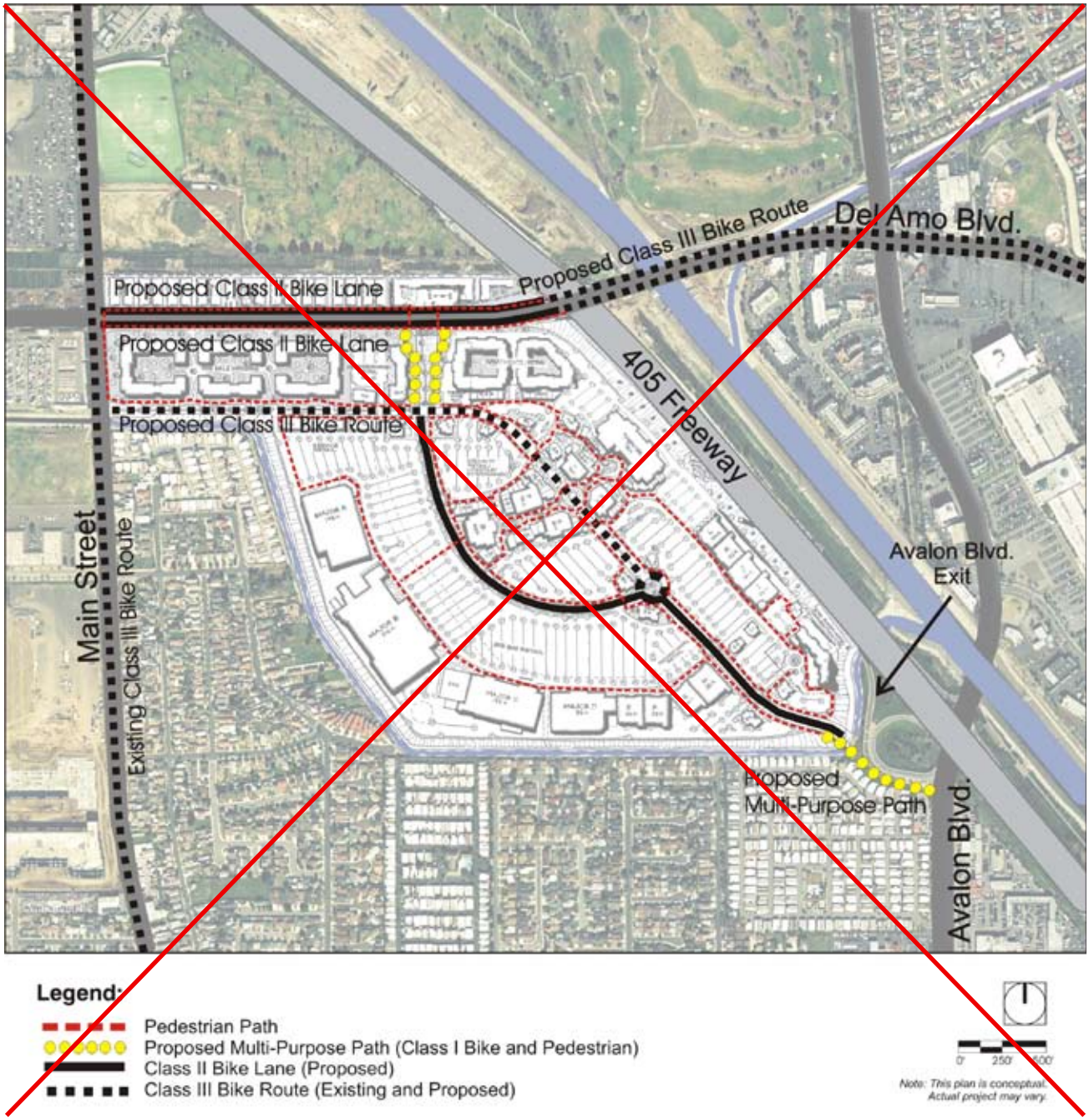


Source: The Planning Center, 2010.

Figure 5.1n Section I - Main Street Entrance



Source: The Planning Center, 2010.



Source: The Planning Center, 2005.

~~**Figure 5.1I Non-vehicular Circulation Concept**~~

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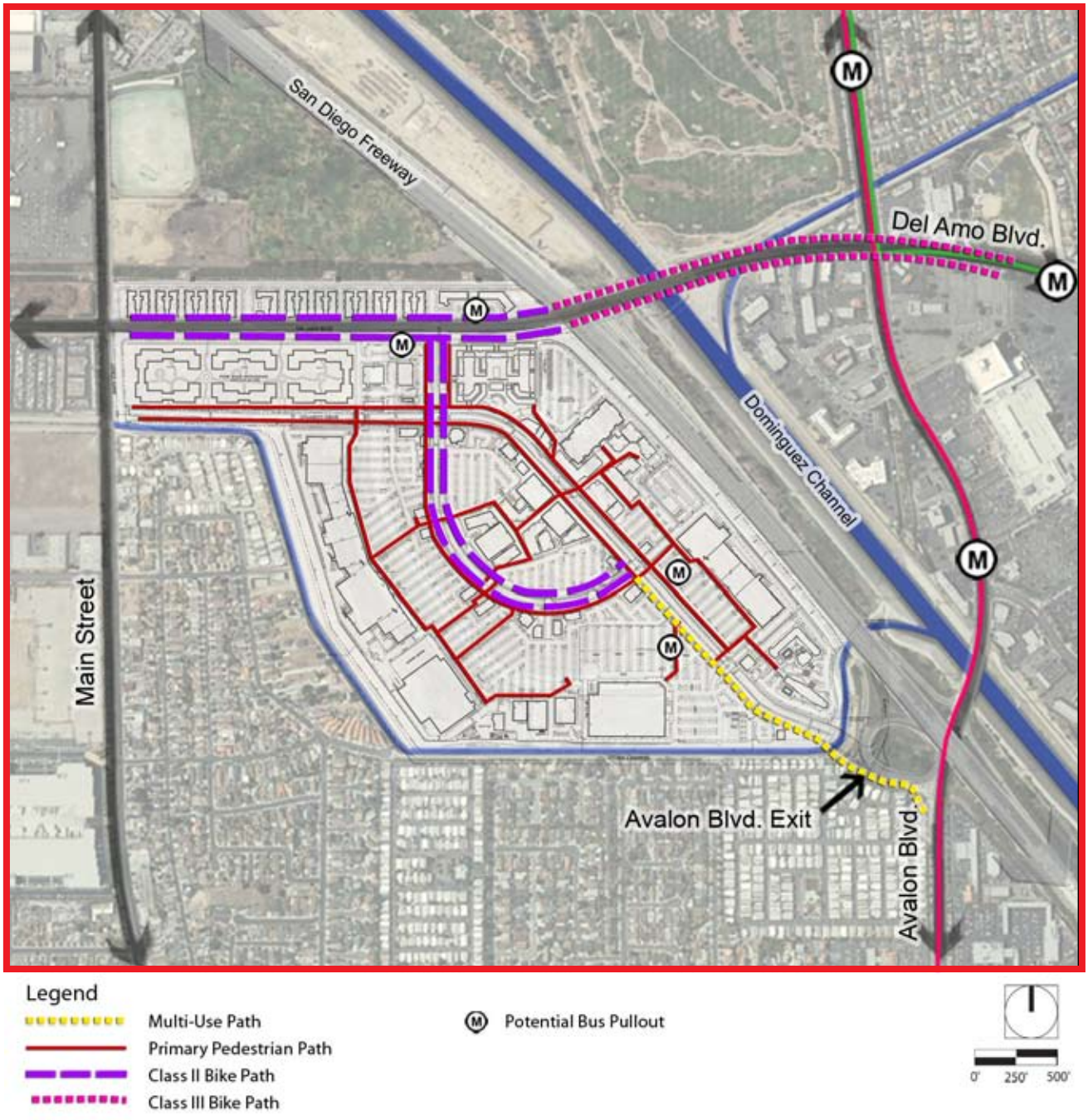


Source: Nadel Architects, 2010.

Figure 5.1o Non-vehicular Circulation Concept

provide for entry and exit. The proposed design for the north leg of this intersection is two inbound and three outbound lanes. This configuration would allow one left-turn lane, one shared through/right-turn lane and one right-turn lane on the southbound approach. A second access driveway would intersect westbound Del Amo Boulevard between the intersections of Del Amo Boulevard and Loop Road (on the east) and Del Amo Boulevard and Main Street (on the west). This access driveway would provide right-turn-in/right-turn-out movements only. A third access driveway would intersect northbound Main Street at the northwestern edge of DD 3 and would provide right-turn-in/right-turn-out movements only.

5.1.3 Parking

The various uses, such as residential, commercial, restaurant, entertainment and hotel, will be required to meet the parking standards specified in the Development Standards section of this Plan. The amount of parking will vary depending on the number of units proposed and square footage of particular non-residential use. The parking will be provided through a combination of surface parking and parking structures, with the structures having a maximum height limit of ~~45~~ 50 feet.

As described in the Development Standards section of this Plan, shared parking is permitted to help maximize the efficiency of parking lots. Shared parking is permitted subject to the completion of a parking study and approval by the Planning Manager. For instance, shared parking would be ideal in a situation with offices adjacent to restaurants, since parking could be used by the offices during the day and by restaurants during the evening.

5.1.4 Pedestrian and Bicycle Circulation

~~The routing of pedestrian and bicycle circulation is conceptually shown on Figure 5.1l Figure 5.1o. External bicycle access will be primarily from Class II and III bicycle routes along Main and Del Amo, while external pedestrian access will come from sidewalks on those same streets. Internally, bicycle circulation is provided along both sides of roadways through a combination of Class II and Class III routes Pedestrian and Multi-Use paths along Corridor Road and Loop Road. Pedestrian circulation will be provided throughout the Carson Marketplace via sidewalks and pathways. The routing of pedestrian and bicycle circulation is conceptually shown on Figure 5.1l.~~

External bicycle access will be primarily from Class II and Class III bicycle routes along Main and Del Amo, while external pedestrian access will come from sidewalks on those same streets. Internally, bicycle circulation is provided along both sides of roadways through a combination of Class II along the Loop Road, and Multipurpose path along the Corridor Road southwest side section. Pedestrian circulation will be provided throughout The Boulevards at South Bay via sidewalks and pathways. The routing of pedestrian and bicycle circulation is conceptually shown on Figure 5.1o.

The intent is to provide maximum connectivity for pedestrians and bicyclists between the diverse uses within the Plan. Multi-purpose paths (pedestrian and bicycle traffic) are proposed both at the Project's Del Amo entrance and from Avalon Boulevard into the Project's southeastern entrance. At the Del Amo entrance, the bike lanes will be ~~a part of the multi-purpose path and will be separated from the driving lanes~~ painted Class II lanes. At the Avalon entrance, the multi-purpose path will run alongside the roadway and will be divided for safety. Multi-purpose paths provide for concurrent, side-by-side use by both bicyclists and pedestrians and are similar to Class I bicycle paths (although multi-purpose paths are wider to allow for side-by-side use).

5.1.5 Public Transportation

Metropolitan Transit Authority (MTA) Bus Routes 446 and 447 are located along Avalon Boulevard and MTA Bus Route 205 is located along Del Amo Boulevard east of Avalon Boulevard. The Project shall be designed to allow for at least four bus stops to service the site by MTA, as well as other transportation services. ~~Bus pull-outs shall be approximately 8 feet by 85 feet in dimension and are conceptually located as shown on Figure 5.1a.~~ Bus pull-outs located on Del Amo Blvd. near the entrance of the project shall be 10 feet by 100 feet in dimension. The bus pull-outs located on the southerly part of Lenardo Drive shall be 10 feet by 160 feet in dimension. The 160 foot total dimension will include 100 feet for the bus and 60 feet for a three vehicle pull-out area. Conceptual locations of bus pull-outs are shown on Figure 5.1a. The project 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 for the residents and to serve the commercial area.

5.2 Open Space/Recreation

The City parks and open space requirement for residential development of three acres of park per 1,000 residents will be met through a combination of land dedication, improvements, private recreation, and in-lieu fees per Section 9207.19, Park and Recreational Facilities, of the City development code. The intent is to provide an appropriate amount and distribution of public and/or private open spaces through a combination of open spaces in and near the Project.

Residents living within ~~Carson Marketplace~~ The Boulevards at South Bay will enjoy a combination of common and private open and recreation spaces within the Project boundaries. Amenities such as pools, clubhouses, courtyards, lawn areas, and jogging paths are just some of the features that could be provided. Figures 5.2a and 5.2b present conceptual illustrations of landscaped open spaces and amenities for the residential uses north and south of Del Amo Boulevard.

Public open spaces are also important components for the commercial uses in ~~Carson Marketplace~~ The Boulevards at South Bay. Public open spaces such as walkways, multi-purpose paths and plazas provide gathering spaces for people shopping, eating or just enjoying the atmosphere. These spaces are an especially important feature of the lifestyle and entertainment area of ~~Carson Marketplace~~ The Boulevards at South Bay. The Development Standards section of this Plan requires a minimum amount of public plaza space for the lifestlye and entertainment area and prescribe dimensions for walkways and pathways throughout the Project. Specific standards are outlined in Table 6.2-1 and in section 6.3 of this Plan.

It is envisioned that public open space areas within ~~Carson Marketplace~~ The Boulevards at South Bay may also include ~~large-scale~~ water features ~~that consist of a series of ponds, streams, brooks and a recirculated cascade that winds through~~ at the lifestyle/entertainment portion of the Project. ~~Additionally, a large water feature is envisioned along the northeastern side of the Project, within the slope area abutting I-405.~~

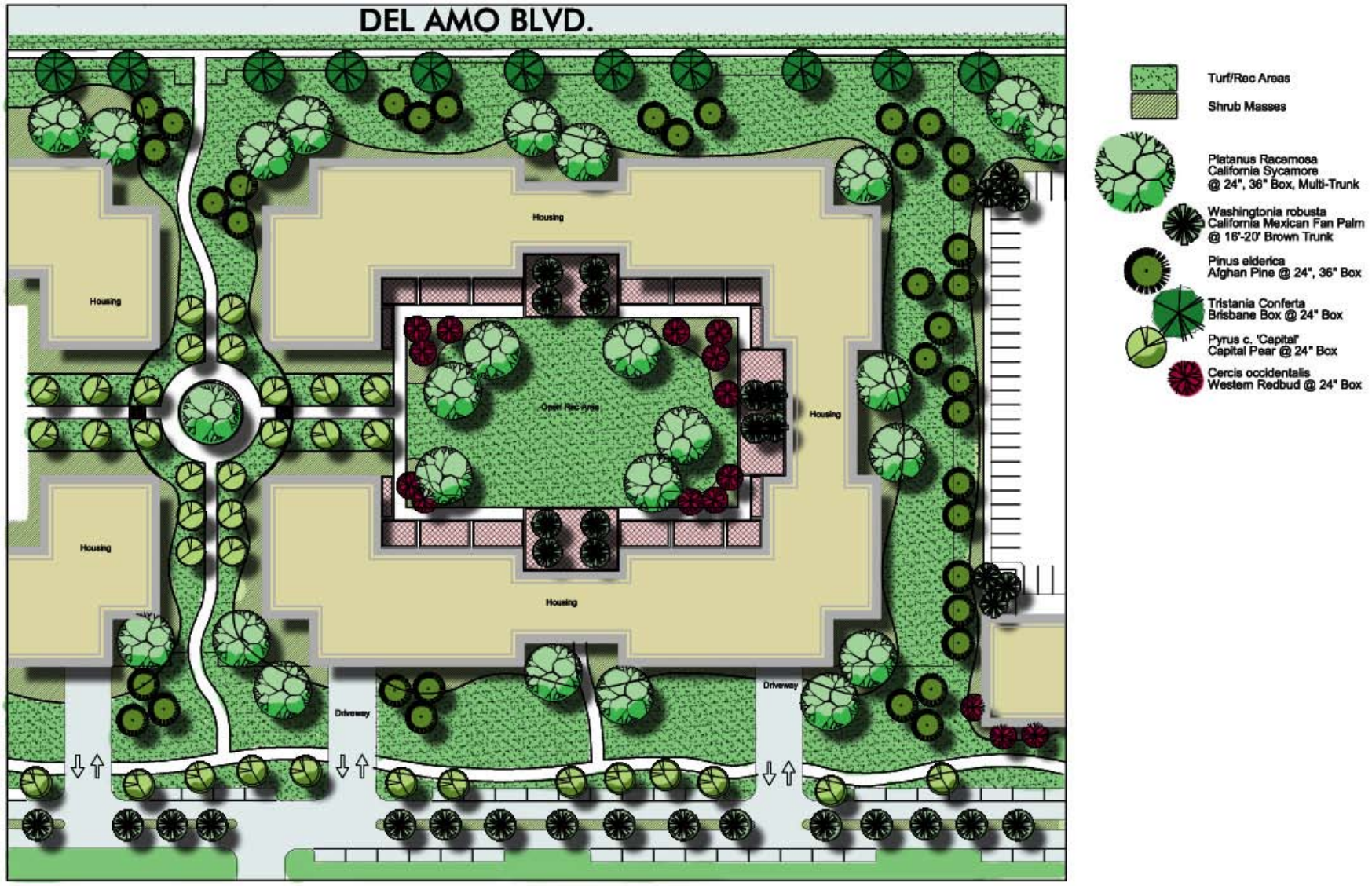
5.3 Affordable Housing

~~The Carson Marketplace~~ The Boulevards at South Bay project is within Redevelopment Project Area 1 and the Redevelopment Agency will be responsible for affordable housing production in accordance with the Redevelopment Plan and applicable law. The Agency will address affordable housing for this Project through an Owner Participation Agreement.

Figure 5.2a Conceptual Landscape for Residential North of Del Amo

Source: CCA, 2005.

Note: Illustrations are purely conceptual in nature. Final landscaping to be determined with the submittal of a Development Plan.



Source: CCA, 2005.

Note: Illustrations are purely conceptual in nature. Final landscaping to be determined with the submittal of a Development Plan.

Figure 5.2b Conceptual Landscape for Residential South of Del Amo

5.4 Public Services and Infrastructure

5.4.1 Police and Fire

Police services are provided by the Los Angeles County Sheriff's Department. There is one existing Carson Sheriff Station, located at 21356 South Avalon in Carson. This station also provides police services for West Compton, Gardena, Torrance, and Rancho Dominguez. To ensure the safety of residents and patrons of ~~Carson Marketplace~~ The Boulevards at South Bay, the project will provide private security services that will patrol the entire site and coordinate with the Sheriff's Department. Additionally, a one-person unit operated by the Sheriff's Department will patrol the commercial portions of ~~Carson Marketplace~~ The Boulevards at South Bay.

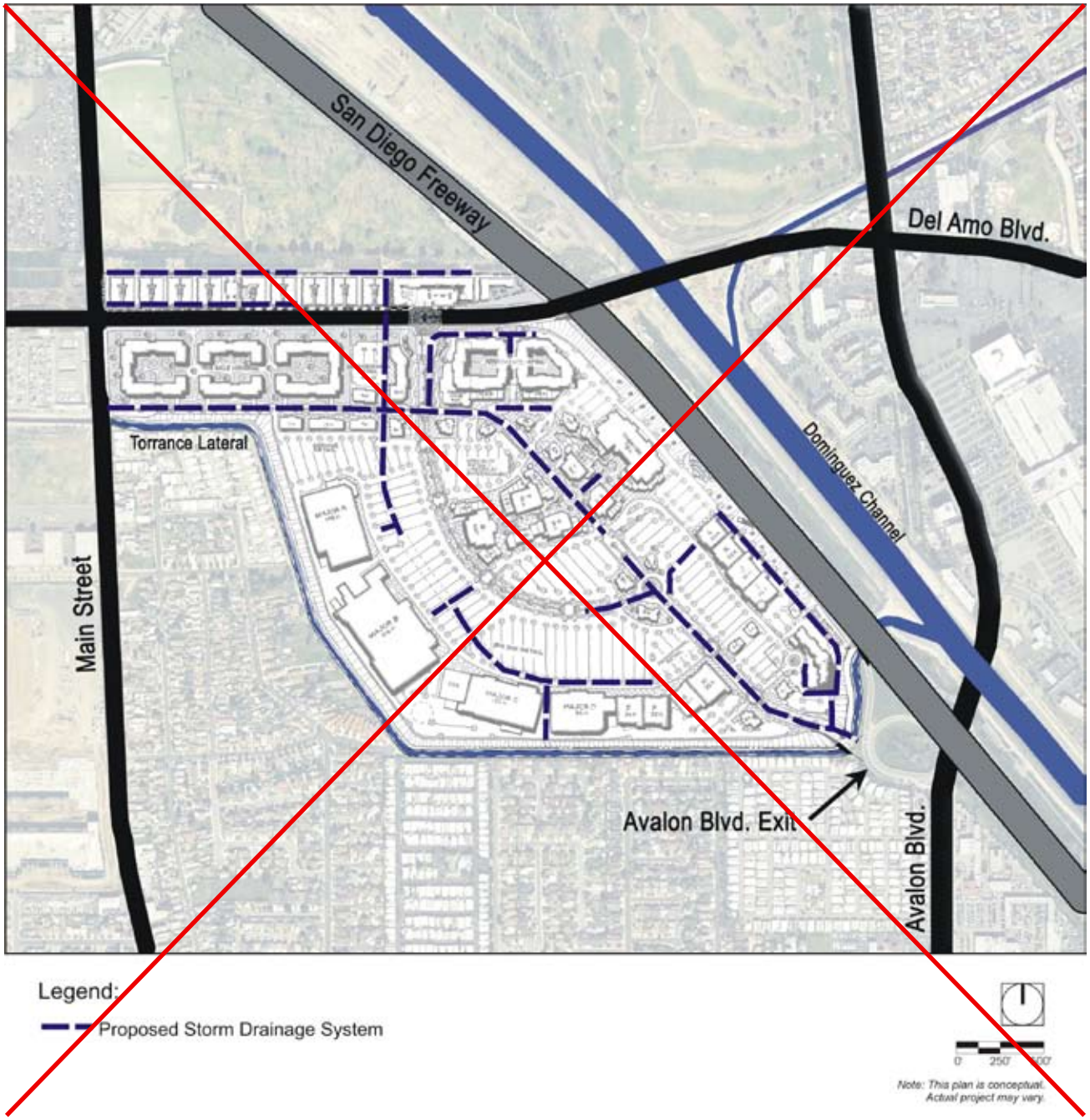
The Project will include a Community Safety Center for use by the site's private security force and the Los Angeles County Sheriff's Department. The Center includes a front desk/reception area, a community meeting room, work space for law enforcement and public safety personnel, a video monitoring console and restrooms. Digital video cameras will be placed throughout the non-residential components of the project, with the feed being recorded at the Community Safety Center and accessible via the internet at the Carson Sheriff's Station. The Center shall be staffed by either a Sheriff's Department Community Services officer or personnel approved by the Sheriff's Department. The Center will likely be integrated into the commercial component of the Project, although the exact location will be determined as part of a Development Plan consistent with the procedures identified in the Implementation Section.
Additional security measures will include the adoption of crime prevention programs such as Neighborhood Watch and advanced coordination with the Sheriff's Department for planned events and activities.

Fire protection services in the City of Carson are provided by the Los Angeles County Fire Department (LACoFD). ~~Carson Marketplace~~ The Boulevards at South Bay is located within Division I of the Central Region in the Battalion 7 service area. There are six primary fire stations that provide both fire and emergency medical service to the City of Carson, with four of the stations located within Carson's boundaries. The nearest response unit to ~~Carson Marketplace~~ The Boulevards at South Bay is Fire Station No. 36, located at 127 West 223rd Street, approximately 1.5 miles south of the site. Other response units in the area include Station No. 10 at 1860 East Del Amo Boulevard and Station No. 116 at 755 Victoria Street. The latter two stations are located approximately 2.4 miles from the site.

In addition to existing stations, the LACoFD "Five-Year Fire Station Plan" identifies a proposed station near the I-405/110 interchange. A future LACoFD fire station in the proximity of the I-405/110 interchange would be located north of ~~Carson Marketplace~~ The Boulevards at South Bay and be particularly accessible to the site's primary entrances.

5.4.2 Drainage

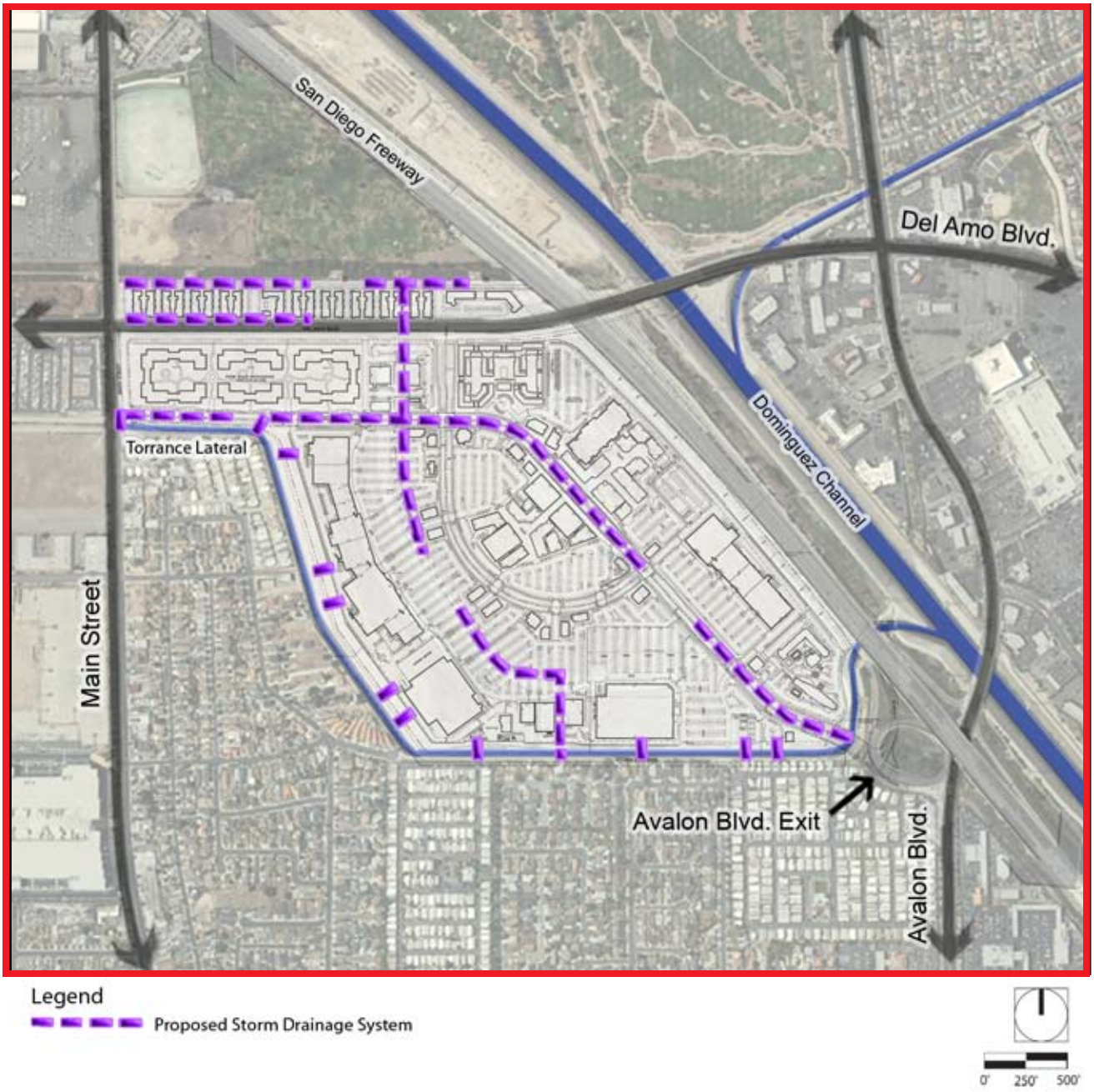
Permanent drainage systems for ~~the Carson Marketplace~~ The Boulevards at South Bay Project will be designed to protect the landfill cap. In general, surface drainage from rooftops, parking lots, and hardscape and landscape areas will be picked up by inlets and conveyed, using a mixture of plastic and reinforced concrete pipes, to the existing Torrance Lateral Storm Drain Channel owned by the Los Angeles County Flood Control District. Storm drain pipes will be sealed to reduce the potential for leakage and to prevent



Source: RBF Consulting, 2005.

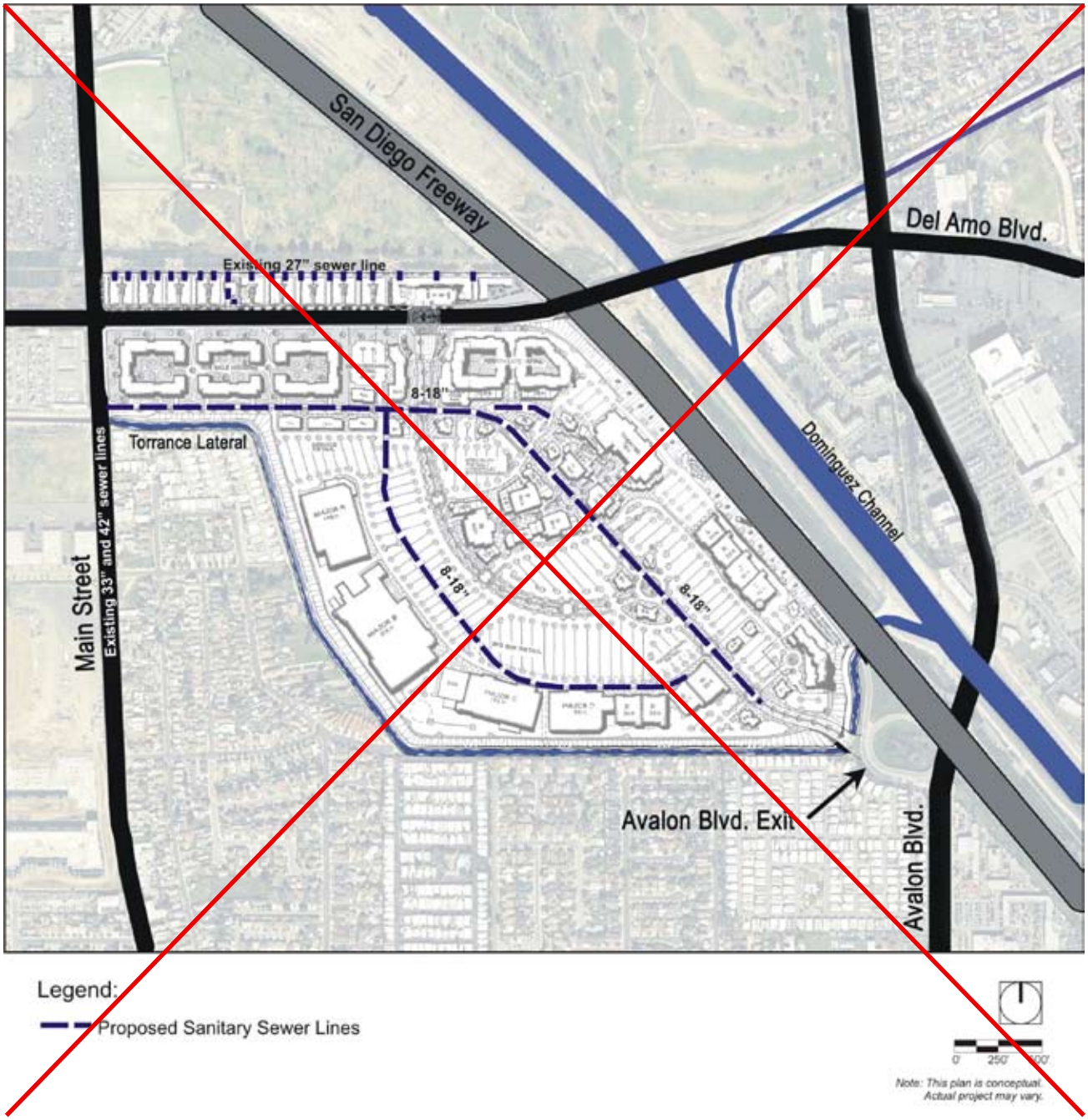
~~Figure 5.4a Storm Drainage Concept~~

REVISED



Source: RBF Consulting, 2010.

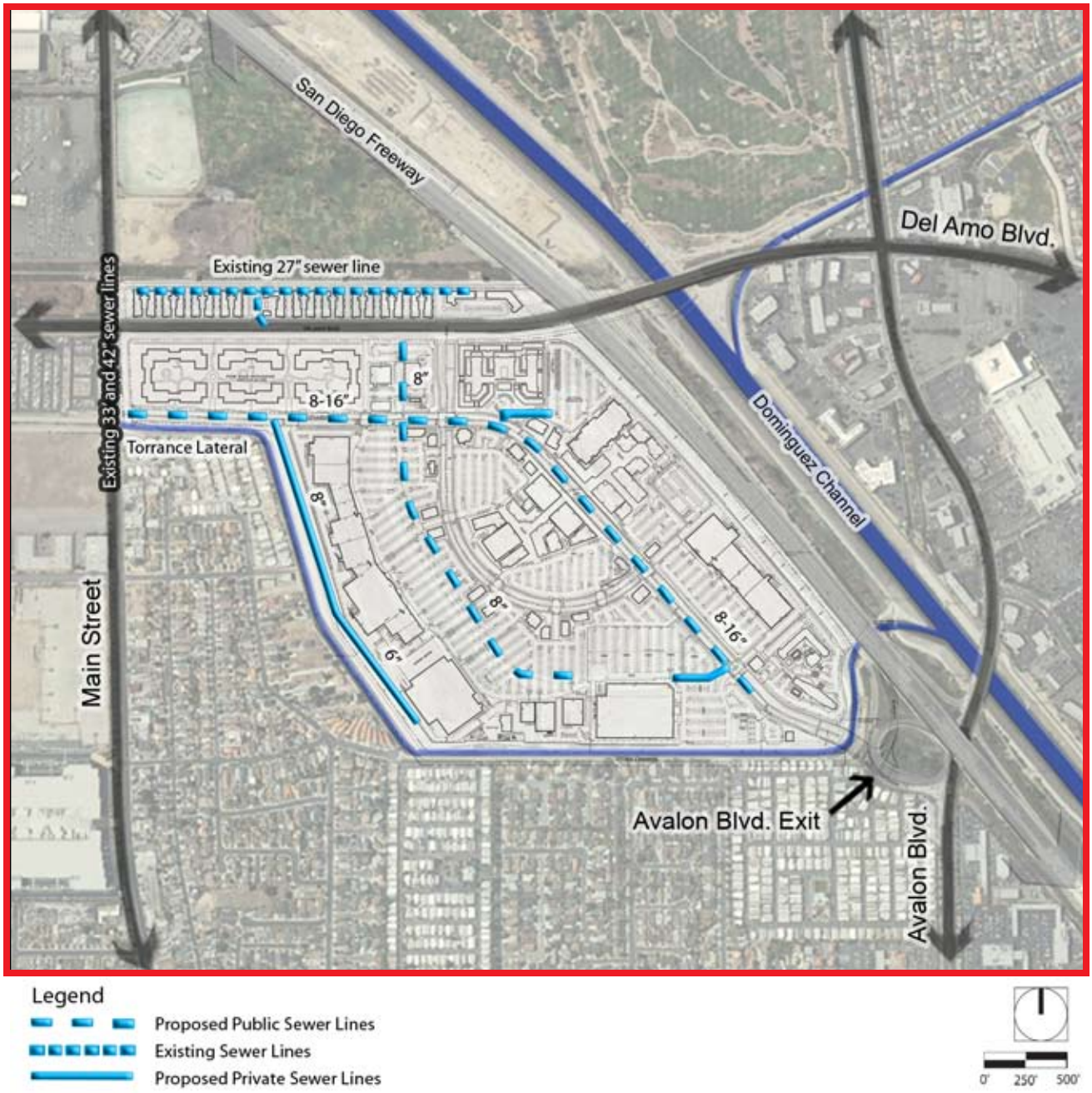
Figure 5.4a Storm Drainage Concept



Source: RBF Consulting, 2005.

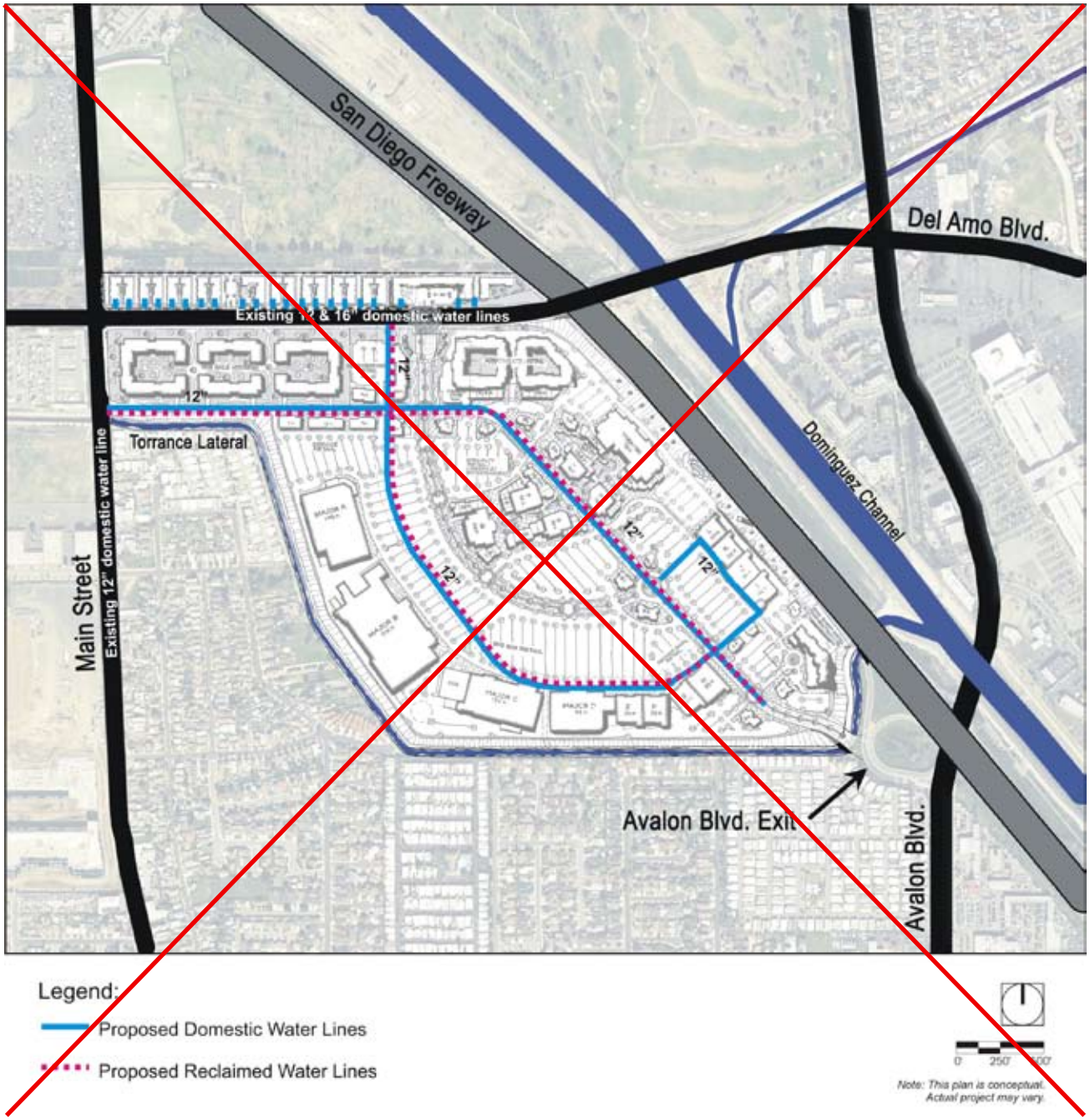
~~Figure 5.4b Sanitary Sewer Concept~~

REVISED



Source: RBF Consulting, 2010.

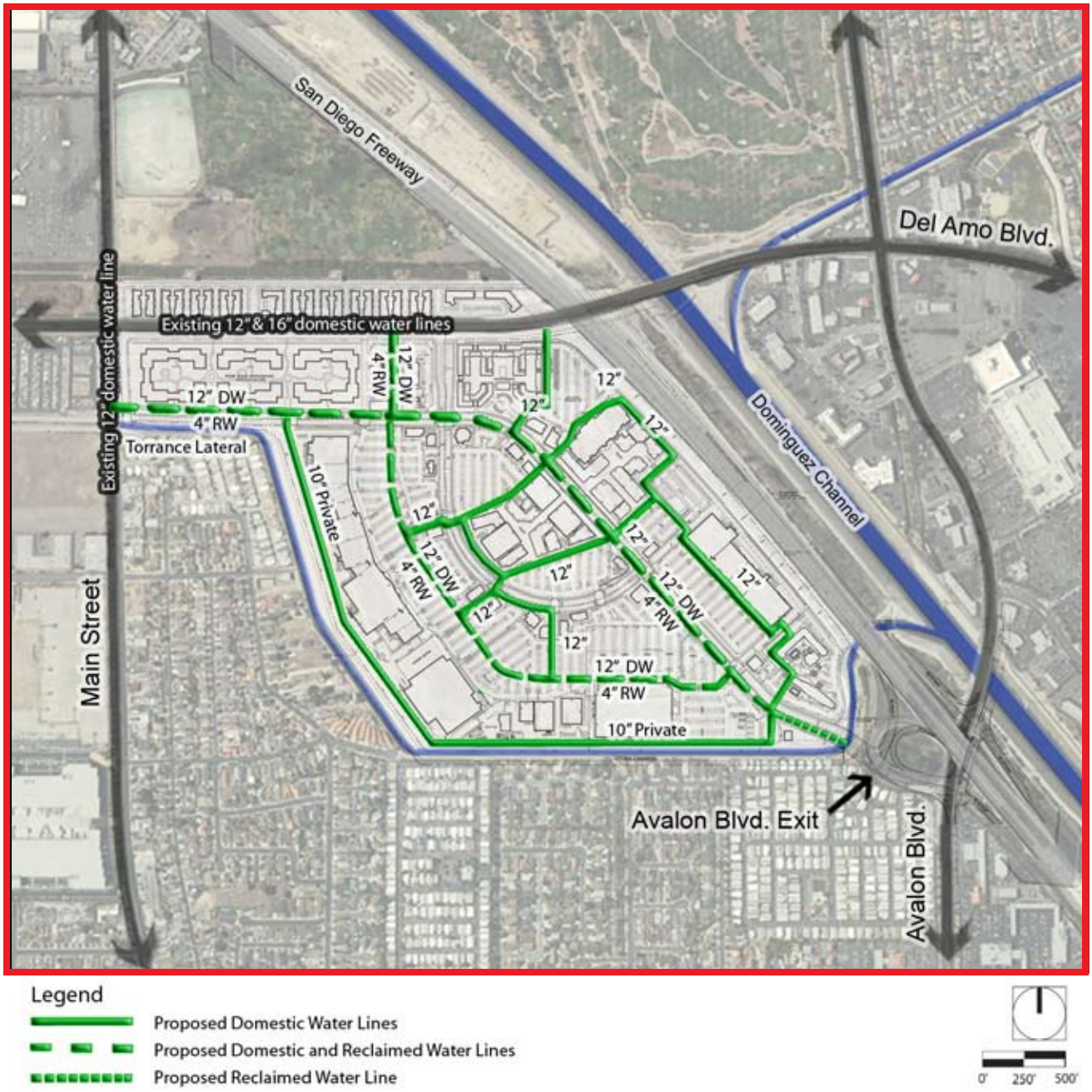
Figure 5.4b Sanitary Sewer Concept



Source: RBF Consulting, 2005.

~~Figure 5.4c Domestic and Reclaimed Water Concept~~

REVISED



Source: RBF Consulting, 2010.

Figure 5.4c Domestic and Reclaimed Water Concept

the migration of landfill gas. Groundwater will be picked up above the cap by a perforated pipe subdrain system and then conveyed via solid-walled pipes to the backbone storm drain system and discharged into the Torrance Lateral Channel. Any detention of storm flows necessary to not exceed the capacity of the channel will be accomplished by creating sumps in the parking lot areas. The quality of the water discharged into the channel will be maintained by the use of on-site filtering systems to be designed prior to installation. One of the water quality filtering systems to be used is a Modular Wetland System. They are proposed in the area of Old Stamps where these units can be placed in native soil and surface drainage from the surrounding parking lot can be treated prior to entering the storm drain system.

The storm drainage backbone infrastructure will be installed during the rough grading phase of construction, while inlets, area drains systems, and permanent water quality Best Management Practices (BMPs) will be installed during precise grading activities. Storm drainage systems will generally remain in their current location in utility corridors. Easements will be granted for those portions of these utility corridors that fall outside of public right-of-way. The site will be designed to avoid the placement of buildings over these utility corridors. A conceptual map of the drainage system is provided in Figure 5.4a.

5.4.3 Water and Sewer Systems

The local utility will supply water to ~~the Carson Marketplace~~ The Boulevards at South Bay Project. An existing 16-inch line in Del Amo Boulevard and an existing 12-inch line in Main Street will serve the site. Based on discussions with the current utility (California Water Service), it is not anticipated that any upgrades to off-site facilities will be needed. An on-site water system will be designed to supply both domestic service, with individual meters, and fire protection to the development. Water for irrigation and proposed water features will come from reclaimed water, if feasible. The balance, if any, will be drawn from the domestic water system.

Domestic water infrastructure will be installed at the same time as street improvements are made. Connections to buildings for potable and fire protection water will be made prior to certificate of occupancy. ~~If the water district believes a supply of reclaimed water is feasible, Reclaimed water infrastructure will also be installed with street improvements.~~ Reclaimed water infrastructure will be installed with street improvements, as shown in Figure 5.4c, and connected to the West Basin reclaimed water Line. ~~The reclaimed water system will be connected to the domestic water system until the reclaimed water comes online, as approved by the City of Carson Engineering Division and the local water provider.~~

The sewer system is owned and maintained by the Los Angeles County Sanitation District. For ~~the Carson Marketplace~~ The Boulevards at South Bay Project an on-site system will be designed to pick up sanitary flows from points of connection at each building to the existing 42-inch trunk sewer in Main Street. It is anticipated that the on-site sewer will be constructed with airtight joints to prevent the migration of landfill gas. Sewer infrastructure will be installed with street improvements. Connections to buildings will be made prior to certificate of occupancy. A conceptual map of the sewer and water systems are provided in Figures 5.4b and 5.4c.

Water and sewer systems will generally remain in their current location in utility corridors. Easements will be granted for those portions of these utility corridors that fall outside of public right-of-way. The site will be designed to avoid the placement of buildings over these utility corridors.

5.4.4 Electricity and Solid Waste

~~The Carson Marketplace~~ The Boulevards at South Bay Project will obtain electricity from the local utility's Compton Service Center, which provides electric service to the Carson area. The site may contain on-site electric distribution substations. Their precise location will be determined upon the submittal of future tract maps. Refer to Section 6.11 for additional guidance related to methods of energy conservation.

~~The Carson Marketplace~~ The Boulevards at South Bay Project will contract with a large, private waste hauler, for the collection, disposal and recycling of solid waste. A comprehensive recycling plan shall be included with plan submittals prior to building permit approval. The comprehensive recycling plan shall consist of a construction debris recycling program and a general recycling program for residential and commercial uses. The recycling program shall specifically require the incorporation of permanent, clearly marked, durable, source-sorted recycling bins for all structures. The bins shall be continuously maintained to ensure proper operation and adequate access.

Recycling will also extend to construction activities. Any existing on-site roads that are torn up shall be ground up on-site and recycled into the new road base. All construction debris shall be recycled in a practical, accessible manner, to the extent feasible, during the construction phase. Reclaimed building materials will be used whenever feasible.

Compaction facilities for non-recyclable materials shall be provided ~~in~~ for every occupied commercial building greater than 20,000 square feet in size to reduce both the total volume of solid waste produced and the number of trips required for collection, to the extent feasible. ~~Section 6.11 provides further guidance on methods of energy conservation.~~ Trash compaction facilities may be provided in a centralized locations for multiple commercial buildings. Alternative trash collection methods may also be used for retail and non- retail uses if approved by the waste management provider and the Planning Director. The trash collection system must be approved by the Planning Office prior to issuance of the first building permit for a commercial building greater than 20,000 square feet in size.

5.4.5 Grading, Subsurface Remediation and Cap

Rough grading operations for the project will be done in conjunction with the capping of the landfill that is part of the approved 1995 Remedial Action Plan (RAP). The top layers of dirt will be removed to just above the limit of trash and stockpiled on-site. It is anticipated that deep dynamic compaction will be utilized in some portions of the site prior to cap placement. The gas recovery, cap and subdrainage systems that are required by the RAP will be installed and covered with the stockpiled material. Once the cap is in place the site will be brought to design grades with the remainder of the stockpiled material.

Grades will be measured in relation to Mean Sea Level and the Torrance Lateral. Mean Sea Level is a fixed level while the Torrance Lateral level is measured from the top of the channel and varies slightly across the site to facilitate positive drainage. The currently proposed grades are approximately 16 feet above the Torrance Lateral along the western edge of the project and 14 feet along the southern edge of the project.

The remedial actions to be implemented at ~~the Carson Marketplace~~ The Boulevards at South Bay per the approved 1995 Remedial Action Plan (RAP) are a combination of the following.

A. Construct a low-permeability cover system for the entire site to contain the buried waste and the impacted soil on-site. The cap shall be constructed after the application of deep dynamic compaction (see description below) for assisting in settlement control and before the rough grading of the site for development purposes.

B. Install groundwater systems along the down-gradient side of the site to intercept/capture groundwater contamination coming from the site. The perimeter groundwater system is intended to capture off-site migration of the groundwater contamination that exceeds the remediation goals.

C. Install a perimeter landfill gas extraction, control and treatment system along the site boundary and beneath proposed occupied buildings within the waste zone. The landfill gas control and treatment system will be used to minimize potential off-site migration and remediate potential impacts to on-site indoor/outdoor air quality in compliance with the relevant regulations.

D. Implement long-term monitoring of the groundwater and landfill gases.

E. Provide for long-term maintenance of the landfill cap.

Deep dynamic compaction is a site preparation method used for compacting and strengthening loose or soft soils to support buildings, roadways and other heavy construction. The method involves the systematic and repetitive dropping of heavy weights in a pattern designed to remedy poor soil conditions at a proposed building site. Because the energy imparted is considerable, compaction can be achieved at substantial depths below the ground surface. Deep dynamic compaction has proven to be an effective and economical means to eliminate or minimize foundation piling and assist in controlling differential settlement in landfills.

6.0 DEVELOPMENT STANDARDS

This chapter contains the development standards for ~~the Carson Marketplace~~ The Boulevards at South Bay Specific Plan. Development standards are the regulations, requirements and by-laws by which development must abide, and are indicated by the use of the word "shall." These standards are mandatory and typically concern topics such as permitted uses, density, building and property dimensions, and the quantity of parking and landscaping. Provisions within these standards may also use the word "should," in which case the standard is encouraged but not mandatory.

6.1 Permitted Uses

Permitted Uses, uses requiring a Conditional Use Permit, and prohibited uses within ~~Carson Marketplace~~ The Boulevards at South Bay are provided in the following table. This matrix organizes potential uses within each Development District. Those uses not specifically listed in the table are subject to review based on the consistency with the purpose and intent of the land use categories and are subject to the Interpretation procedure of Section 9172.24 of the Carson Municipal Code (CMC). The following additional special provisions apply:

A. Any single proposed retail store with more than 100,000 square feet (whether contained in one or more buildings) which devote more than ~~8%~~ 10% of their floor area to non-taxable goods excluding services such as pharmacy or optician, shall be permitted upon approval of a Conditional Use Permit pursuant to Section 9172.23 of the Carson Municipal Code. This requirement shall not apply to discount membership stores, wholesale clubs or other establishments selling primarily bulk merchandise and charging membership dues.

B. A conditional use permit shall be required for any proposed residential use north of Del Amo Boulevard and within 300 feet of the freeway pavement edge.

Of special note is the fact that at-grade residential uses are only permitted in Development District 3. This is because Development District 1 occupies the former landfill site, while Development District 3 does not. Only elevated residential uses, which separate first-floor units from the ground level using at least one level of parking, retail uses, or other nonresidential space, are permitted in Development District 1. This is the result of regulations provided by the Department of Toxic Substances Control that prohibit ground-floor residential units on former landfill soil.

Table 6.1
Permitted Uses

P ---------- Automatically permitted use.
L ---------- Automatically permitted use provided special limitations and requirements are satisfied as noted herein or in Division 8 of the CMC.
LD ---------- Use permitted provided special limitations and requirements are satisfied as noted herein or in Division 8 of the CMC, and subject to approval of Planning Manager.
C ---------- Use permitted upon approval of a Conditional Use Permit.
CC ---------- Use permitted upon approval of the City Council as prescribed under other provisions of the CMC.
[blank cell]------ Not permitted

Use Category	Typical Permitted Uses	Development District		
		1	2	3
Regional Commercial				
Food Sales and Service	Dog or cat food catering (retail only)	P	P	P
	Food catering (only direct retail sales or retail distribution)	P	P	P
	Food store: grocery, fish, meat, fruits and vegetables, retail bakery, pastry, candy, health food, take-out food, tobacco shop	L	L	L
	Poultry shop (no live poultry or slaughtering)	P	P	P
	Restaurant (including refreshment stands, soda fountain, drive-in or drive-through restaurants)	P	P	P
Health Services	Medical or dental laboratory (as an incidental use in a medical/dental office building or clinic)		L	
	Medical or dental office or clinic, public health center	P	P	P
	Optical services (for the fitting, grinding or mounting of eyeglasses)	P	P	P
	Pharmacy	P	P	P
Office	Business, professional, financial, insurance, real estate, utility payments, telegraph, telephone answering service, messenger service, advertising, newspaper or publishing (no printing), ticket agency, travel agency, employment agency, collection agency, detective agency, security service, bail bondsman	P	P	P
	Wholesale business, manufacturer's agent, broker (no storage or deliveries other than samples)		L	
Public Assembly	Arcade, drive-through, pool hall, night club		C	
	Auditorium, meeting hall, wedding chapel	P	P	P
	Community center, lodge hall, private club	P	P	P
	Indoor theater (motion picture or live stage)		P	
	Outdoor theater (live stage, not a drive-in)	C	~~C~~LD	C
Public and Quasi-Public Uses	Church, temple, or other place of religious worship [1]	C	C	C
	Fire station, police station, post office, library, museum	P	P	P
Retail Sales and Service	Animal services: dog clip & wash, veterinary office or clinic (no animal hospital/kennel)	P	P	P
	Barber shop, beauty shop, reducing salon, manicure parlor	P	P	P
	Big box retail (stand-alone retail stores with 50,000 square feet or more)		P	
	Copying, addressographing, mimeographing, photostating, instant printing, blueprinting, silk screening, photography, picture framing	P	P	P
	Clothing services: laundry or dry cleaning agency, self-service laundry or dry cleaning, hand laundry, sponging and pressing, tailor, dressmaker, seamstress, shoe repair	P	P	P
	Fix-it shop		P	
	Furniture redecorating, restoration and upholstering; glass repair, installation or glazing; screen repair; plumbing shop; lawnmower sharpening		P	
	Gas Station	C	C	C

Table 6.1
Permitted Uses

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C ---------- Use permitted upon approval of a Conditional Use Permit.
CC ---------- Use permitted upon approval of the City Council as prescribed under other provisions of the CMC.
[blank cell]------ Not permitted

Use Category	Typical Permitted Uses	Development District		
		1	2	3
Retail Sales and Service cont.	Hotel		P	
	Indoor mini-mart, auction house [2]		C	
	Locksmith, watch repair, small appliance repair, bicycle repair	P	P	P
	Parcel delivery service	P	P	P
	Photo-finishing, film developing	P	P	P
	Secondhand store, pawn shop		C	
	Specialized stores for apparel, household supplies, business supplies, promotional retail, service retail	P	P	P
Studios	Costume design, interior decoration, photography, writing, drama, dance, music, arts and crafts (including stained glass)	P	P	P
	Motion pictures (indoor) [3]		C	
	Radio, television, recording	P	P	P
Mixed-Use				
Mixed-Use [4]	At-grade apartments, townhomes, condominiums			P
	Elevated apartments, townhomes, condominiums	P		P
	Vertically integrated uses: supermarket, food store, variety store, service retail, restaurant, health club/gym	P		P
	Live-Work Residential			P
	All uses permitted in Regional Commercial except theaters and stand-alone stores greater than 50,000 square feet	P		P
Parking				
Automobile Parking Structure	Parking lot, parking building/structure, shared parking facilities	P	P	P
Accessory Uses [5]				
Public Park or Playground	Park, playground	P	P	P
Private Recreational Facilities	Swimming pool, tennis court, skating rink	P	P	P
Passenger Station	Bus station, rail station, taxi stand	LD	P	LD
Alcoholic Beverage Sales and Service	Alcoholic beverage sales and service in conjunction with a restaurant, department store, supermarket	LD	P	LD
	Alcoholic beverage sales and service in conjunction with a variety store, drug store, take-out food, mini-market, liquor store, bar, billiards, indoor theater	C	C	C
Communication and Utilities Stations	Transmitter, receiver, or repeater station; gas distribution, control, or measurement station; electric distribution substation; pumping station; major wireless telecommunication facilities [6]	C	C	C
Storage [7]	Space and facilities to house the inventories, supplies and equipment needed to conduct permitted activities.	P	P	P
Recycling	Small collection recycling facility	L	P	L
Temporary Uses				
Offices	Contractor office, real estate office, election campaign office, construction storage	L	L	L

Table 6.1
Permitted Uses

P ---------- Automatically permitted use.
L ---------- Automatically permitted use provided special limitations and requirements are satisfied as noted herein or in Division 8 of the CMC.
LD ---------- Use permitted provided special limitations and requirements are satisfied as noted herein or in Division 8 of the CMC, and subject to approval of Planning Manager.
C ---------- Use permitted upon approval of a Conditional Use Permit.
CC ---------- Use permitted upon approval of the City Council as prescribed under other provisions of the CMC.
[blank cell]------ Not permitted

Use Category	Typical Permitted Uses	Development District		
		1	2	3
Outdoor Sales	Sidewalk, parking lot, and tent sales; Christmas tree sales; pumpkin sales	LD	LD	LD
Outdoor Festivals	Farmer's market, carnival, pony rides, swap meet, flea market		CC	
	Fireworks stand [8]	P	P	P
Prohibited Uses				
Sexually oriented business establishments				
Vehicle sales and service				

1. See CMC 9138.22 and 9182.25.
2. Ord. 86-763U, §1; Ord. 87-813, §1.
3. See CMC 9133.
4. A conditional use permit shall be required for any proposed residential use north of Del Amo Boulevard and within 300 feet of the freeway pavement edge.
5. Accessory use: A use of the land or of a building which is: (1) clearly incidental and subordinate to the principal use of the land or building; (2) located on the same lot with the principal use; (3) not a generator of additional auto trips, parking needs, or adverse environmental impacts; and (4) occupies equal to or less than 10 percent of the area of the principal use. Where more than one accessory use occurs on a site, the total aggregate of all accessory uses must be equal to or less than 10 percent.
6. Major wireless telecommunication facilities shall be permitted subject to a Conditional Use Permit from the Planning Commission and the requirements of Section 9138.16 of the Carson Municipal Code. Minor wireless telecommunication facilities, as defined in Section 9138.16 of the Carson Municipal Code, are permitted by right and do not require a Conditional Use Permit.
7. No on-site storage shall be allowed in temporary or permanent cargo containers.
8. Fireworks stands are permitted per Sections 3101.0–3101.10 of the Carson Municipal Code.

6.2 General Development Standards

Development standards control the building envelopes for the proposed residential, commercial, service and entertainment uses. These regulations have been designed to provide for flexibility in site design while ensuring a consistent and coordinated built environment for ~~Carson Marketplace~~ The Boulevards at South Bay.

Table 6.2-1
General Development Standards

TOPIC	MIXED-USE MARKETPLACE (MU-M)	COMMERCIAL MARKETPLACE (CM)
DENSITY/INTENSITY		
At-grade multifamily	60 du/ac max.	n/a
Elevated multifamily	60 du/ac max.	n/a
Vertical mix of uses[1]	1.50 min., 4.0 FAR max.	n/a
Commercial uses	n/a	n/a
Hotel[2]	1.0 FAR max.	1.0 FAR max.
Overall Project	0.33 FAR (commercial uses only)	
BUILDING SETBACKS		
Perimeter Setbacks:		
Interstate 405	110 feet min.	110 feet min.
Del Amo Boulevard	10–20 feet min.[3]	n/a
Main Street	10–20 feet min.[3]	n/a
Northern Border[4]	20 feet min. from property line	n/a
Storm Channel	n/a	70 feet min. from property line
Internal Setbacks:		
Building to Loop Road at Del Amo Entry[5]	20 feet min. from the back of curb for buildings with base building height up to 28 feet 30 feet min. from the back of curb for buildings with base building height greater than 28 feet	n/a
Commercial building to Loop/Corridor Roads	Loop road (private): 10 feet min. from the back of curb Corridor road (public): 10 feet min. from the property line	n/a
Residential building to Loop/ Corridor Roads	15 feet min. from the back of the sidewalk	n/a
Commercial building to commercial building (if detached)	20 feet min. from building to building	n/a
Residential building to commercial building or parking structure (if detached)	25 feet min. from building to building	n/a
ENCROACHMENTS[6]		
Encroachments	See Municipal Code §9126.29	See Municipal Code §9136.29
WALKWAYS/PARKWAYS		
Internal	5 feet min.	5 feet min.
Adjacent to:		
Corridor Road	8 feet min. including at least 3 feet of landscaping	8 feet min. including at least 3 feet of landscaping
Loop Road	5 feet min.	8 feet min. including at least 3 feet of landscaping
Multi-Purpose Path (see Figure 5.1l)	8 feet min. of sidewalk plus an additional 4 feet of landscaping	8 feet min. of sidewalk plus an additional 4 feet of landscaping

Table 6.2-1
General Development Standards

TOPIC	MIXED-USE MARKETPLACE (MU-M)	COMMERCIAL MARKETPLACE (CM)
OPEN SPACE[7]		
Private Open Space[12]	**Development 25 du/acre or more in density:** studios and 1 bedroom: 60 square feet average, 50 square feet min. per unit; 2 bedrooms: 75 square feet average, 65 square feet min. per unit; 3+ bedrooms: 100 square feet average, 80 square feet min. per unit; all with a minimum dimension of 5 feet in any direction. **Development less than 25 du/acre in density:** 100 square feet min. per unit, with a minimum dimension of 5 feet in any direction.	n/a
Common Open Space[8]	**Development District 1 (rental units):** studio and 1 bedroom: 150 square feet min. per unit 2 bedrooms: 200 square feet min. per unit; 3+ bedrooms: 250 square feet min. per unit; all with a minimum dimension of 15 feet in any direction. **Development District 1 (ownership units):** studio and 1 bedroom: 200 square feet min. per unit 2 bedrooms: 250 square feet min. per unit; 3+ bedrooms: 300 square feet min. per unit; all with a minimum dimension of 15 feet in any direction. **Development District 3:** 300 square feet min. per unit, with a minimum dimension of 15 feet in any direction	n/a
Public Plazas[9]	n/a	Each commercial use shall provide or contribute towards public plaza space equal to 30 percent of the total square feet (GLA) of building. This standard applies only to those buildings within the Lifestyle/Entertainment area in Development District 2.
PARKING		
Auto Parking[10, 11]	Residential: 0 bedrooms (not more than 450 square feet.) 1 space/unit; 1 bedroom, and 0 bedroom units that are larger than 450 square feet: 1.5 spaces per unit; 2 bedrooms or more: 2 spaces per unit. Guest parking: 1 space per 4 units Commercial: 5 spaces per 1,000 sq. ft. of gross leasable area, except: Theatre = 1 space/~~3~~ 4 seats Hotel = ~~1.5~~ 1.0 space/room	5 spaces per 1,000 sq. ft. of gross leasable area, except: Theatre = 1 space/~~3~~ 4 seats Hotel = ~~1.5~~ 1.0 space/room
Preferential Auto and Bicycle Parking	Per City Code Section 9165.3	Per City Code Section 9165.3

1. The FAR for vertically integrated mixed-use is to be calculated using the total square footage of all residential and commercial uses, divided by the total area of the parcel. The 1.50 minimum FAR applies only to projects that incorporate residential uses.
2. Hotel FAR is to be calculated based upon a 5-acre site.
3. Development north of Del Amo Boulevard shall not be closer than 10 feet from Del Amo Boulevard or Main Street, as measured from the ~~back of sidewalk~~ property line . Development south of Del Amo Boulevard shall not be closer than 20 feet from Del Amo Boulevard or Main Street, as measured from the ~~back of sidewalk~~ property line.
4. The "Northern Boundary" refers to the northern boundary of Development District 3.
5. Standard applies to buildings adjacent to Loop Road between Del Amo Boulevard and Corridor Road. See Table 6.2-2 for base building height standards.
6. Outdoor dining, benches, outdoor displays, or any other ancillary uses as approved by the Planning Manager may encroach into the sidewalk area a maximum of 8 feet from the building frontage.

Table 6.2-1
General Development Standards

TOPIC	MIXED-USE MARKETPLACE (MU-M)	COMMERCIAL MARKETPLACE (CM)

7. At least 40 percent of common and private open space must be usable for recreation, which is defined as open space that serves a specific function with an average gradient of not more than 5 percent and excludes sidewalks within the public right-of-way. ~~and landscaped areas other than turf.~~ Usable open space shall be designed in a manner to be appropriate for the end users of the dwelling units. ~~may include, but is not limited to, balconies, terraces, roof gardens, children's playgrounds, pools, clubhouses and landscaped setbacks.~~ Usable open space excludes space located within roadway setback areas. The recreational areas shall be located within reasonable proximity of the dwelling units. Usable open space may include, but is not limited to, balconies, terraces, roof gardens, children's playgrounds, pools, clubhouses, BBQ pits, fire pits, seating areas, and landscape areas within or immediately surrounding these open space areas. Walkways and their associated landscaping that serve no purpose other than connecting these spaces shall not be considered usable open space.

8. ~~Common~~ Open space includes accessible walkways, landscaping areas and non-private courtyards. Common areas such as clubhouses, pools and spas can satisfy up to 50 percent of the common open space requirement. Up to 1/2 of the common open space can be satisfied on other development sites within reasonable proximity to the dwelling units.

9. Refer to Section 6.3 for additional guidance on the provision of public plazas.

10. Shared parking will be allowed per the Planning Manager's approval and subsequent to a parking study if deemed necessary by the Planning Manager.

11. If DD 3 is developed with only residential units (no commercial), the guest parking requirement shall be 0.5 space per unit. If DD 3 is developed with a combination of residential and commercial use, the guest parking requirement shall be 0.25 space per unit.

12. Each bedroom category must address both its minimum size and average size private open space requirements. Any unit that does not meet the minimum requirement will not have any of its private open space counted towards the overall average. No more than 10% of 1 BR, 2 BR or 3 BR units may provide less than the minimum size requirement. If any bedroom category has a shortfall in average private open space, that shortfall must be replaced by additional usable open space above the required amount at a one-to-one ratio.

Table 6.2-2
Building Height Development Standards

USE	AREA	BASE BUILDING	WITH SECONDARY FEATURES[1]		WITH MAJOR FEATURES[1]	
		Max. Height	Max. Height	Max. Width of Feature (% of elevation length)	Max. Height	Max. Width of Feature (% of elevation length)
RESIDENTIAL						
Multifamily[2]	n/a	75 feet	75 feet	n/a	75 feet	n/a
COMMERCIAL						
Retail	>100,000 SF	32 feet	42 feet	30%	52 feet	15%
Retail	<60,000–100,000 SF	30 feet	~~36~~ 38 feet		48 feet	20%
Retail	>40,000–60,000 SF	28 feet	~~34~~ 36 feet		~~44~~ 46 feet	30%
Retail	15,000–40,000 SF	28 feet	34 feet		~~40~~ 44 feet	40%
Retail	<15,000 SF	~~22~~ 26 feet	~~26~~ 30 feet		~~30~~ 36 feet	50%
Theater	n/a	60 feet	70 feet		80 feet	20%
Hotel	n/a	75 feet	79 feet		85 feet	15%
MIXED-USE						
Vertical mix of uses: two-story office/retail over at-grade retail	10,000–30,000 SF	35 feet	40 feet	30%	45 feet	30%
Other vertical mix of uses[2,3]	n/a	75–85 feet	75–85 feet	n/a	75–85 feet	n/a
PARKING						
Parking Structure[4]	n/a	45 feet	~~45~~ 50 feet	n/a	~~45~~ 55 feet	n/a
ACCESSORY STRUCTURES						
Accessory Storage	maximum height to be determined according to standard for principal use					

1. Major and secondary features are building elements that are added to building faces to provide architectural interest, without adding to interior floor area. Major features are more prominent than secondary features, and are often used to focus visual attention with a vertical element that rises above the base building. Major features may sometimes incorporate secondary features, which are physically connected to them. Where such secondary features are an integral part of the major feature, the overall assemblage can be considered collectively as the major feature, with the height limitation applying to the highest-most point of the assemblage.

2. The maximum height of any living space in residential structures cannot exceed 74 feet, 11.9 inches, so as not to be classified as a high-rise structure as defined by Los Angeles County Fire Department regulations.

3. The maximum height for vertically mixed-use buildings is 85 feet when located within 1,000 feet of the project's easterly border (loosely defined as I-405) as measured along the southern edge of Del Amo Boulevard. For buildings along the northern edge of Del Amo Boulevard or beyond the 1,000-foot area described above, the maximum height is 75 feet.

4. Maximum parking structure height applies to the height of the primary structure only; elevator shafts are excluded.

6.3 Public Plazas

This Plan requires each commercial use within the lifestyle and entertainment area to provide or contribute towards public plaza space equal to ~~30~~ 25 percent of the total square feet (GLA) of building. Shown conceptually in Figure 6.4a, the lifestyle and entertainment area consists of commercial uses such as a movie theater, restaurants, arcades and various retail shops clustered together and oriented internally for pedestrians. The conceptual site plan proposes approximately 139,000 square feet of lifestyle and entertainment uses in Development District 2, as shown in Table 4.1. Based upon the requirement stated above, 41,700 square feet of public plaza space would be provided within the lifestyle and entertainment area (139,000 multiplied by 30 percent). The following are public plaza requirements and guidelines.

6.3.1 Public Plaza Requirements

A. Public plazas may consist of pedestrian-accessible spaces, including outdoor seating areas, open space, water features and landscape areas. Please refer to Section 7.0, Design Standards and Guidelines, for further information.

B. Outdoor eating areas provided as part of private eating establishments cannot be counted towards the public plaza requirement, unless:

1. The eating areas are open and accessible to the public, ~~with no fencing or other barriers or obstructions~~ and have intermittent fencing and/or landscaped obstructions.

2. If the eating areas are enclosed by fencing or landscaping no greater than four feet in height, these areas may count towards up to 20 percent of the total public plaza requirement.

C. Public plazas shall exclude parking areas, roadways (except for Fire Department access) and the first ~~nine~~ five feet surrounding all sides of the buildings.

D. Public plazas shall have a minimum dimension of 20 feet in width and 20 feet in length.

E. Public plaza areas are not intended to serve as space ~~used for sales or promotional activity, such as~~ for outdoor sidewalk sales ~~or kiosk carts~~.

F. Uses in the lifestyle and entertainment area do not need to satisfy the public plaza space requirement immediately next to their buildings, and are instead encouraged to coordinate public plaza space with other uses to provide larger plaza spaces that are centrally located and serve multiple buildings. Public plazas are encouraged to be contiguous and connected via landscaped pedestrian walkways.

G. Development applications that incorporate public plazas shall be accompanied by design plans for the plaza areas, specifying location and extent of landscaping, irrigation systems, structures and circulation (vehicular, pedestrian and bicycle).

H. If the lifestyle and entertainment area is not constructed, public plaza space is not required.

6.4 Landscaping

6.4.1 General Provisions

A. Due to the subsurface constraints posed by the site, trees shall generally not be permitted to be planted in the soil unless there is reasonable certainty that the proposed tree and its location are not determined to pose a threat to the landfill cap by the Department of Toxic Substances Control (DTSC).

B. For plantings that will be directly in the soil, the landscape palette for the project shall consist primarily of small to medium shrubs, members of the grass family and other plants with fibrous root systems, bulbs, culms or rhizomes. For taller species with fibrous and/or surficial root systems, this includes, among others, members of the palm and bamboo families.

C. The taller species of trees that have a typical dendritic root structure shall be containerized either above or below grade. For containerized trees below grade, a subsurface drainage conveyance system will be necessary to convey drainage off-site.

D. Although Pampas Grass (*Cortaderia selloviana*) and Giant Reed (*Arundo donax*) are plants that have fibrous root systems, they are invasive exotic plants and their use is strongly discouraged due to their ability to escape and naturalize off-site.

E. The plant palette for the project includes, but is not limited to, Bob Perry's *Landscape Plants for Western Regions* since these plants are either native or adapted to our climate and can survive with limited amounts of water. The plant palette is located in Appendix A.

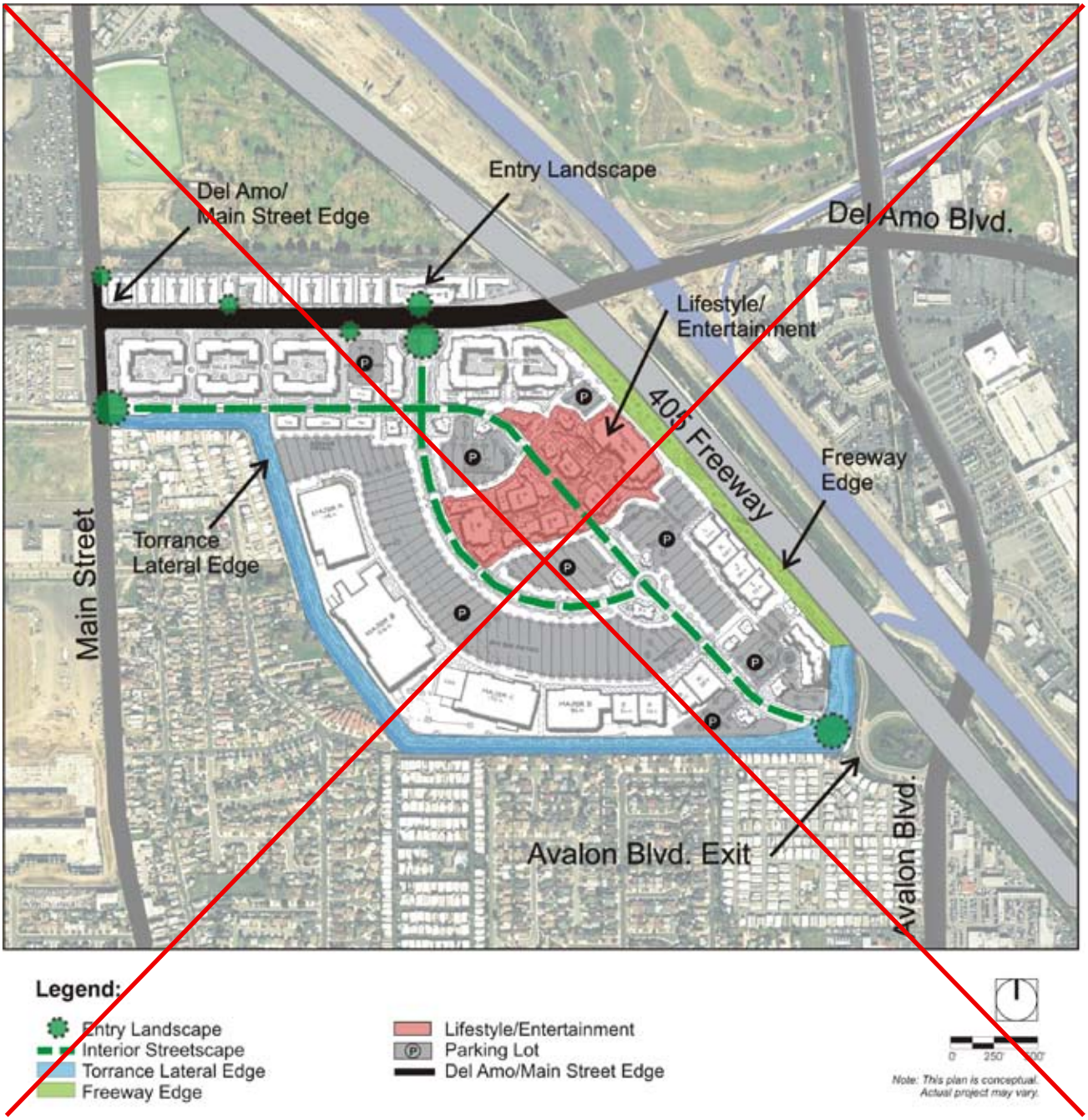
F. The intent is for irrigation of the landscape to be kept to a minimum to conserve water and to avoid the impact irrigation may have on the shallow soils and the landfill cap. Therefore drip irrigation and a native-plant palette shall be used to the maximum extent feasible.

6.4.2 Landscape Theme Areas

~~The Carson Marketplace~~ The Boulevards at South Bay has several landscape theme areas with unique qualities or goals to address the diversity of edge conditions and planned uses. These themes are conceptual in nature and therefore not precise and will be clarified further during plan submittal. The following is a description of the landscape themes for various areas within the Project and a brief discussion of their design intent. For the conceptual delineation of these themed areas, see Figure 6.4a.

Del Amo Boulevard and Main Street Edges

The Del Amo and Main Street edges shall have landscaped setbacks to buffer the proposed residential and/or commercial uses from the street. Because the setbacks are measured from the back of the sidewalk, it is envisioned that a landscape treatment will be applied to the entire setback. These edges shall be designed to coordinate with the landscape themes in the Carson Street Conceptual Visualization and the Home Depot Center. This landscape coordination will help connect ~~the Carson Marketplace~~ The Boulevards at South Bay with these two existing districts and generate a comprehensive image for this area.



Source: The Planning Center, 2005.

~~**Figure 6.4a Landscape Themes**~~

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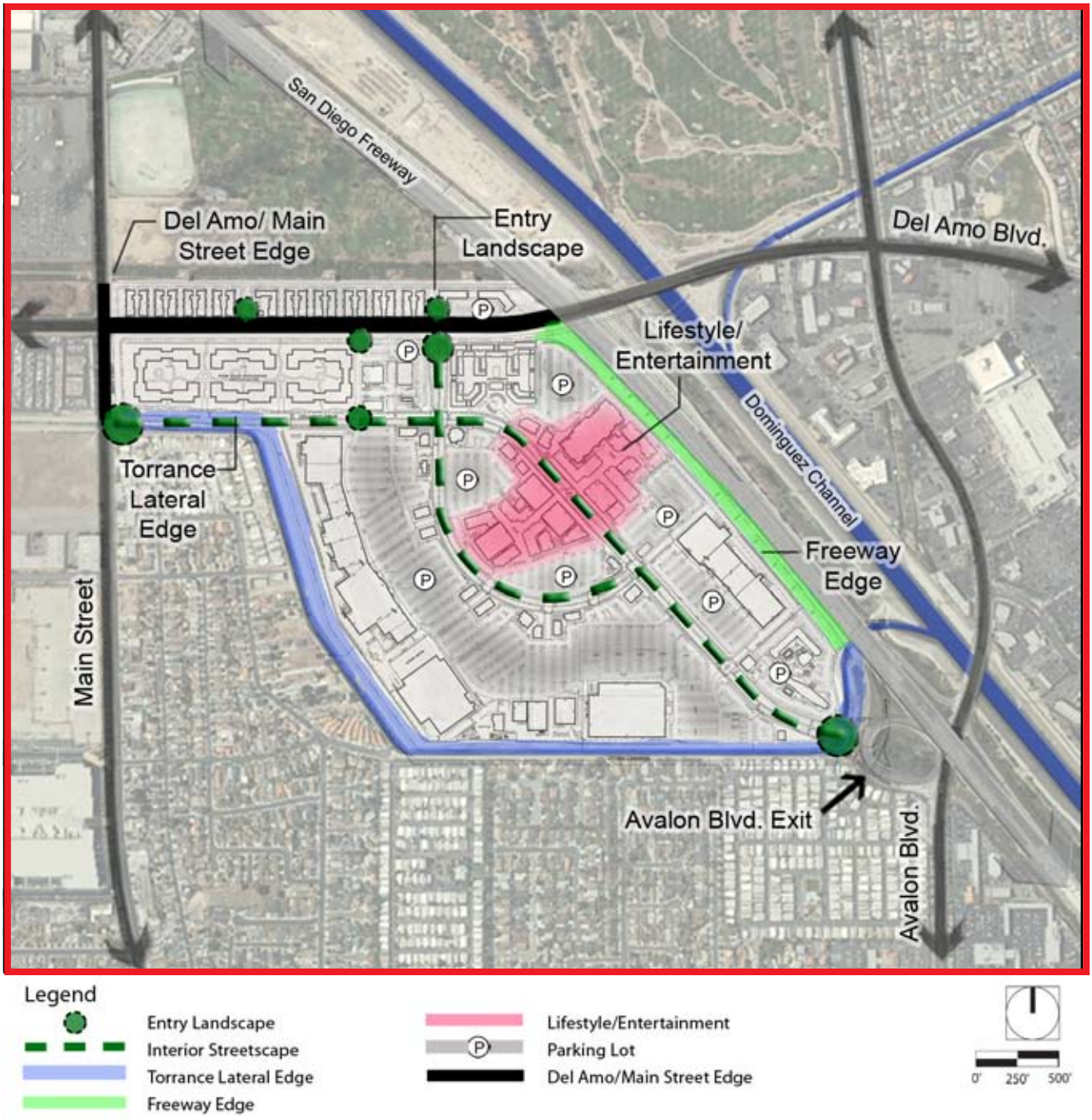


Source: The Planning Center, 2010.

Figure 6.4a Landscape Themes

Entries
There will be seven ingress-egress/points of access (see Figure 6.4a for the proposed points of access). These points of access shall have landscaping that identifies the entries and clearly separates them from the surrounding context. To attract attention and create a focal point entries shall typically have species that differ in height, color and texture from the streetscape treatment.

Freeway Edge
This zone will primarily consist of the top of slope and slope bank that parallel the western edge of I-405 and shall be designed to work in conjunction with the signage and building facades to draw attention to ~~the Carson Marketplace~~ The Boulevards at South Bay project.

Lifestyle and Entertainment
A Lifestyle and Entertainment component makes up a significant portion of the central core of the Project. This area shall have a variety of plants from small to very large that will primarily be containerized in large and small pots, raised planters and trellises. The landscaping should be pedestrian friendly, providing areas of shade and accents.

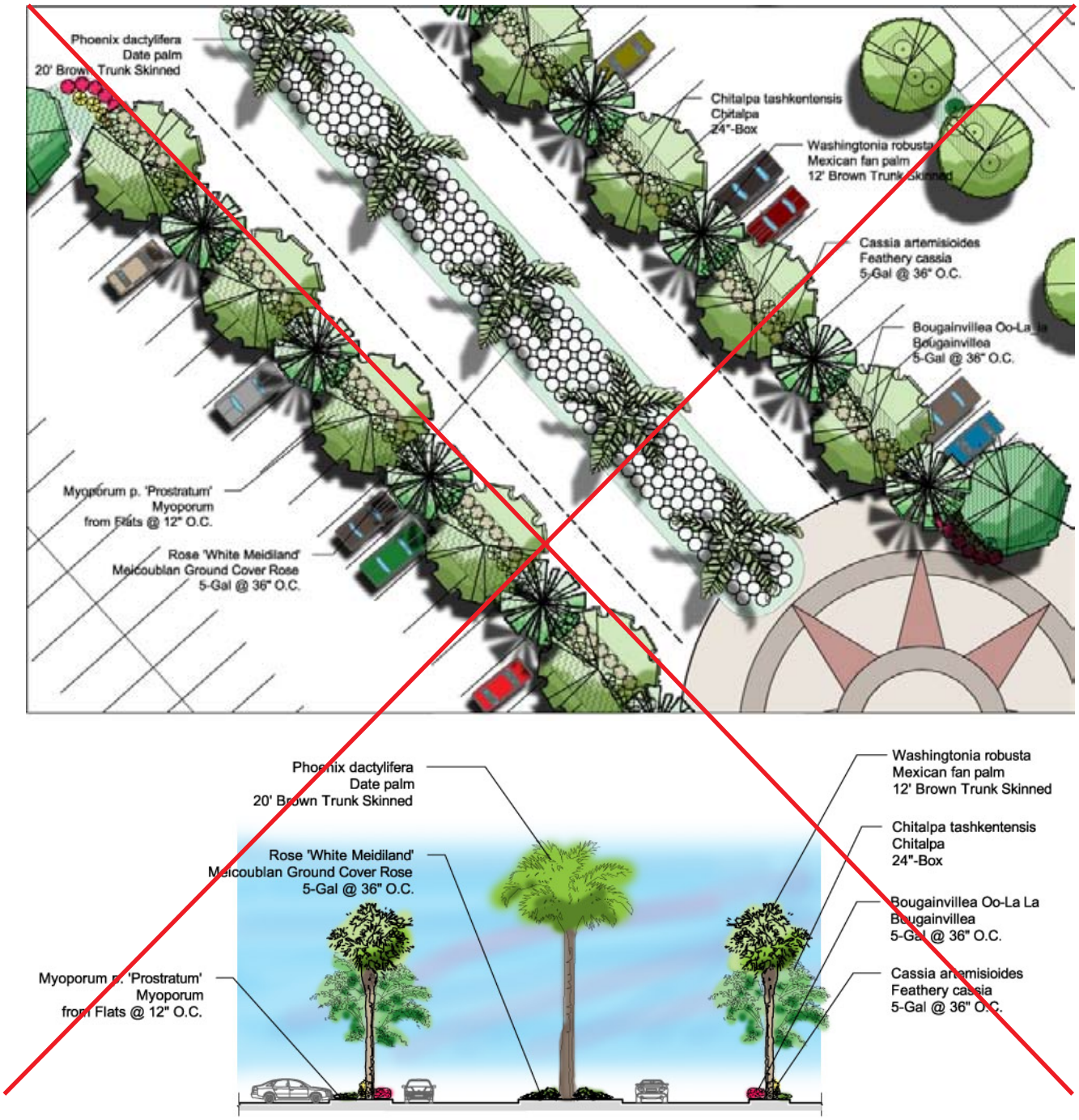
Internal Streetscape
The internal streetscape consists of entry drives and Corridor and Loop Roads (see Figure 5.1a). These form a hierarchy of streetscapes with the opportunity to design them together as an integral element of the overall plan.

It is expected that these internal streets~~, including the roundabout at the intersection of Corridor Road and Loop Road,~~ will typically have landscaped medians and edges (see Figure 6.4b). There shall be continuous shrub and ground-cover plantings in the medians and edges with vertical landscape and/or hardscape elements at a minimum of every 50 feet along the edges. The landscape plans for the median and parkway on the public road (Corridor Road) must be approved by the Development Services Manager.

Parking Lot
The parking lot areas shall achieve, Project-wide, a minimum of 5 percent landscape coverage. The landscaping may consist of tall vertical elements such as palms or low-lying shrubs and/or groundcovers. The shrubs and groundcovers should not exceed three feet in height at maturity to keep sight distances clear for vehicles. Landscaping in the parking lot areas may be grouped or focused to facilitate stormwater uptake and filtration.

Parking Structure Edge
Parking structure facades visible from the freeway should be designed with enhanced aesthetic treatments to soften the visual appearance of the structure. Treatments may include, but are not limited to, landscaping, signage, or special treatment of building materials (use of color or patterns) as approved by the City. If parking structures are adjacent and visible to residences, the edge of the structure shall achieve 50 percent coverage of visible concrete surfaces with landscaping. Coverage can be achieved through measures such as planters along the visible edge of the structure planted with cascading vines, or through a vertical trellis surface with vines planted at each parking level, or by other means.

Channel-Adjacent Slope
There is, and will continue to be, a slope bank along the southern and western edges of the project

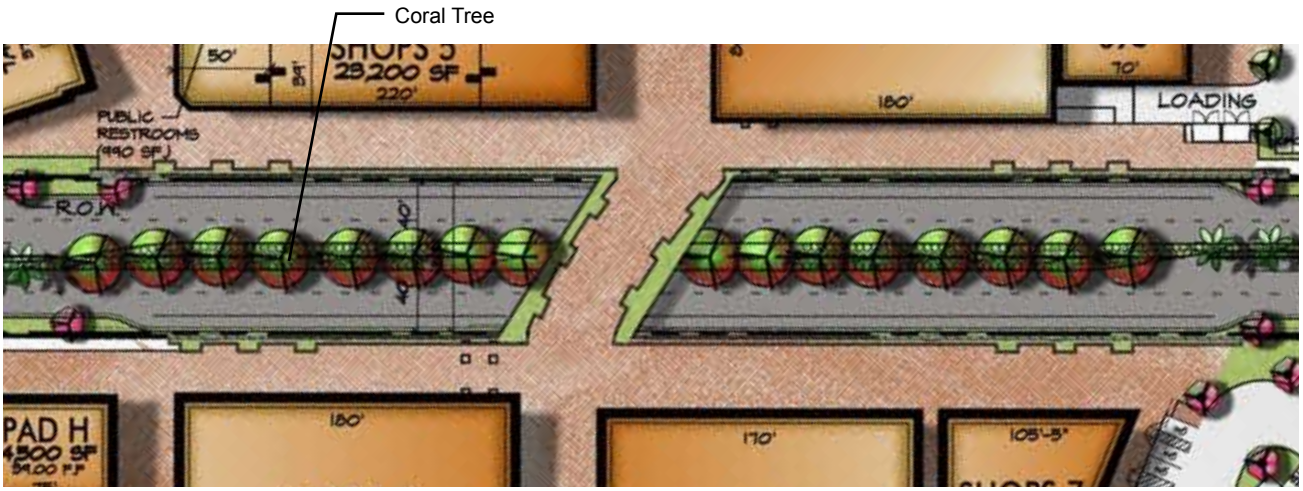


Source: CCA, 2005.

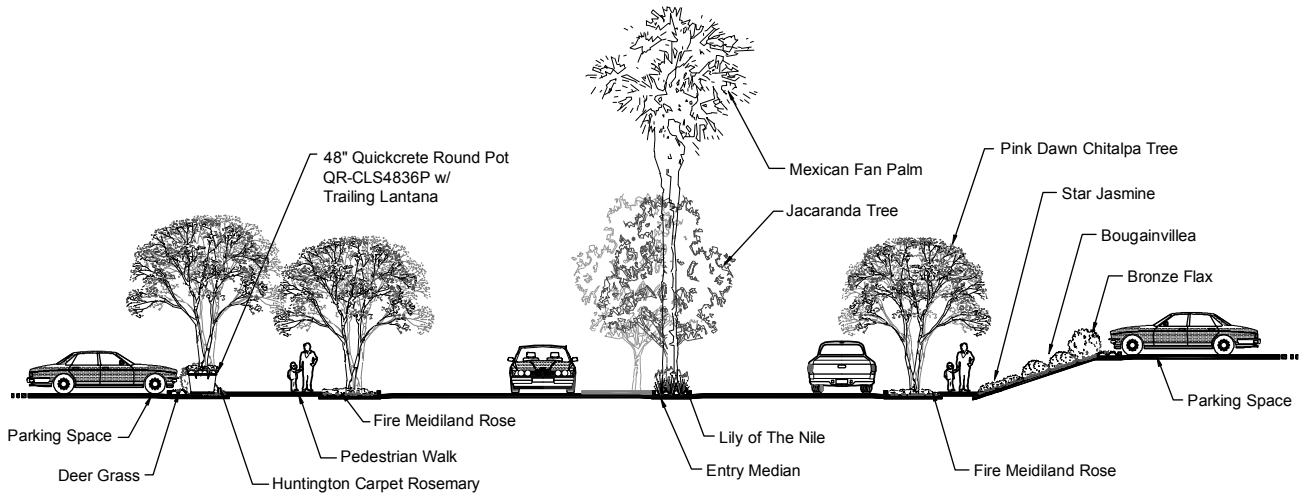
~~Figure 6.4b Conceptual Landscape for Corridor Road~~

Note: Illustrations are purely conceptual in nature. Final landscaping to be determined with the submittal of a Development Plan.

Typical Design



At Entertainment Area



Typical Section

Source: CCA, 2010.

Note: Illustrations are purely conceptual in nature. Final landscaping to be determined with the submittal of a Development Plan.

Figure 6.4b Conceptual Landscape for Corridor Road

immediately adjacent to the access road that serves the Torrance Lateral. The intent of the landscaping for this zone will be to improve upon the existing unimproved condition, stabilize slopes with minimum maintenance and water requirements, and soften the development edge as viewed from outside the southern and western edges. This zone shall consist of a combination of native and adapted drought-tolerant trees, shrubs and groundcovers. The Channel-Adjacent Slope consists entirely of native soil so it does not have the physical constraints that prevent planting trees in soils elsewhere on the site.

6.5 Walls and Fences

The need for walls or fences within ~~Carson Marketplace~~ The Boulevards at South Bay is a function of the location and building orientation of commercial and residential uses. A primary goal of this project is to achieve an aesthetically and functionally integrated mix of uses. Convenient access (pedestrian and auto) and visual access from residential to commercial uses on the site are main components of integration. This can be accomplished through creative site planning techniques without compromising privacy and the quality of living environments.

Another objective is to ensure the visual compatibility of on-site commercial uses with existing surrounding residential areas. Rather than a traditional, complete separation of residential from commercial uses by walls, barriers within the Specific Plan area will be incorporated only as needed to provide for privacy or noise control.

~~Carson Marketplace~~ The Boulevards at South Bay incorporates two types of walls and fences, each with its own purpose and function. Perimeter walls are primarily intended to screen the Project from surrounding land uses while also providing a secondary level of security. As such, these walls should be designed to be opaque and consist of slump or split-faced block, or solid panel at heights of six to eight feet. Perimeter walls can also be used to screen trash enclosures, utilities and other similar functional uses.

View fencing serves to buffer residential uses from surrounding traffic or, when desired, commercial uses. As the name implies, however, view fencing does not completely shield residential uses from the remainder of the site. ~~Carson Marketplace~~ The Boulevards at South Bay is intended to function as an integrated, mixed-use project, and visual connectivity is an important component of the Project. View fencing, therefore, should consist of a semiopaque combination of slump or split-faced block, wrought iron and/or landscaping to provide a secure yet friendly border. View fencing may also consist entirely of landscaping. Materials other than split face block may also be used with approval of the Planning Manager, so long as the design is consistent with the design theme and intent outlined in the specific plan.

~~The conceptual locations of walls and fencing, as they relate to the site perimeter, are shown on Figure 6.5a, while some potential examples are illustrated in Figure 6.5b. The following guidelines are established to guide the location and treatment of walls and fences.~~

6.5.1 General Provisions

The conceptual locations of walls and fencing, as they relate to the site perimeter, are shown on Figure 6.5a. The following guidelines are established to guide the location and treatment of walls and fences.

A. Solid walls or screens shall be used to minimize the visual impacts of commercial development along the perimeter of the site. A combination of solid and transparent barriers should be used

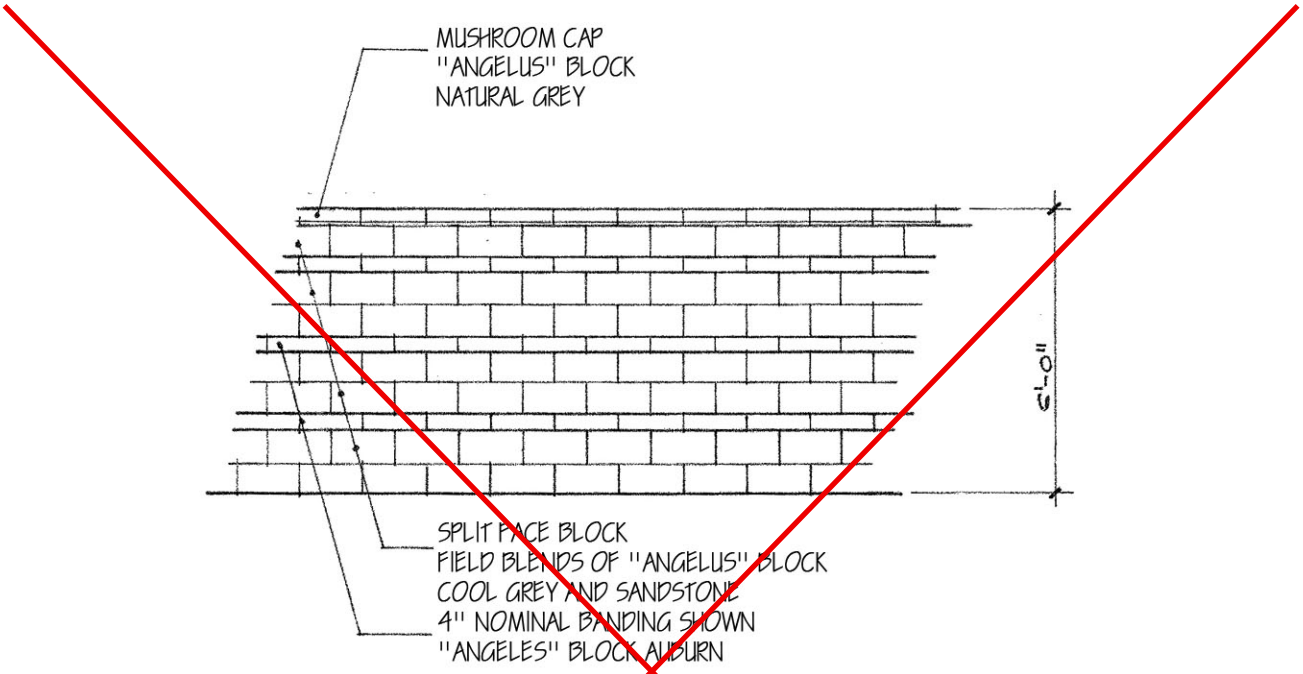
Source: Nadel Retail Architects, 2005.

~~Figure 6.5a Walls and Fences~~

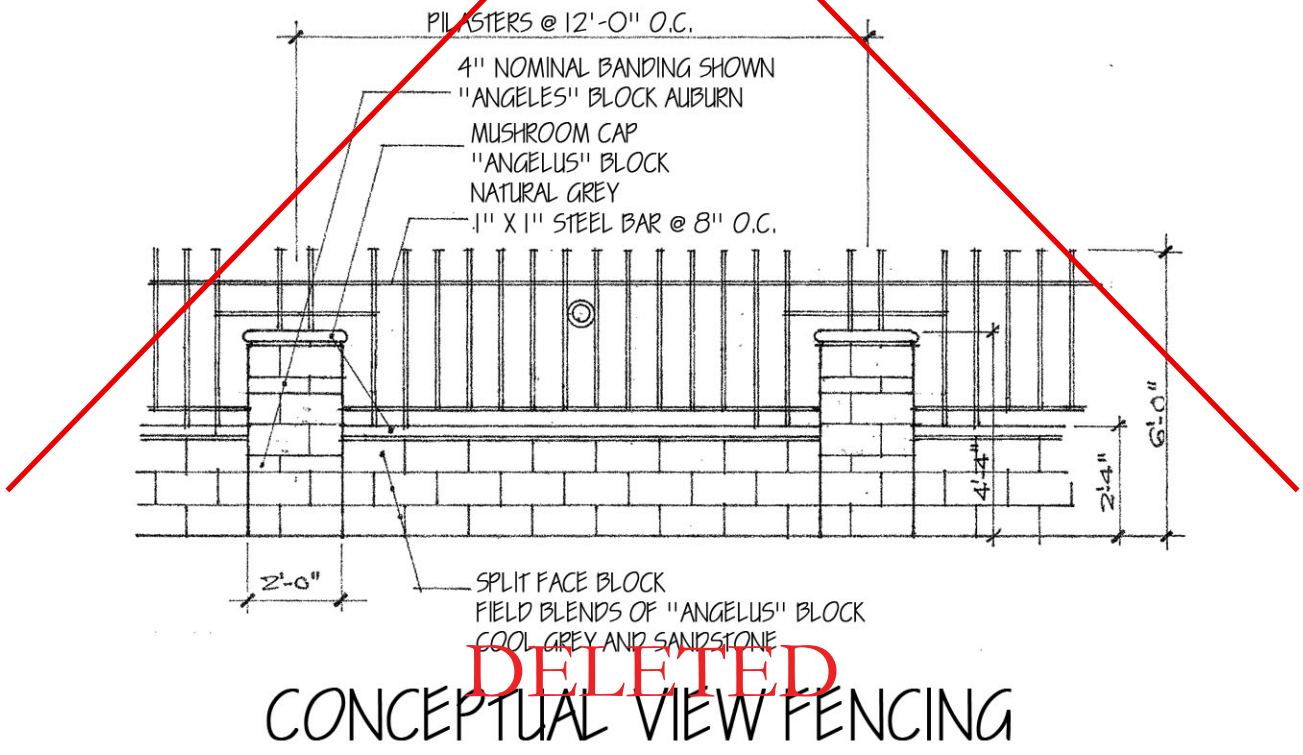
REVISED

Source: Nadel Retail Architects, 2010.

Figure 6.5a Walls and Fences



CONCEPTUAL PERIMETER WALL



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CONCEPTUAL VIEW FENCING

Source: Nadel Retail Architects, 2005.

~~**Figure 6.5b Conceptual Wall and Fence Illustrations**~~

to separate the residential component of Carson Marketplace from Del Amo Boulevard and Main Street. ~~Fencing should vary in setback providing landscape recesses and flat expanses of wall no longer than 25 40 feet in length.~~ Fencing shall be designed with variations using accent elements in combination of pilasters, landscapes and setbacks to reduce monotonousness of fencing design.

B. A maximum 6-foot wall or fence may be incorporated for ground-floor screening of private outdoor space of residents. Other barrier alternatives such as a landscape screen may be used if noise is not a major consideration.

C. Entrances and exits (both auto and pedestrian) for residential projects should be integrated with the entries of adjacent commercial sites so that internal access opportunities between uses are maximized.

D. Common open space areas for commercial development, such as plaza or outdoor dining, should be accessible to adjacent residential uses.

E. A landscape treatment shall be applied to spaces between a wall or fence and the adjacent sidewalk.

F. Commercial loading areas shall be screened and located appropriately, where it is feasible, to minimize visual and noise impacts.

6.6 Signage

Because of their high visibility, signs are prominent elements of the physical environment of ~~Carson Marketplace~~ The Boulevards at South Bay. Signs announce the presence of ~~Carson Marketplace~~ The Boulevards at South Bay, welcome visitors and residents, and help users navigate the site. The sign development standards set forth below are intended to maximize the identification of ~~Carson Marketplace~~ The Boulevards at South Bay as a distinct location in a manner that complements the overall image of the City of Carson. All signs proposed for ~~the Carson Marketplace~~ The Boulevards at South Bay Specific Plan will be governed by a comprehensive sign program, provided under separate cover, that will provide consistency in design style and direction for placement and size of signs, including a standardized way-finding program. The sign program shall also include provisions that ensure that lighting from signs shall not intrude or impact adjacent residential uses.

General sign standards are provided in Table 6.6, while a conceptual map of sign locations is shown in Figure 6.6a. Figure 6.6b provides some conceptual sketches to illustrate the maximum sign dimensions set forth in Table 6.6. Figure 6.6c presents a conceptual illustration of two freeway icons and ten freeway monument signs within the context of I-405. Final sign designs may vary and will be provided as part of a comprehensive sign program that shall be reviewed and approved by the Planning Manager. Any Electronic Message Center sign shall be permitted upon approval of a Conditional Use Permit pursuant to Section 9172.21 of the Carson Municipal Code.

Source: AD/S, 2005.

~~Figure 6.6a Conceptual Sign Locations~~

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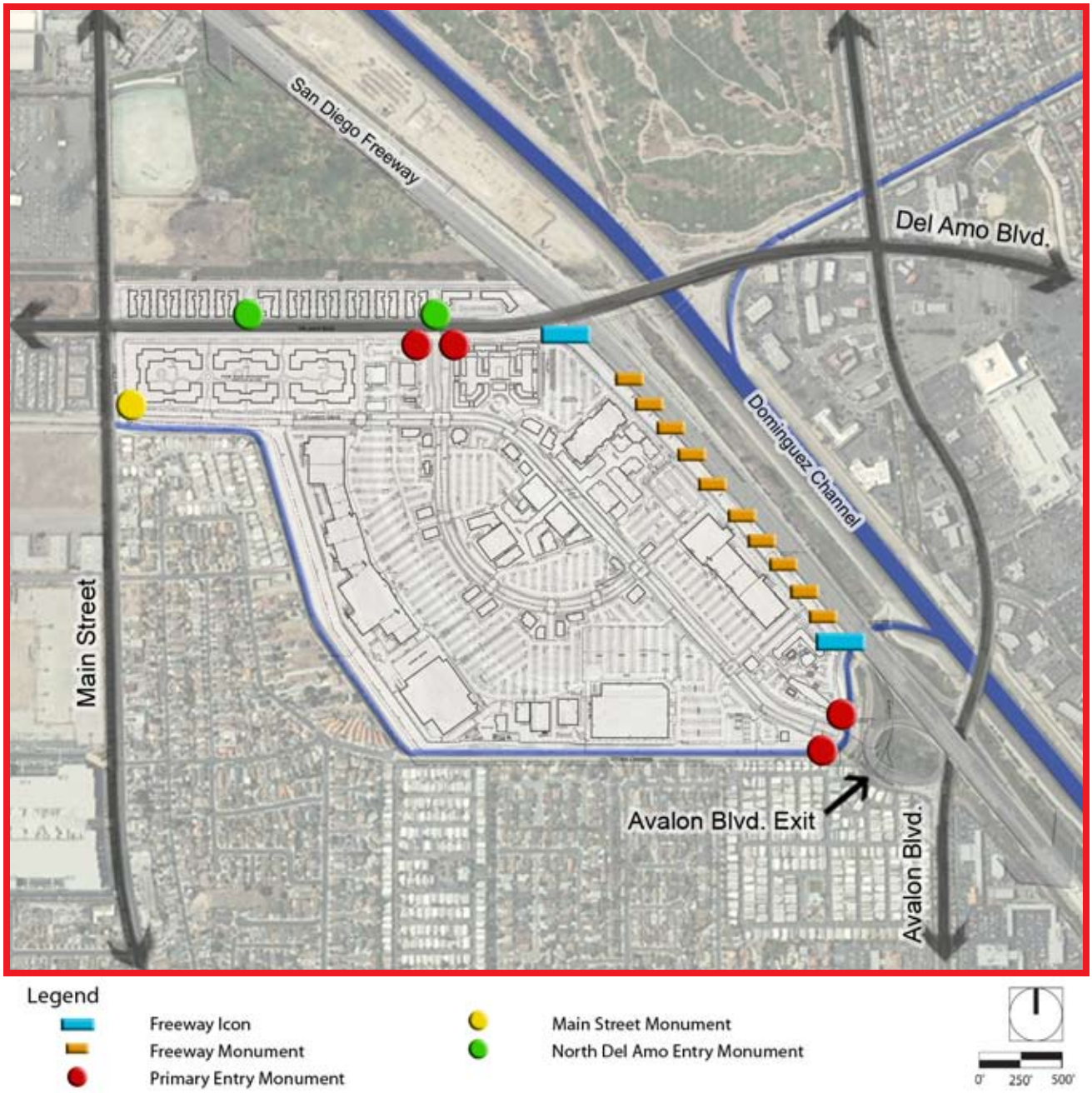
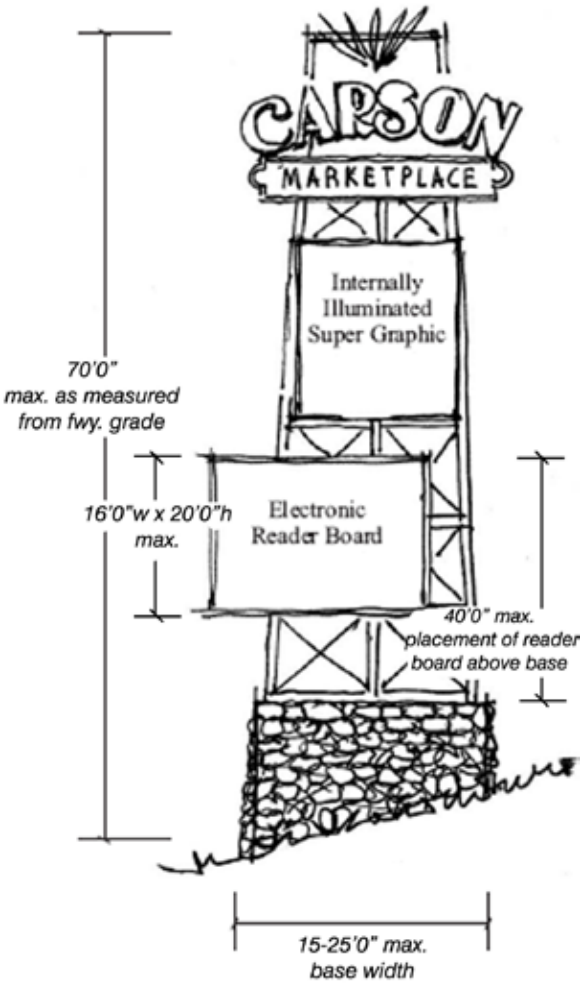
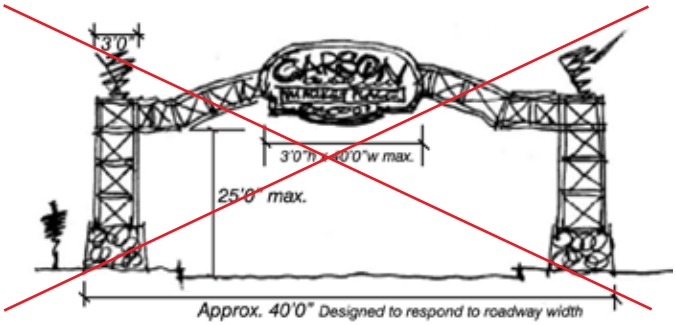


Source: AD/S, 2010.

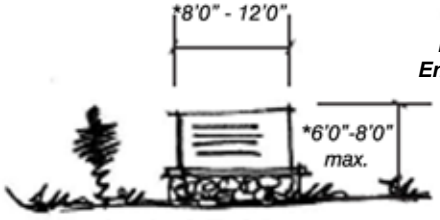
Figure 6.6a Conceptual Sign Locations



Freeway Icon

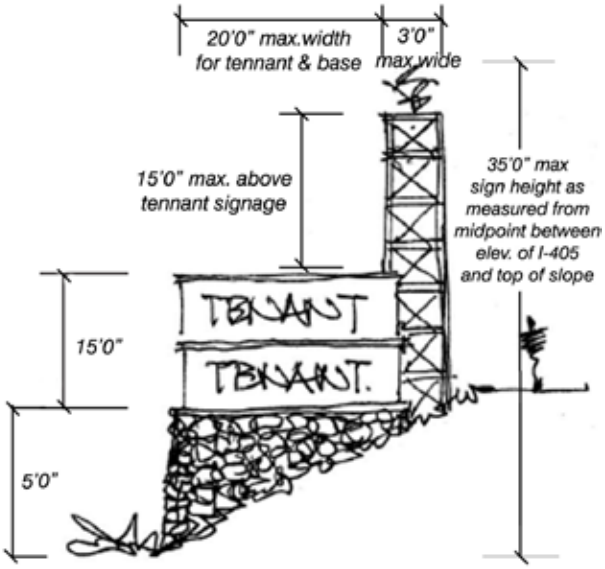


~~Entry Arch~~

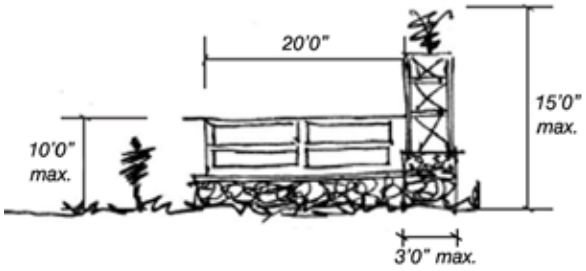


North Del Amo Entry Monument

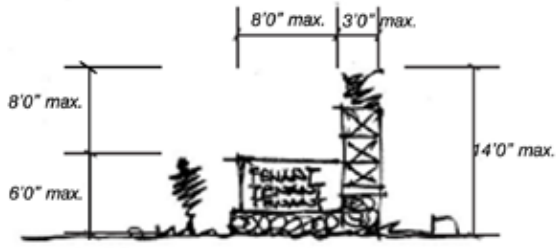
**If Sign serves Residential dimensions are reduced to --6'0" x 8'0"*



Freeway Monument Sign



Primary Entry Monument



Main Street Entry Monument

Figure 6.6b Conceptual Sign Illustratives

Note: Sign designs are purely conceptual and are intended to illustrate dimensions. Final designs will be provided as part of the comprehensive sign program.

Source: AD/S, 2005.

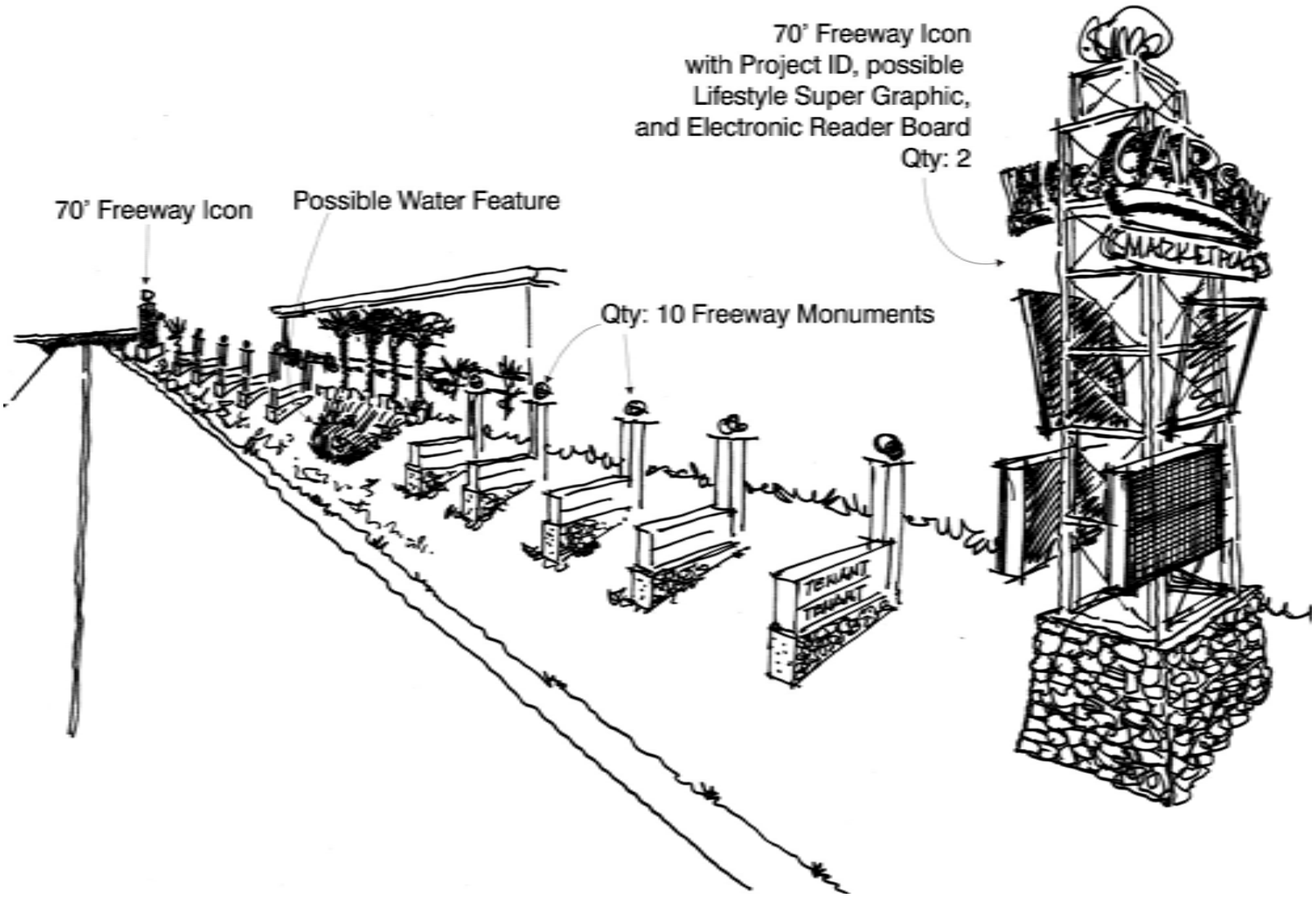


Figure 6.6c Conceptual Freeway Signs Illustrative

Note: Sign designs are purely conceptual and are intended to illustrate dimensions. Final designs will be provided as part of the comprehensive sign program.

Source: AD/S, 2005.

Table 6.6
Sign Standards

SIGN TYPE		MAXIMUM SIGN DIMENSIONS		NOTES
		Height	Width	
Freeway Icon	2	70 feet	25 feet	The base width will be 15–25 feet. If the base is greater than 15 feet, the sign will taper up to 15 feet at top. The attached reader board will be a maximum 16 feet high x 20 feet wide. The top of the reader board will be located no higher than 40 feet above the base of the sign. If only one Freeway Icon sign is constructed, it will most likely be located in a central location, between the Freeway Monument signage. Height is measured from the elevation of I-405.
Freeway Monument	10	35 feet	20 feet	While the overall height is 35 feet, the sign is stepped up the slope along the freeway. Each sign consists of a sloped base 5 feet high x 20 feet wide, tenant signage up to 15 feet high x 20 feet wide, and a tower element that extends 15 feet above the tenant signage and is 3 feet in width. Height is measured from the midpoint between the elevation of I-405 and the top of slope at the eastern edge of the Project.
Primary Entry Monument	4	15 feet	20 feet	While the overall height is 15 feet, the sign consists of tenant signage up to 10 feet high x 20 feet wide and a tower element that extends 5 feet above the tenant signage and is 3 feet in width. Height is measured from the finished pad.
~~Entry Arch~~	~~2~~	~~25 feet~~	~~40 feet~~	~~Each arch consists of two towers, each with a dimension of 25 feet high x 3 feet wide. Each arch will span approximately 40 feet in width over the roadway. The banner element will be no greater than 3 feet in height x 40 feet in width. Height is measured from the finished pad.~~
Main Street Entry Monument	1	14 feet	8 feet	While the overall height is 14 feet, the sign consists of tenant signage up to 6 feet high x 8 feet wide and a tower element that extends 8 feet above the tenant signage and is 3 feet in width. Height is measured from the finished pad.
North Del Amo Entry Monuments	2	8 feet	12 feet	If the signage serves residential development, the sign dimensions shall be no greater than 6 feet high x 8 feet wide. Height is measured from the finished pad.
Parking Garage Signage	Multiple	30 feet	300 feet	The multiple letter and graphic signs shall be provided on parking garage wall area facing Freeway with 60 percent maximum wall coverage.
Note: Signage adjacent to the freeway will comply with Caltrans standards and requirements subject to the approval of the Planning Officer.				

6.7 Lighting

~~The Carson Marketplace~~ The Boulevards at South Bay lighting standards establish a design framework to guide all future lighting improvements and meet specific lighting standards for each particular application and type of use anticipated within the proposed development options. These standards define the scale, brightness, direction, and shielding for all lighting installations within the Project Site and are intended to restrict light intensity, minimize off-site impacts, proscribe light control methods, and limit light pole heights. Design of lighting is focused on providing comfortable spaces for people to walk and ensuring the safety of residents, visitors and employees. A Lighting Palette, consisting of various lighting styles, is included in Appendix B.

~~Prepared by Francis Krahe & Associates, Inc., the lighting standards summarize the guidelines and design criteria to be set forth to define the lighting systems for future proposed development within the Carson Marketplace site and adjacent developments.~~ The lighting standards and the resulting lighting improvements establish the basis for evaluation of the proposed lighting impact of this development on the surrounding community. The information presented within the lighting standards establish performance criteria based upon standard practices established by the Illuminating Engineering Society of North America (IESNA) for measurement and design of light sources, illuminated surfaces, and lighting systems. Illuminance data and recommended practice performance standards utilized in this report refer to standards defined in the 9th edition of the IESNA Light Handbook, IESNA RP 6-01, IESNA RP-33-99, and IESNA RP-20-98.

Generally, all light sources will be shielded to prevent direct view of high brightness light sources from adjacent properties. The lighting standards provide for specific control of the direction of light so as to limit glare and any off-site view of glare. This control limits the light distribution angle so that light is primarily directed down to the ground or up to a vertical surface (see Figure 6.7c). Special Event Lighting, Entertainment Lighting, and Construction Lighting are exempt from these angular criteria if the light is focused to restrict any direct illumination of adjacent residential properties.

To provide for safe illumination for vehicles and pedestrians within ~~the Carson Marketplace~~ The Boulevards at South Bay pole-mounted lights will be required for roads and sidewalks. To prevent direct view of these pole-mounted light sources off-site and to reduce the overall brightness of the property, the standards establish maximum heights for street and pedestrian lighting fixtures, maximum horizontal illuminance (foot-candles) at the ground plane, and average to minimum uniformity ratios for light at the ground plane. Lighted signs, landscape, decorative or ornamental structures will be limited to ~~Medium Brightness~~ 7 - 50 candelas/square foot per IESNA recommendation for luminous backgrounds in a shopping center. The lighting standards define special lighting criteria for parking areas to prevent direct view of lighting fixtures. The performance criteria are summarized below as a table of measurable numerical criteria based on the various options for commercial, residential, and mixed-use development within the site.

Lighting conditions are analyzed and prototypical solutions are presented for the following project components: Perimeter Roadways, Interior Roadways, At-Grade Parking, Parking Structures, ~~Landscape~~ Pedestrian Sidewalks and Walkways, Retail Exterior, Office Exterior, ~~Security/Service Areas,~~ and Residential Exterior. Design performance standards are established for each of the above-mentioned project components by the following issues and their listed measurable criteria:

Light Level Requirements: Task Illuminance (foot candles)~~; Light Trespass (foot candles)~~
Light Control Methods: Glare/Light Distribution (luminaire photometrics)
Visibility: Pole Height Limits (section diagram)
Design Style or Character: Luminaire and pole characteristics, pattern of light, and color of light

~~6.7.1 Lighting Glossary~~

~~The following glossary summarizes explanations of the technical lighting terms utilized within this section and the related practice standards to facilitate discussion of these issues.~~

~~Candela: Measure of light energy from a source at a specific standard angle and distance. A convenient measure to evaluate output of light from a lamp or light fixture in term of both the intensity of light and the direction of travel of the light energy away from the source. The output of a 60-watt household incandescent lamp is approximately 150 candelas.~~

~~Figure 6.7a indicates the relationship between candelas (cd), foot-candles (fc), and lumens (lm). A point source [luminous intensity = 1 candela] is shown at the center of a sphere of unit radius whose surface has a reflectance of zero. The illuminance of any point on the sphere is 1fc if the radius is 1 foot. The solid angle subtended by the area ABCD is 1 steradian (sr). The flux density is therefore 1 lm/sr which corresponds to a luminous intensity of 1cd as originally assumed. The sphere has a total area of $4\pi ft^2$, and there is a luminous flux of 1 lm falling on each unit area. Thus, the source provides a total of 4π lm (12.56 lm).~~

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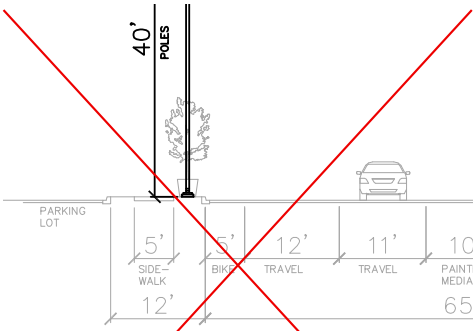

~~Illuminance: Measure of light energy (luminous flux) incident at a specific point on a surface over a standard area (footcandles, or lumens per square foot). This term is commonly used to measure and describe light intensity on a surface.~~

~~Lumen: Mean value of total candelas produced by a light source. Lumen does not define direction.~~

~~Luminance: Measure of reflected light energy from a specific surface in a specific direction over a standard area (foot-lambert). This term is the measure of the strength or intensity of the source.~~

~~Light Trespass: Electric light from subject property incident onto adjacent properties, measured in foot-candles, usually analyzed by measurement at or near the property line.~~

~~Figure 6.7a Lighting Units~~

Source: Francis Krahe, 2005.

~~Light Output Direction: Luminaires for general lighting are classified in accordance with the percentages of total luminaire output emitted above and below horizontal. The light distribution curves may take many forms within the limits of upward and downward distribution, depending upon the type of light and the design of the luminaire. Figure 6.7b shows examples of light output direction.~~

~~Brightness: The magnitude of sensation which results from viewing surfaces from which light comes to the eye. This sensation is determined partly by the measurable luminance of the source and partly by the conditions of observation, such as the state of adaptation of the eye. For example, very bright lamps at~~

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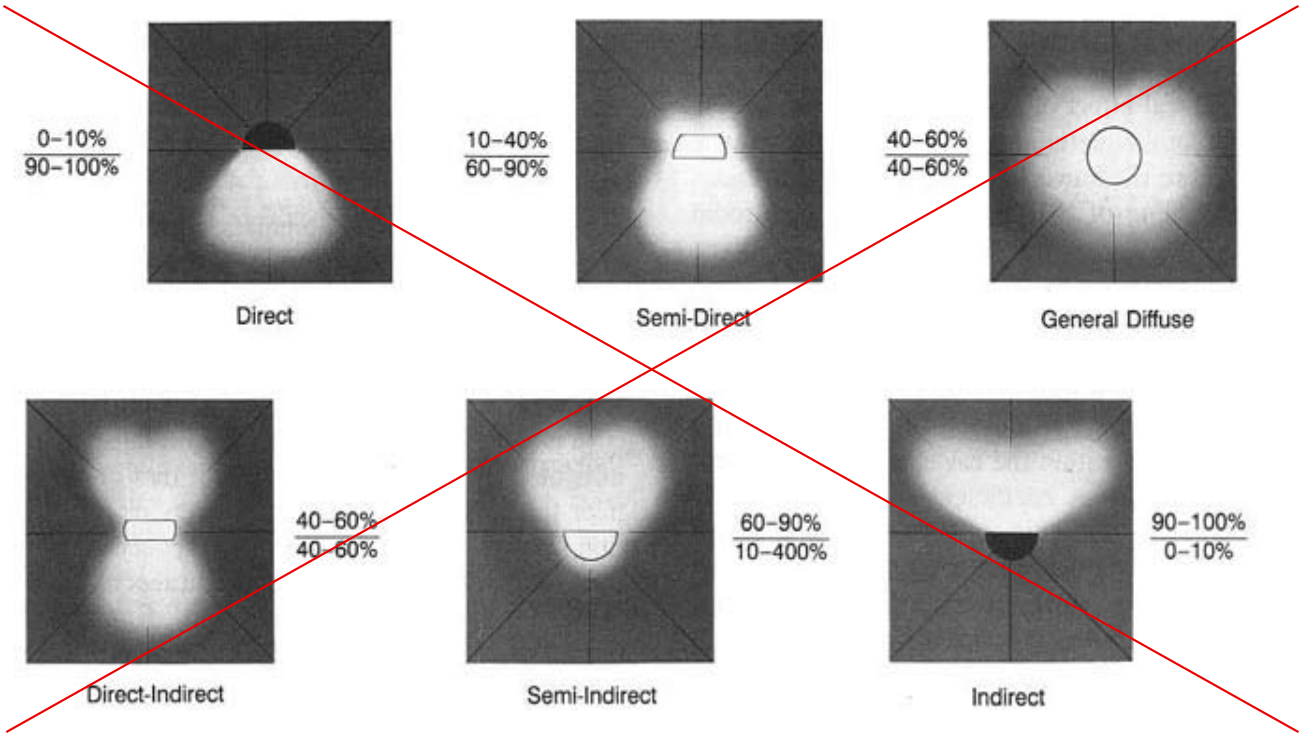


Source: Francis Krahe, 2005.

~~Figure 6.7b Defined Directional Light Output Configurations~~

~~night appear dim during the day, because our eyes have adapted to the higher brightness of daylight.~~

~~Contrast: Ratio of one surface luminance to a second surface luminance. Contrast values exceeding 30 to 1 are usually deemed uncomfortable; 10 to 1 is clearly visible; less than 3 to 1 appear of equal value.~~

~~Glare: Visual discomfort experienced from high contrast.~~

~~Cutoff: Type of light distribution which includes a shield to restrict light to a direct (down) configuration.~~

6.7.1 Light Level Requirements

The commercial and social use of ~~the Carson Marketplace~~ The Boulevards at South Bay Project is dependent upon activities at night, which will require illumination for vehicular and pedestrian access, advertising, and on-site tasks or functions. Each of these activities has a defined light level requirement (illuminance, measured in fc) as well as unique color, brightness, pattern, and architectural features. Low-pressure sodium lamps will not be considered for design purposes within these standards. To provide for more aesthetically pleasing environmental conditions, the use of low-pressure sodium lamps is not recommended due to their low correlated color temperature (CCT), particularly less than 2,100K.

~~The following tables summarize light intensity levels (illuminance, foot-candles) recommended by the IESNA for safe operation of vehicles and pedestrian security. Future lighting improvements should meet these minimum standards to provide adequate light for the property for public access. These standards, shown in Table 6.7-1, are the recommended maintained horizontal illuminance values for each specified use within the project.~~

Table 6.7-1 summarized light intensity levels (illuminance, foot-candles) recommended by the IESNA for safe operation of vehicles and pedestrian security. Future lighting improvements should meet these minimum standards to provide adequate light for the property for public access. These standards are the recommended maintained horizontal illuminance values for each specified use within the project.

A. **Perimeter Roadways:** The lighting for perimeter roadways shall provide adequate illumination for safe and efficient vehicular travel. Roadway lighting fixtures shall either be equipped with glare shields or be of a high cutoff type. On-site circulation roads will conform to an "Intermediate" classification characterized by medium-sized residential and business developments with frequent moderately heavy nighttime pedestrian activity. The entrance roads will be designed to conform to a "Commercial" classification characterized by dense business developments with heavy nighttime vehicular and pedestrian traffic.

B. **Interior Roadways:** The lighting for interior roadways shall provide adequate illumination for safe and efficient vehicular travel. Roadway lighting fixtures shall either be equipped with glare shields or be of a high cutoff type. Lighting of roadways categorized as Scenic Byways shall be of a minimal level, with fixtures being shielded to prevent glare. Circulation roads within the mixed-use/residential sites will be designed to conform to an "Intermediate" classification defined by medium-sized residential and business developments with frequent moderately heavy nighttime pedestrian activity. ~~The Carson Marketplace~~ The Boulevards at South Bay entrance roads will be designed to conform to a "Commercial" classification defined by dense business developments with heavy nighttime vehicular and pedestrian traffic.

Table 6.7-1
Light Intensity ~~Standards~~ Minimum Requirements

SPECIFIC USE/AREA	LOCATION OF FOOT-CANDLES	FOOT-CANDLES AVERAGE	UNIFORM RATIO (MIN TO MAX fc)
PERIMETER AND INTERIOR ROADWAYS			
On-Site Circulation Roads	Pavement	~~0.9~~ 1.0	~~4:1~~ 5:1
Entrance Roads	Pavement	~~1.3~~ 1.2	~~4:1~~ 5:1
~~**INTERIOR ROADWAYS**~~			
~~Circulation Roads~~	~~Pavement~~	~~0.9~~	~~4:1~~
~~Entrance Roads~~	~~Pavement~~	~~1.3~~	~~4:1~~
RETAIL EXTERIOR			
Entrances	Doorway	5.0	~~5:1~~ -
Facade Floodlighting	Building	~~5.0~~ 3.0	~~5:1~~ -
OFFICE EXTERIOR			
Entrances	Doorway	3.0	~~3:1~~ -
~~Egress Lighting~~	~~Egress Path~~	~~1.0 min~~	~~3:1~~
Facade Floodlighting	Building	3.0	~~5:1~~ -
~~**RESIDENTIAL EXTERIOR**~~			
~~Entrances~~	~~Doorway~~	~~3.0~~	~~3:1~~
~~Egress Lighting~~	~~Egress Path~~	~~1.0 min~~	~~3:1~~
~~Facade Floodlighting~~	~~Building~~	~~3.0~~	~~5:1~~
RESIDENTIAL ROADWAYS			
Roadway	Pavement	0.6	5:1
ON-GRADE PARKING			
Parking	Parking Surface	~~2.0~~ 1.0	~~5:1~~ 15:1
PARKING STRUCTURES			
Parking	Parking Surface	~~10.0~~ 5.0	~~5:1~~ 10:1
~~**SECURITY SERVICES AREA**~~			
~~Security Area~~	~~Secure Area~~	~~10.0~~	~~8:1~~
~~**LANDSCAPE**~~			
~~Intermediate Landscape~~	~~Pavement~~	~~1.0~~	~~-~~
~~Commercial Landscape~~	~~Pavement~~	~~2.0~~	~~-~~
SIDEWALKS			
Residential	Pavement	0.6	-
Commercial	Pavement	1.0	-

C. **Retail Exterior:** The lighting for the exterior of retail buildings and spaces shall be safe and attractive to customers. This can be achieved mainly with entrance accent and façade floodlighting. "Entrances" and "Façade Floodlighting," as listed in Table 6.7-1, refer to entrances of dense retail developments with heavy nighttime vehicular and pedestrian traffic.

D. **Office Exterior:** The lighting for the exterior of office buildings and spaces shall be to a level that provides security and egress. If the office use is part of a mixed-use building, then the retail criteria can override the values shown in Table 6.7-1. "Entrances," as shown in

Table 6.7-1, refer to entrances that are unoccupied at nighttime, requiring lighting for entrance identification. "Egress lighting" applies to areas that will be unoccupied at nighttime, requiring lighting for the safe path of travel.

E. **Residential Exterior:** The lighting for the exterior of residential buildings and spaces shall be to a level that provides security and safe egress. If part of a mixed-use building, then the retail criteria can override the lower values. "Entrances" refers to entrance areas where lighting is required for entrance identification and "Egress Lighting" applies to areas where lighting is required for safe path of travel.

F. **At-Grade Parking:** The lighting for at-grade parking lots shall be to a level that provides safe movement of vehicles and pedestrians, and the security and safety of customers and employees, as approved by the Sheriff's Department. Lighting fixtures for parking lots shall either be equipped with glare shields and/or ~~be of a high~~ with cutoff ~~type~~ capability. Lighting fixture standard height shall not be in excess of what is necessary to meet with recommended minimum illuminance levels identified in Table 6.7-1.

G. **Parking Structures:** The lighting for parking structures shall be provided at a level that enhances pedestrian safety and visibility. These recommended values should apply to those parking structures used by apartment building and/or commercial developments.

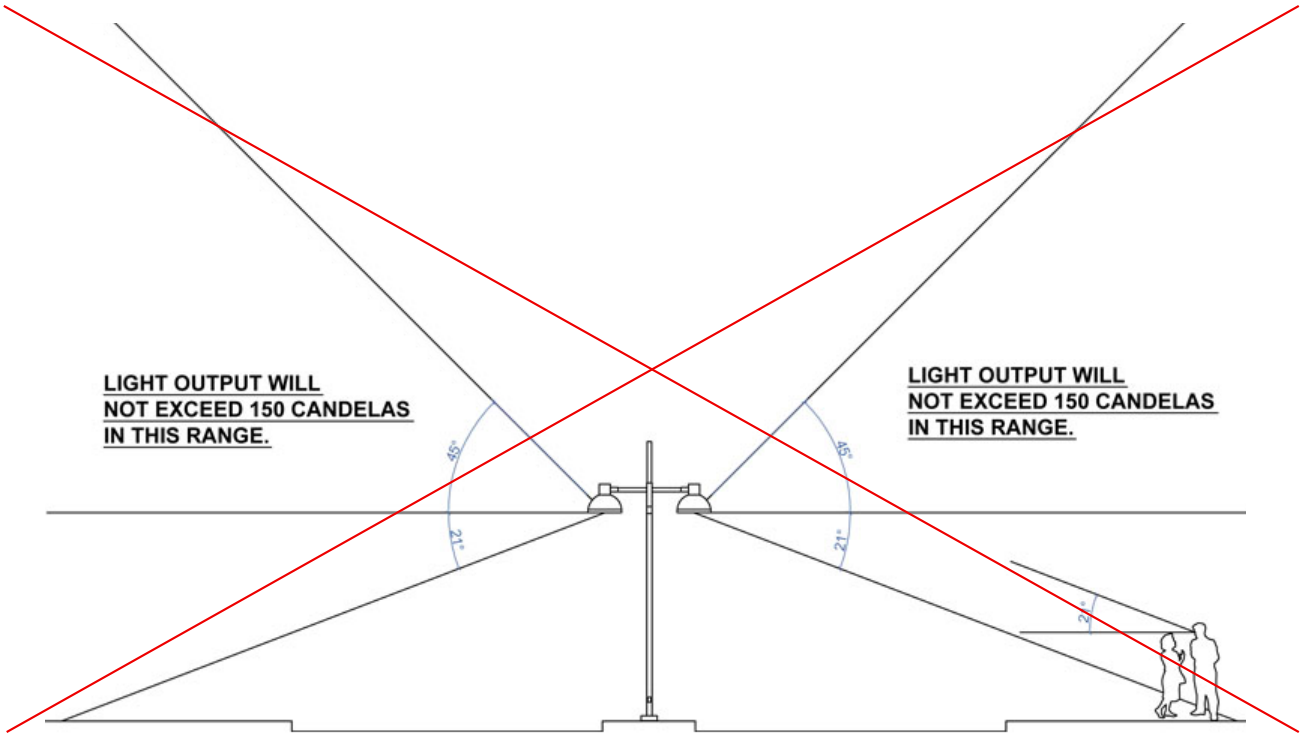
~~H. Security/Service Area Lighting: The lighting for security shall be to a level that enhances the visibility of potentially threatening or dangerous situations. In open areas where security lighting need not be continuous, fixtures shall be equipped with motion sensors.~~

~~I. Landscape: The lighting for pedestrian sidewalks and bikeways shall be to a level that increases pathway visibility and safety of pedestrians. For the purposes of these standards and guidelines, "Intermediate" refers to medium-sized residential and business developments with frequent moderately heavy nighttime pedestrian activity, and "Commercial" refers to dense business developments with heavy nighttime vehicular and pedestrian traffic.~~

H. Pedestrian Sidewalks and Walkways: The lighting for pedestrian sidewalks and bikeways shall be to a level that increases pathway visibility and safety of pedestrians. For the purposes of these standards and guidelines, "Intermediate" refers to medium-sized residential and business developments with frequent moderately heavy nighttime pedestrian activity, and "Commercial" refers to dense business developments with heavy nighttime vehicular and pedestrian traffic.

6.7.2 Light Control Methods

A. **Glare/Light Distribution:** Offensive or unattractive lighting results from excessive contrast, or glare. Glare conditions usually result from highly visible lamps (light bulbs) within landscape, streetlights, parking, security, or entertainment lighting. Proper design and selection of light fixtures, mounting heights, and placement will control the visibility of light sources from outside or within the Project Site, and therefore limit the perception of glare. The lighting standards establish criteria to control the light output, mounting height, and placement of fixtures to reduce glare.



Source: Francis Krahe, 2005.

~~Figure 6.7c Controlling Direct Glare~~

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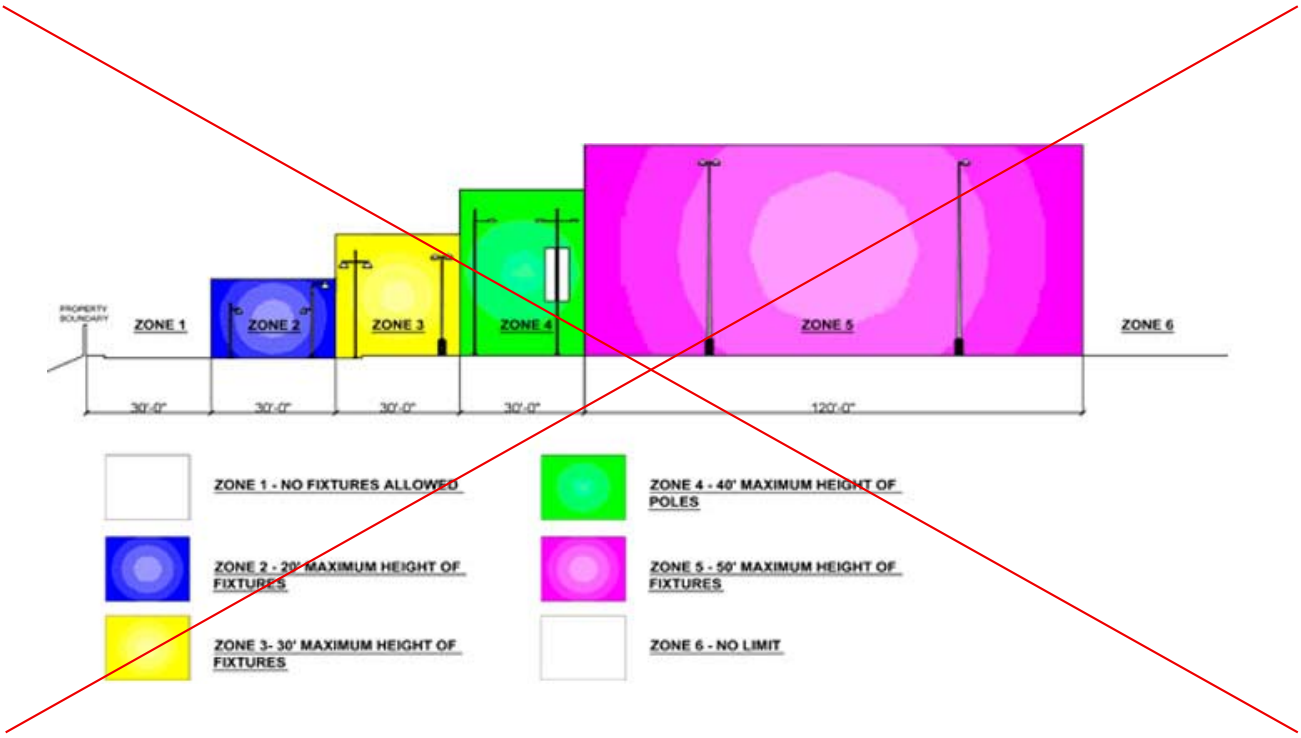


Source: Francis Krahe, 2005.

~~Figure 6.7d Overall Pole Height Diagram~~

DELETED

B. ~~All Parking and Roadway light poles from 25 ft. high to 50 ft. high shall be "cutoff" type distribution (see Table 6.7-2).~~ All Parking and Roadway light poles from 12 ft. high to 50 ft. high shall be in accordance with California 2005 Title 24 Energy Code cutoff distributions (see Table 6.7-2).

C. **Pole Height Limits:** Light pole height limits are established to prevent light trespass from the site onto adjacent properties. These height restrictions will not eliminate complete visibility of the pole itself. ~~The following~~ Height restrictions ~~(see Figure 6.7d)~~ in combination with the shielding and glare control restrictions will decrease visibility of the high brightness lamps within the pole fixtures and will prevent stray light from extending over the property line.

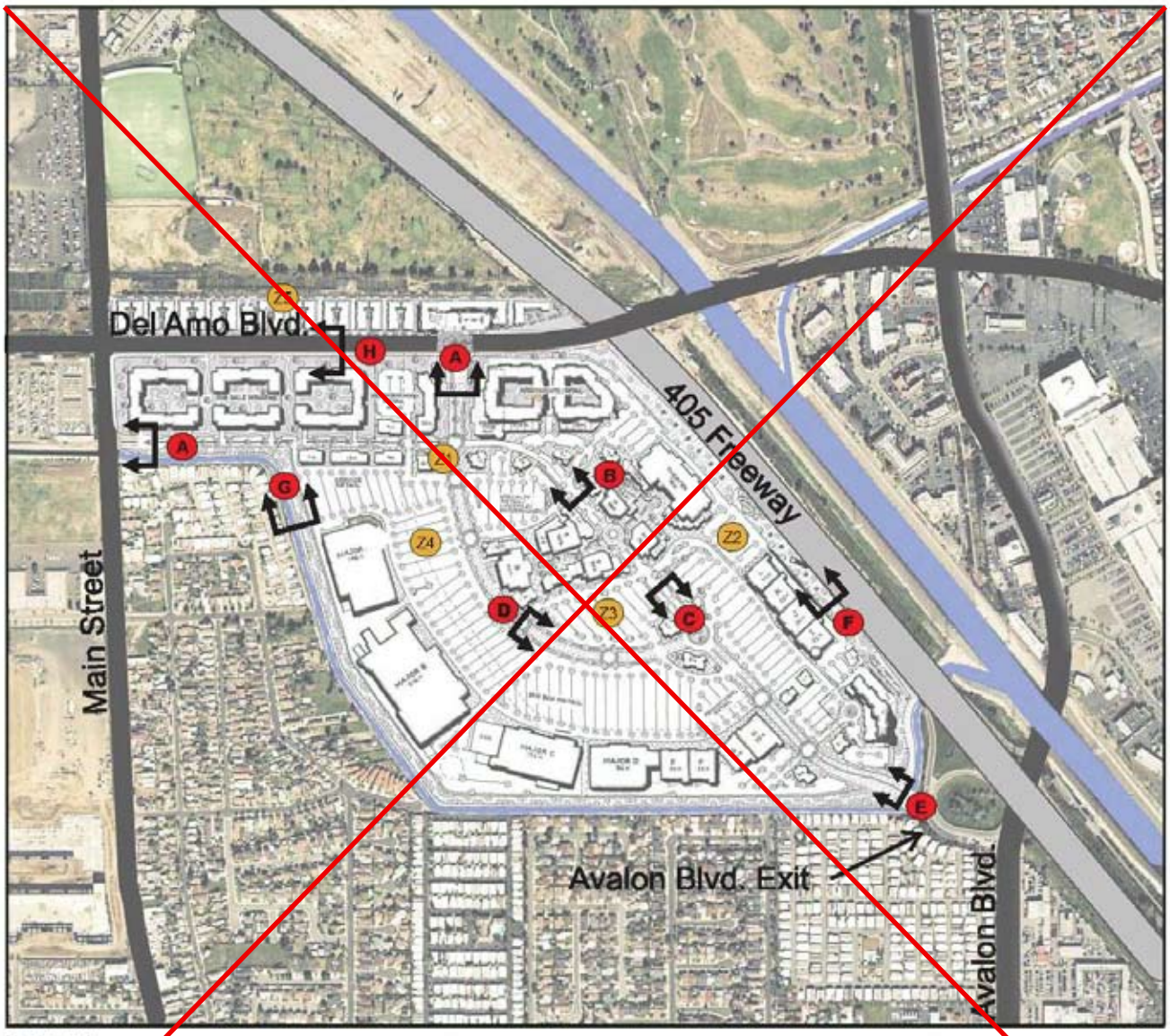
Table 6.7-2
Luminaire Photometric Classification

NAME	DESCRIPTION OF DISTRIBUTION
ILLUMINANCE	
Type I	Narrow, symmetric illuminance pattern
Type II	Slightly wider illuminance pattern than Type I
Type III	Wide illuminance pattern
Type IV	Widest illuminance pattern
Type V	Symmetrical circular illuminance pattern
Type VS	Symmetrical, nearly square illuminance pattern
CUTOFF INTENSITY	
Full cutoff	A luminaire light distribution where zero candela intensity occurs at an angle of 90 degrees above nadir, and at all greater angles than nadir. Additionally, the candela per 1000 lamp lumens does not numerically exceed 100 (10%) at a vertical angle of 80 degrees above nadir. This applies to all lateral angles around the luminaire.
Cutoff	A luminaire light distribution where the candela per 1000 lamp lumens does not numerically exceed 25 (2.5%) at an angle of 90 degrees above nadir, and 100 (10%) at a vertical angel of 80 degrees above nadir. This applies to all lateral angles around the luminaire.
~~Semicutoff~~	~~A luminaire light distribution where the candela per 1000 lamp lumens does not numerically exceed 50 (5%) at an angle of 90 degrees above nadir. This applies to all lateral angles around the luminaire.~~
~~Noncutoff~~	~~A luminaire light distribution where there is no candela limitation in the zone above maximum candela.~~

6.7.3 ~~Siteline Studies~~ Site Lighting Exhibits

~~Siteline studies are documented below for five locations within the Project Site (Z-1 to Z-5) to demonstrate the effects of limiting pole heights and light output distribution to control light at the property perimeter and limit any adverse lighting impact on adjacent property. Each siteline section includes an analysis utilizing the glare control angle described in Figure 6.7c and the pole height restrictions defined in Figure 6.7d.~~

Lighting design exhibits as shown on Figures 6.7a thru 6.7h demonstrate lighting design for each area with intended pole locations and heights, and luminaire head orientations.



Source: Francis Krahe, 2005.

~~Figure 6.7e Siteline Study Diagram~~

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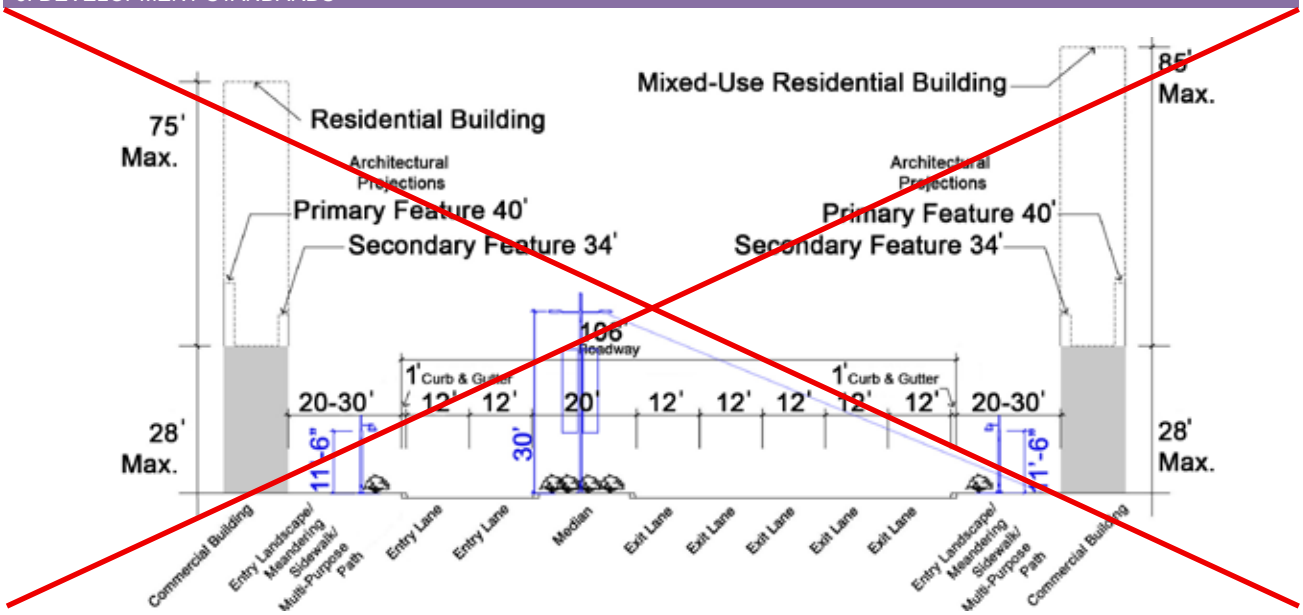
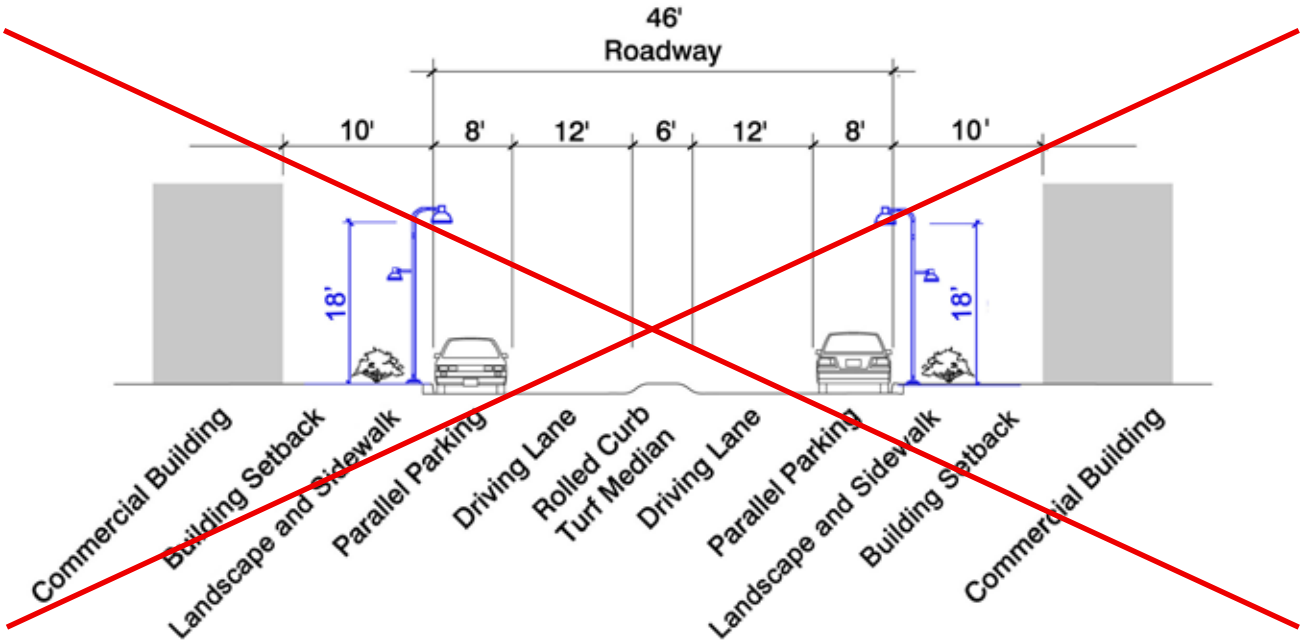


Source: Francis Krahe, 2005.

Figure 6.7f Typical Del Amo Entry

Perimeter Section A



Source: Francis Krahe, 2005.

Figure 6.7g Typical Corridor Road at Entertainment Area

Perimeter Section B

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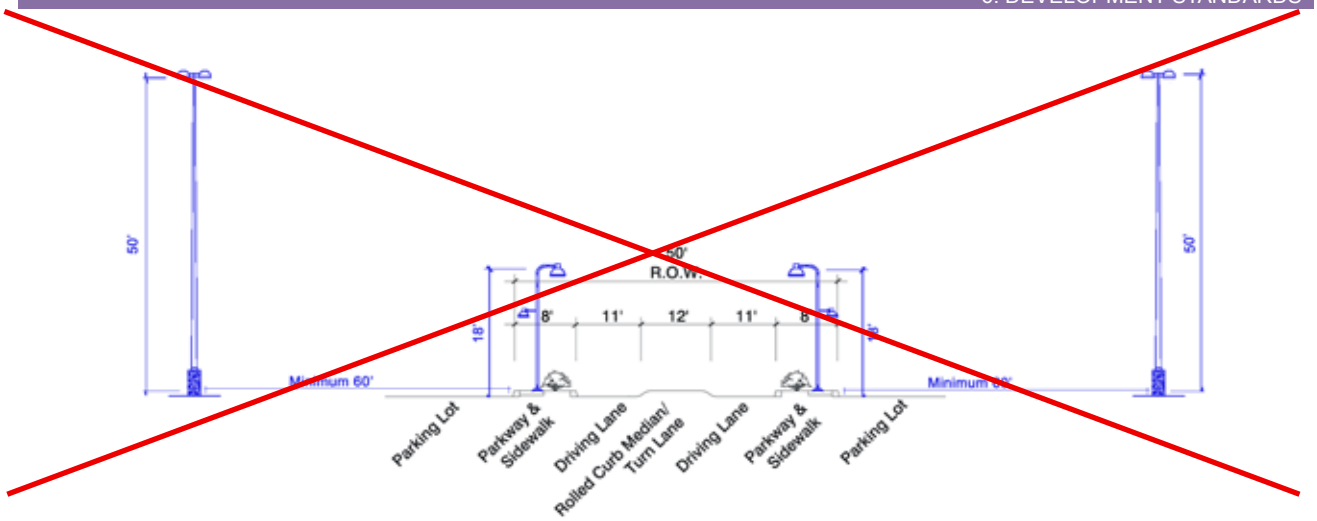
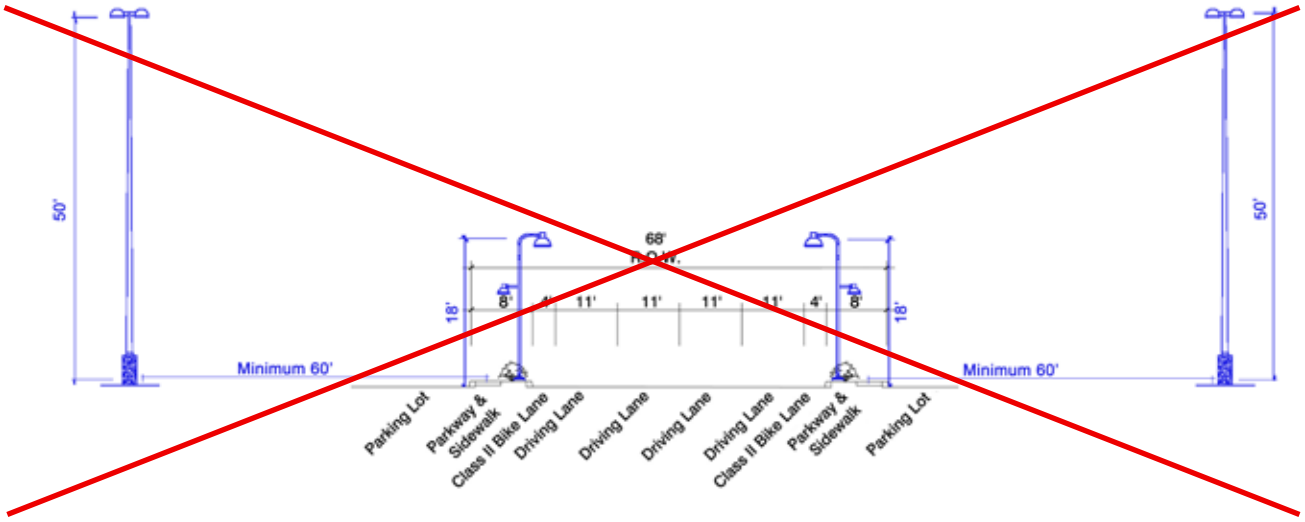


Source: Francis Krahe, 2005.

Figure 6.7h Typical Corridor Road at Parking Lots

Perimeter Section C



Source: Francis Krahe, 2005.

Figure 6.7i Typical Loop Road at Parking Lots

Perimeter Section D

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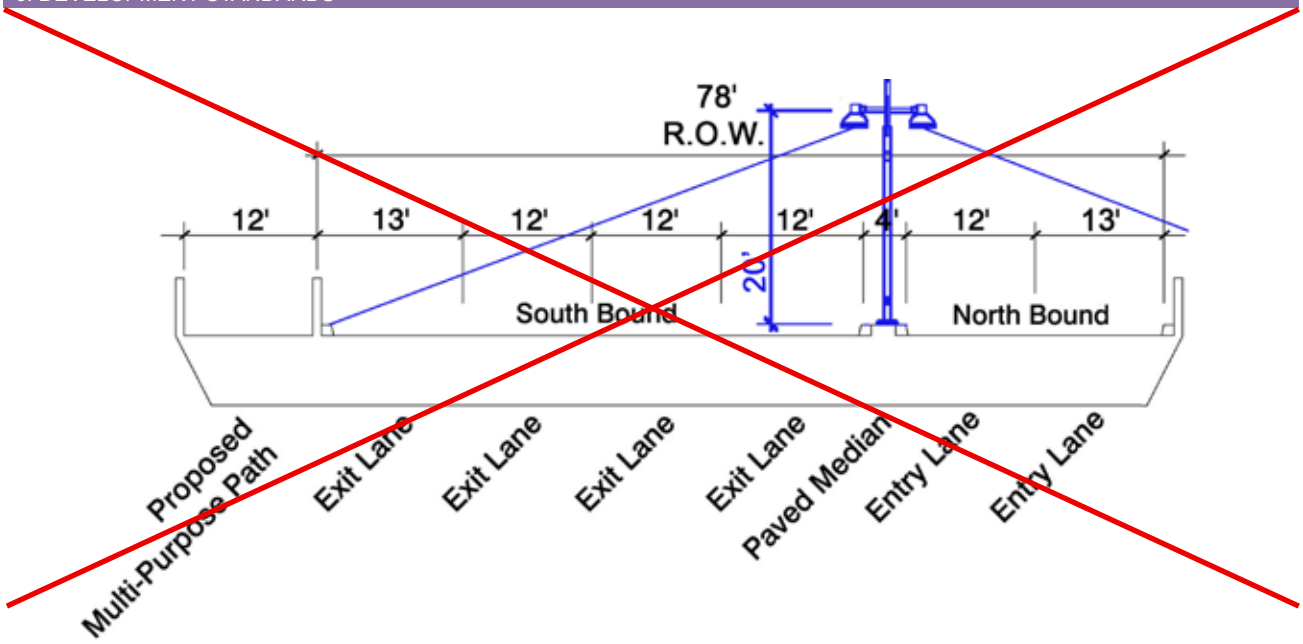
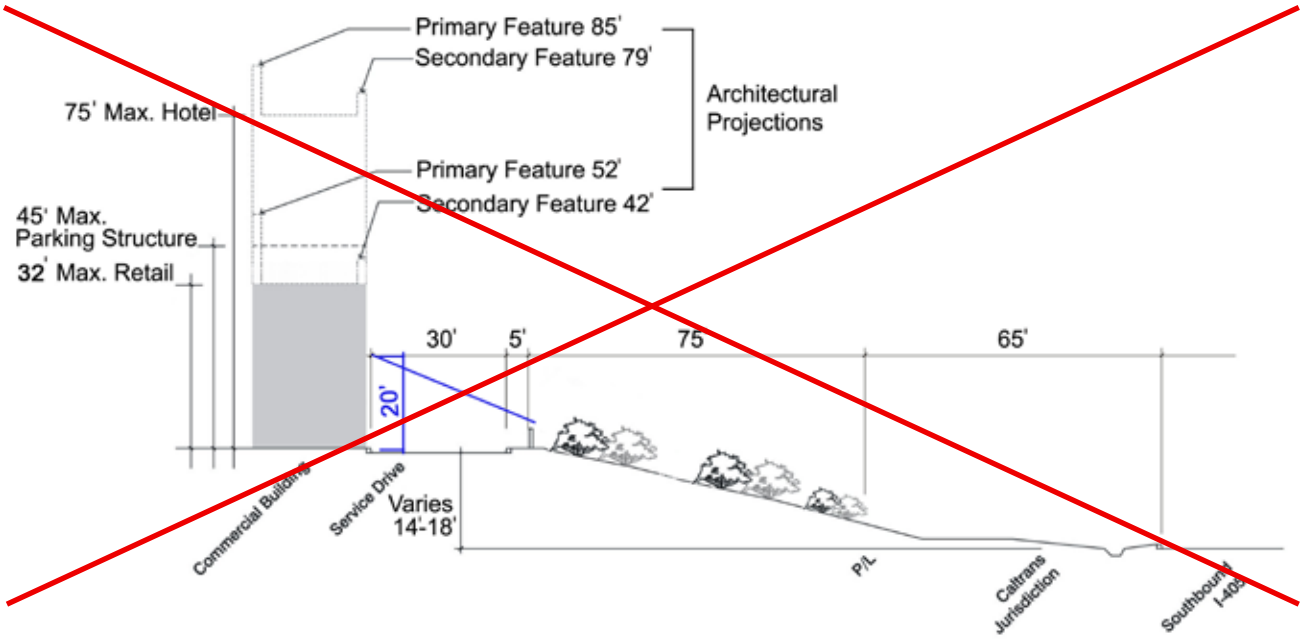


Source: Francis Krahe, 2005.

Figure 6.7j Typical Avalon/I-405 Entry

Perimeter Section E



Source: Francis Krahe, 2005.

Figure 6.7k I-405/Project Interface

Perimeter Section F

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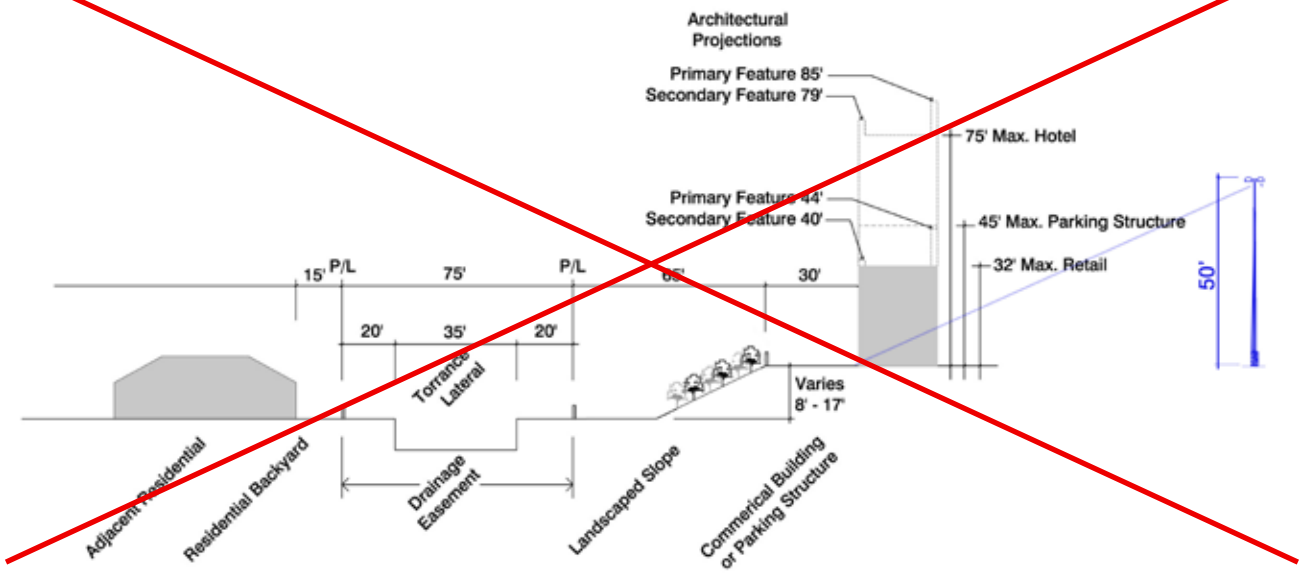
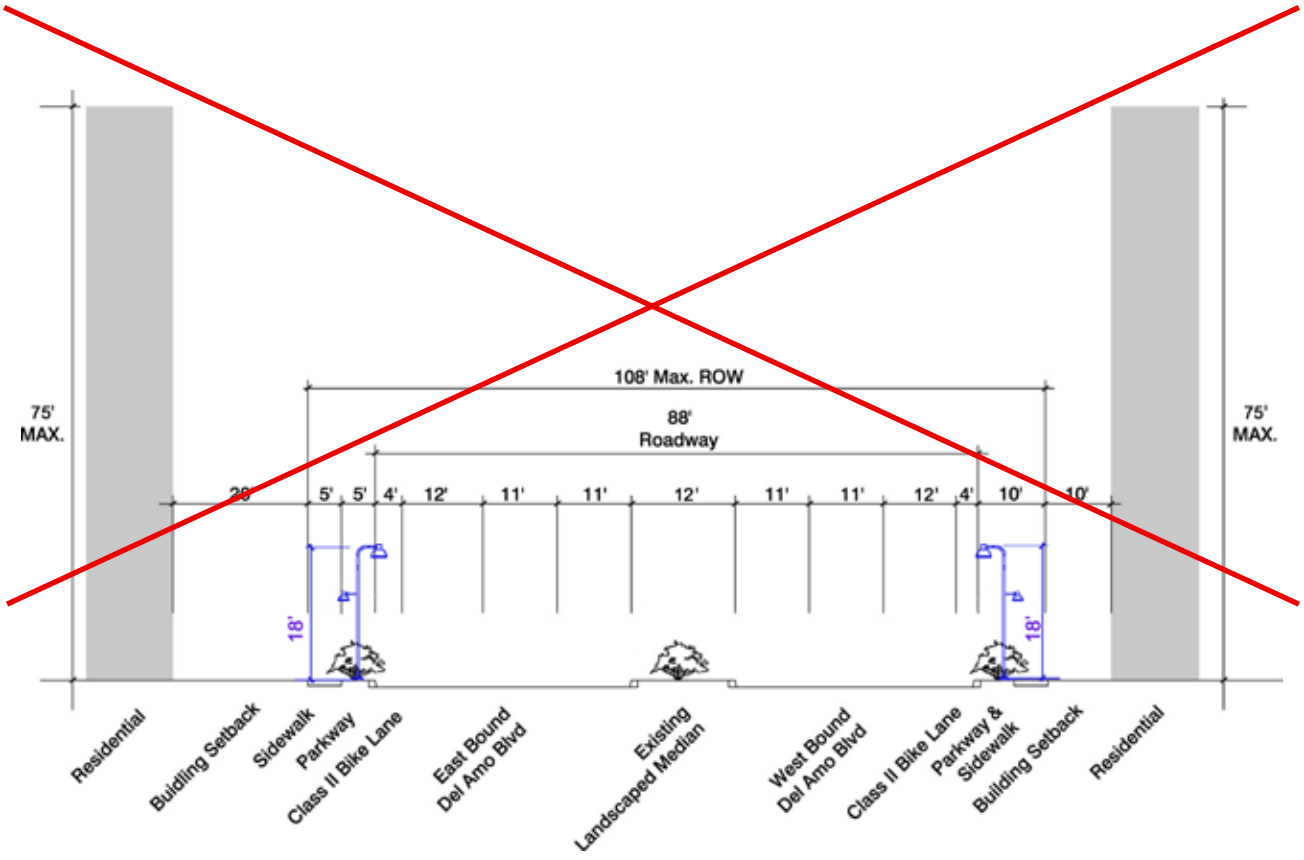


Source: Francis Krahe, 2005.

Figure 6.7l Typical Residential/Project Interface

Perimeter Section G



Source: Francis Krahe, 2005.

Figure 6.7m Typical Del Amo Boulevard

Perimeter Section H

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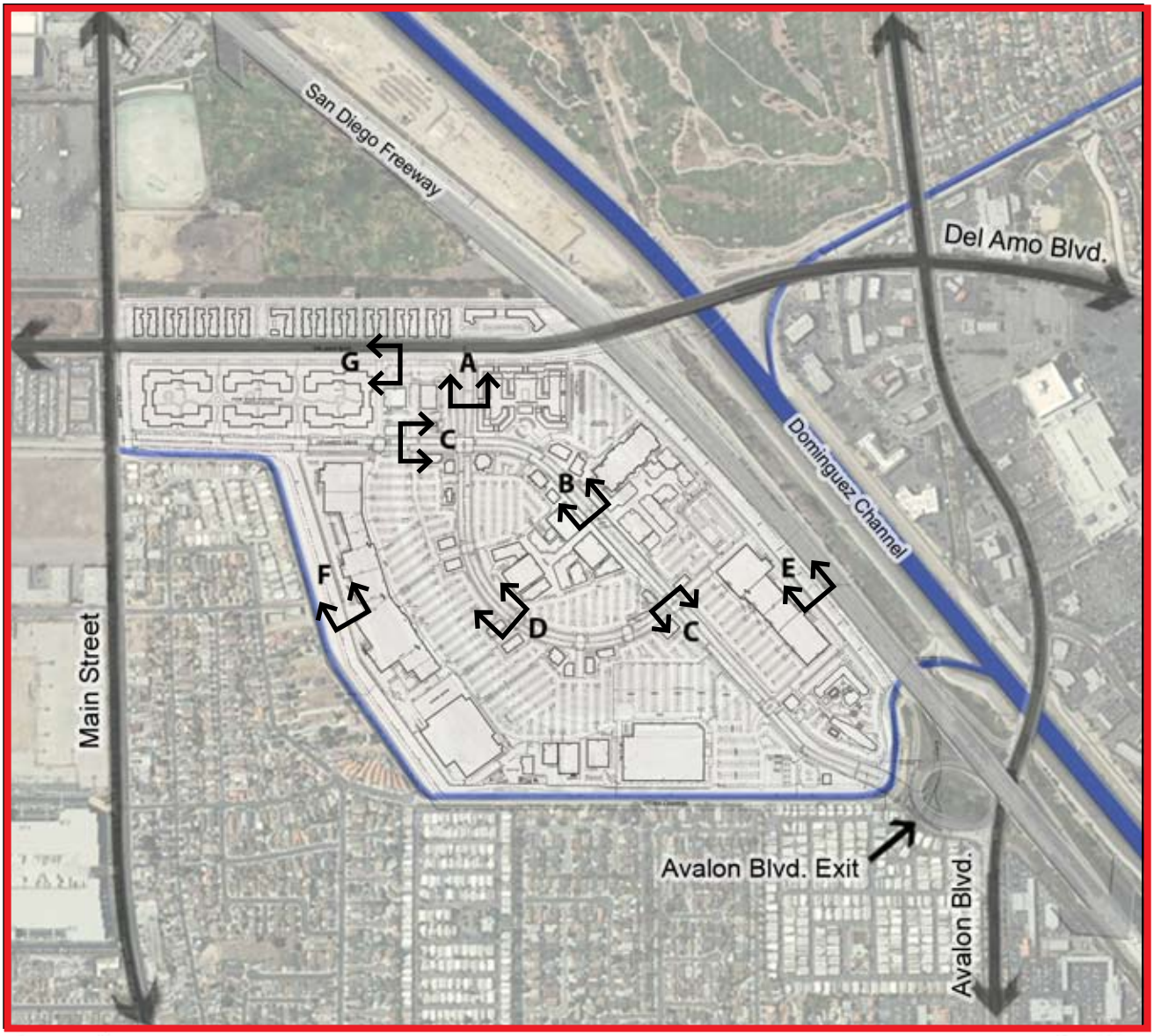


Legend*

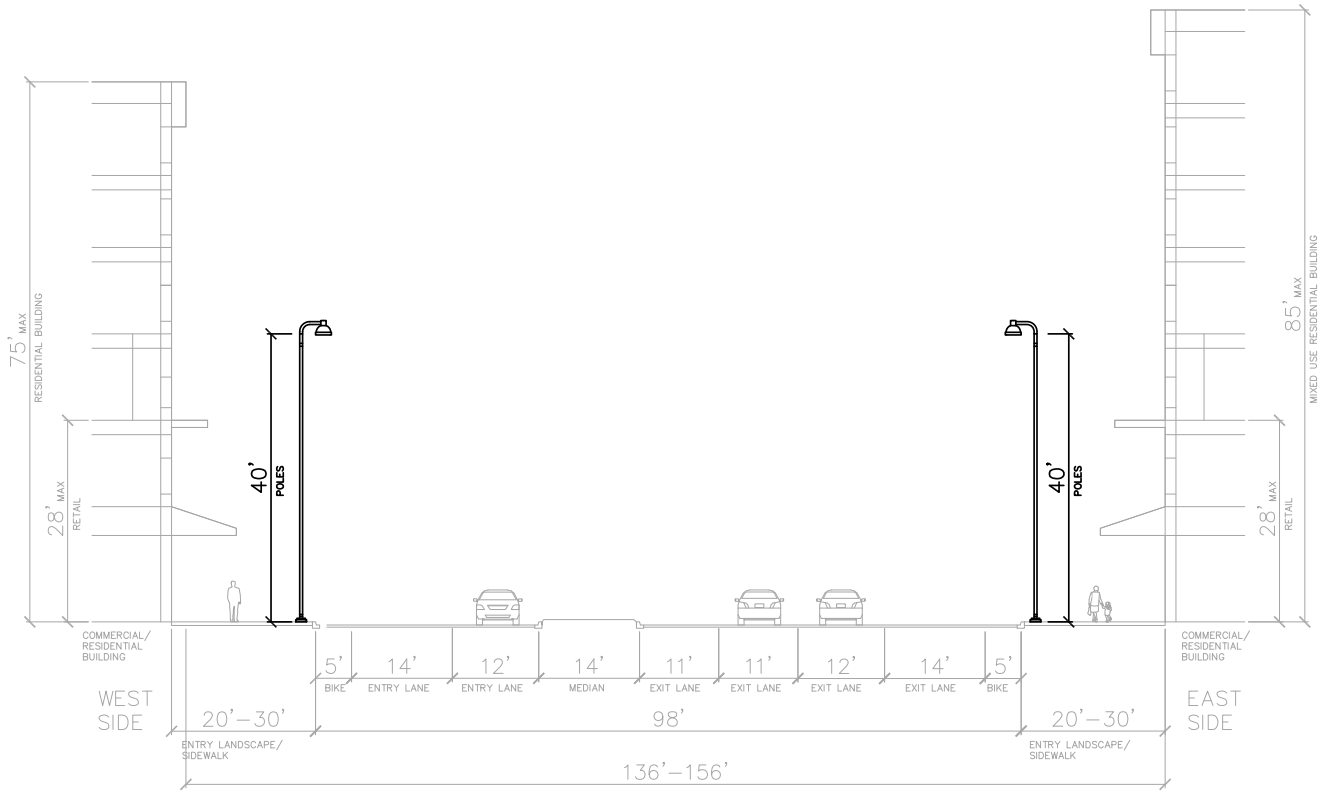
A. Del Amo Entrance
B. Corridor Road in Entertainment Areas
C. Typical Corridor Road
D. Loop Road (Private)
E. Freeway Edge (I-405/Project Interface)
F. Channel-Adajcent Slope (Residential/Project Interface)
G. Del Amo Boulevard

0' 250' 500'

Source: The Planning Center, 2009.

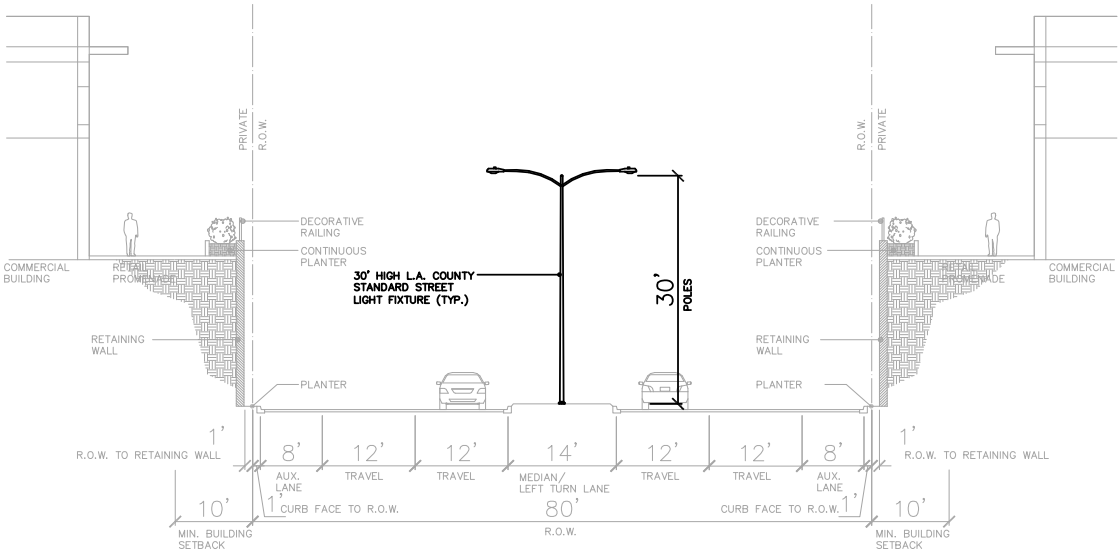
Figure 6.7a Site Lighting Exhibit Key Map

Figure 6.7b Section A - Del Amo Entrance



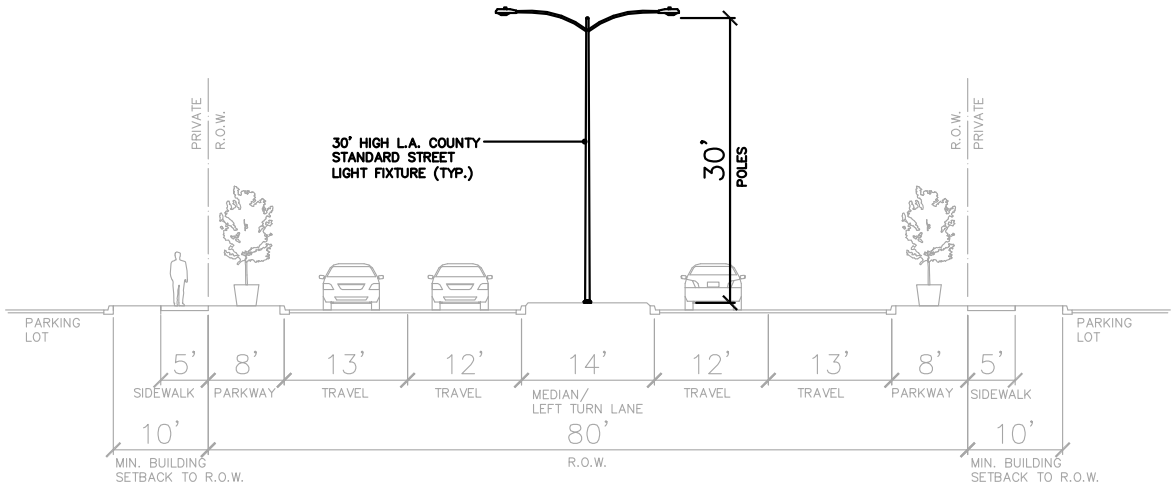
Source: The Planning Center, 2010.

Figure 6.7c Section B - Corridor Road in Entertainment Areas



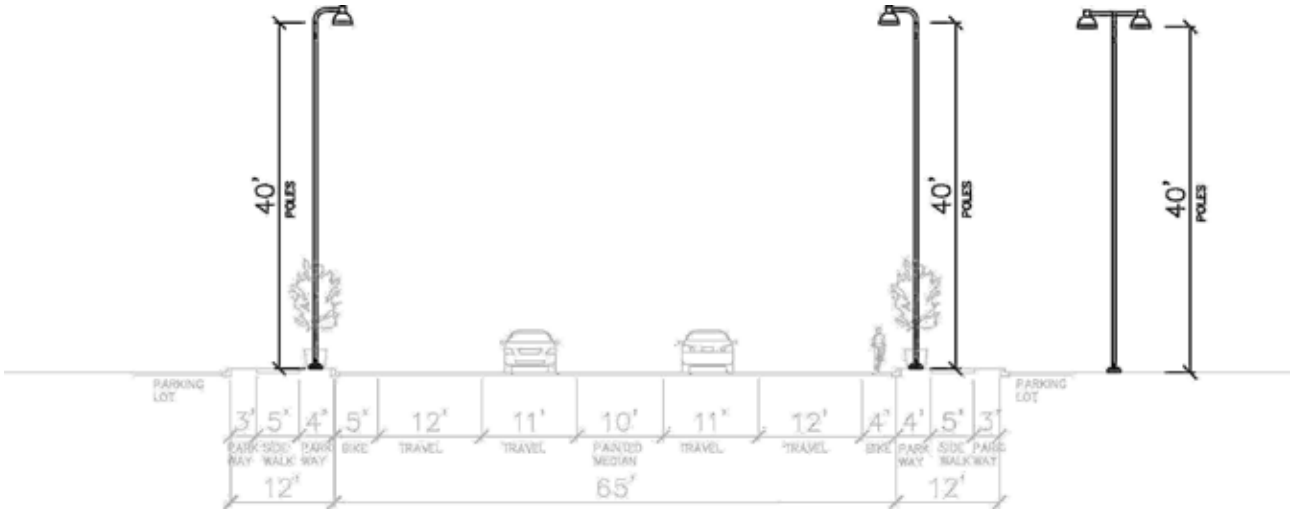
Source: The Planning Center, 2010.

Figure 6.7d Section C - Typical Corridor Road



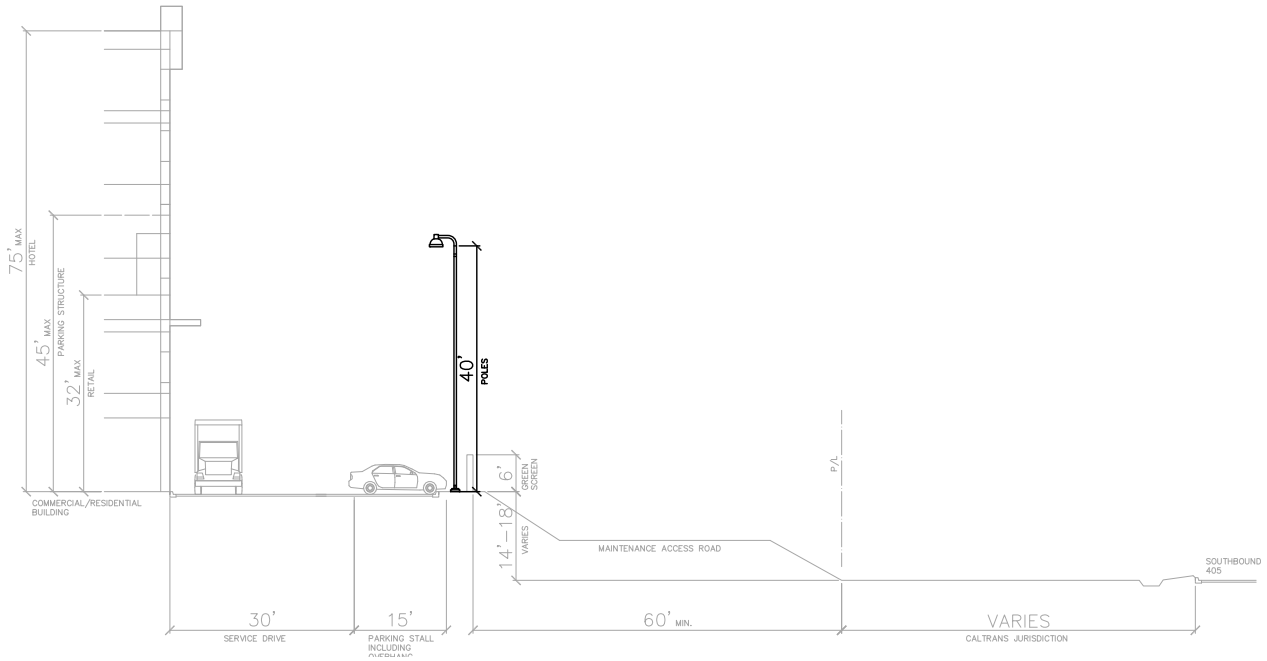
Source: The Planning Center, 2010.

Figure 6.7e Section D - Loop Road (Private)



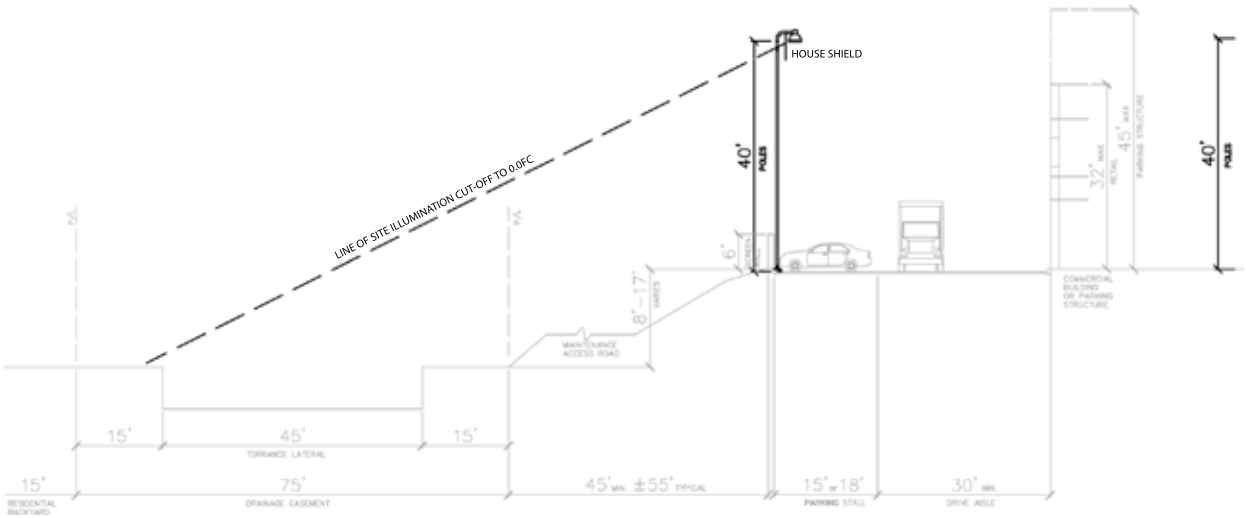
Source: The Planning Center, 2010.

Figure 6.7f Section E - Freeway Edge (I-405/Project Interface)



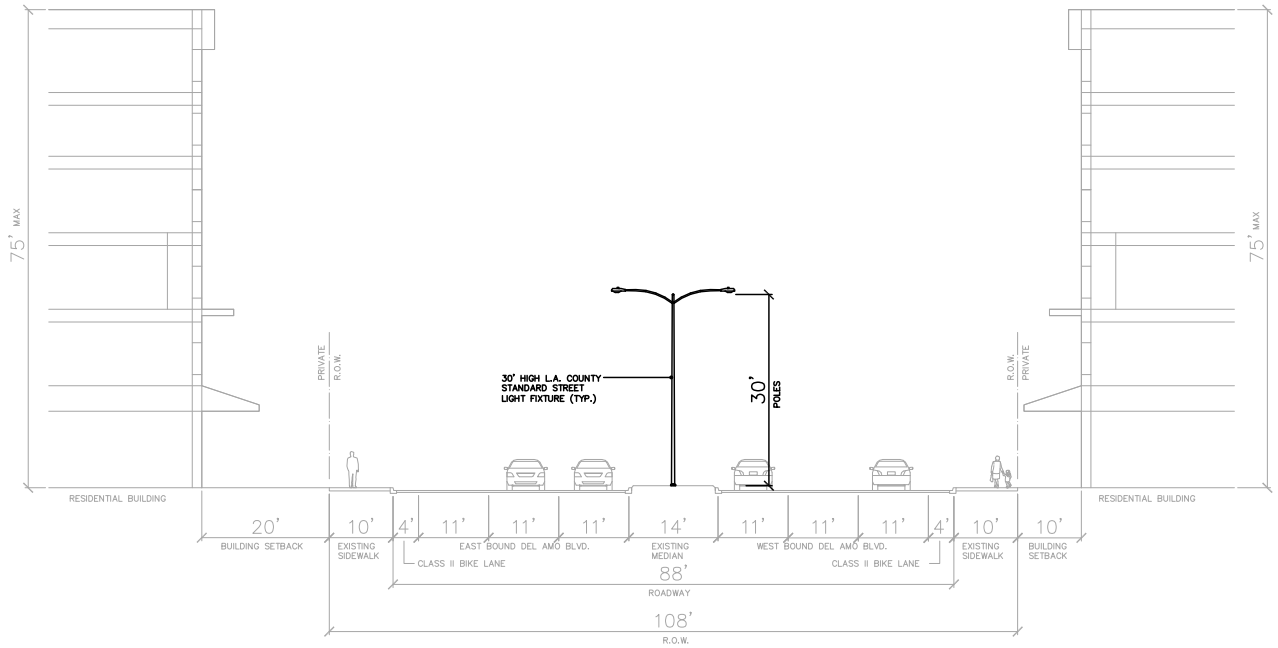
Source: The Planning Center, 2010.

Figure 6.7g Section - F Channel-Adjacent Slope (Residential/Project Interface)



Source: The Planning Center, 2010.

Figure 6.7h Section G - Del Amo Boulevard



Source: The Planning Center, 2010.

6.8 Service, Trash and Utility Areas

A. Service, maintenance, storage and trash areas shall be located in discreet places to the extent feasible while still allowing convenient access for each tenant, and screened with landscaping from adjacent public right-of-ways, public plazas, pedestrian corridors and building fronts.

B. All trash and garbage bins shall be stored in an enclosure and designed to architecturally integrate within the overall design theme of the development.

C. Trash enclosures located in obscured areas such as behind buildings or adjacent to loading areas shall also be screened from view, but the design of the enclosure shall consist of solid fencing only—landscape and decorative treatments are not required in these areas.

D. Trash enclosures shall be constructed of substantial building materials used in the design of the building(s). Gates shall be constructed of durable building materials that screen a minimum of 80 percent of the view of the trash enclosure. Wood or chain link gates are not permitted.

E. Trash enclosures shall include provisions for concrete pads or appropriately designed asphalt sections in front of the enclosure. The area in front of the trash enclosure shall be a minimum of six (6) feet to reduce pavement damage from disposal trucks.

F. When non-residential buildings are adjacent to residential uses, loading and delivery shall be planned to occur on the side of the building away from residences. Loading and delivery areas shall not be located in a required setback area.

G. Service areas and loading docks shall not be directly visible from a public street. Screening shall match the design of the building and the overall landscape design theme of the development.

H. Truck maneuvering/circulation areas adjacent to residential properties shall be designated to prohibit trucks from parking and idling in these locations, except in approved loading spaces or docks.

6.9 Public Art

Public art is an instrumental feature that can be used to create a connection between the public and any particular project or space. Public art makes spaces more interesting, helps to distinguish one place from another by creating landmarks that are easily recognizable, and creates a unique shopping, working or living environment. Art also revitalizes public spaces and makes them more welcoming. By enhancing the overall quality of a project and giving it a unique character, public art increases a project's value. The following are public art requirements and guidelines.

6.9.1 Public Art Requirements

A. Public art within the Specific Plan project area shall be provided for the following:
   1. New residential or commercial development having total project costs of $300,000 or more, as determined by the City's valuation of building permits issued for the development;

   2. Expansion of existing buildings or remodeling of existing buildings when any such work has a building permit valuation of $300,000 or more.

B. Public art provided shall have a value equal to one-half of 1 percent (0.50 percent) of the total building costs (as measured by building permit valuations), excluding land, site development, off-site requirements and remediation costs. The value of the public art shall include the art piece itself and the cost of installation.

C. Public art may be installed concurrently with each building that triggers the public art requirement; or the value of the required public art for each building can be consolidated, or banked, and applied to the provision of larger installations that serve multiple buildings.

D. The public art requirements shall not apply to reconstruction of structures that have been damaged by fire, flood, wind, earthquake or other calamity.

6.9.2 General Provisions

A. Artwork siting and its visibility are important design considerations. The artwork shall be easily visible to the general public and be located in an area specifically designated on the approved building plans. Appropriate locations may include entryways, greenbelts, pathways and building exteriors.

B. Installation of the artwork shall be planned and implemented to enhance the piece and allow for unobstructed public viewing from as many angles as possible.

C. The artwork shall be constructed of permanent materials with a high level of durability and weather resistance and requiring a low level of maintenance.

D. The continued maintenance of the artwork in the specific plan area shall be the responsibility of the property owner. Stolen or vandalized art must be replaced or repaired as close as possible to its original form.

E. Artwork must be designed by artists with experience and knowledge of monumental-scale public art.

F. All forms of original visual art are encouraged, including, but not limited to:

1. Painting of all media, such as portable and permanently affixed works such as murals;

2. Sculpture, which may be in the round, bas-relief, high relief, mobile, fountain, kinetic, electronic, architectural, etc. in any material or combination of materials; and

3. Other visual media including, but not limited to: prints, drawings, stained glass, artistic lighting, mosaics, photography, clay, wood, metals, paving, plant materials, plastics, or other durable and weather-resistant materials.

G. A wide range of styles, materials and types of artworks is encouraged to assure a balanced and interesting collection.

H. Artwork shall be constructed in a size proportional to the scale of the development.

I. Artwork shall be an integral part of the landscaping and/or architecture of the building.

J. Exterior artwork(s) should be adequately lit to be clearly visible from sidewalks during evening hours. Interior artworks should be adequately lit during all hours of public access.

K. To provide diversity in artwork and opportunity among artists, generally not more than five pieces by the same artist are permitted.

L. All art within the Specific Plan area belongs to the project owner. The artist, project developer and architect should be credited for their roles in the art project with a plaque placed near the art piece.

M. Artworks shall be a permanent part of any development within the Specific Plan and must remain in place for the life of the development. If a portion or all of the Project is rebuilt or remodeled, resulting in the movement or removal of art required by the Specific Plan, the required art shall be re-created according to this Public Art section of the Specific Plan.

When property within the Specific Plan area is transferred to new owners, they shall be informed of their responsibility to maintain the artwork and surrounding landscaping and lighting and of their inability to remove any existing artwork without written City approval.

6.10 Noise and Vibration

6.10.1 Noise

A. Where residential uses are potentially exposed to interior or exterior noise levels greater than those permitted by Chapter 5 of the Carson Municipal Code, certification from a licensed acoustical engineer shall be obtained to document attenuation to those maximum levels. The exterior standards shall be measured either at the closer of the property line or the nearest noise sensitive use such as a patio, yard or landscaped open space.

B. Commercial uses shall be designed and operated, and hours of operation limited, where appropriate, so that neighboring residents are not exposed to offensive noise, especially from traffic, trash collection, routine deliveries or late-night activity. No use shall produce continual loading or unloading of heavy trucks at the site between the hours of 8 p.m. and 7 a.m.

C. Prior to issuance of building permits, the applicant shall submit a detailed acoustical study demonstrating that all project structures will meet applicable City interior noise levels and exterior living area noise levels, in accordance with applicable noise standards and zoning regulations.

1. The study shall be prepared by a City-approved acoustical expert, to the satisfaction of the Planning Manager.

2. The study shall document projected ultimate noise exposure for interior office, retail and residential space and shall demonstrate that Project design plans have incorporated adequate sound attenuation measures to achieve the applicable noise standards.

D. Noise mitigation and proper design may include, but shall not be limited to, building orientation, double or extra-strength windows, wall and ceiling insulation, and orientation and insulation of vents. Where it is necessary that windows be closed in order to achieve the required level, means shall be provided for ventilation/cooling to provide a habitable environment.

E. A sound wall may be required at the west property line adjacent to the Torrance Lateral as deemed necessary to minimize visual and noise impacts subject to the approval of the Planning Manager.

6.10.2 Vibration

A. No use, activity or process shall produce continual vibrations or noxious odors that are perceptible without instruments by the average person at the property lines of the site or within the interior of residential units on the site.

6.11 Energy Conservation

The California Energy Code, Part 6 of Title 24, has codified many ways to reduce energy usage. It addresses lighting, building construction and heating/cooling systems. Compliance with this Code results in a reduction of energy usage for any given building or complex. Additional steps can be taken to further reduce the energy usage and reduce operating costs of a building or complex. ~~The Carson Marketplace~~ The Boulevards at South Bay Project will meet or exceed the requirements of Title 24 through measures that may include:

A. Use of light-colored roofing materials to reflect heat and reduce cooling requirements in residential and retail buildings. Energy Star-labeled roofing materials are encouraged.

B. Installation of Energy Star-labeled appliances (e.g., water heaters) to the greatest feasible extent. Solar, electric (efficiency rating of at least 0.92) or lower-nitrogen oxides (as defined by the Air Quality Management District) gas-fired water heaters are strongly encouraged.

C. Participation in programs offered by or sponsored by local utilities such as:
   1. California Energy Star New Homes Program
   2. Residential Property Development Program
   3. California Home Energy Efficiency Rating System (CHEERS) Program
   4. Savings by Design Program

D. Development of a recycling program for residential and commercial uses to recycle paper, glass, plastic and other by-products of business or residential activities.

E. Provision of three electric vehicle charging stations in appropriately spaced locations throughout the Specific Plan area.

6.12 Residential Condominium Requirements

6.12.1 Private Storage Space

A. **Private Storage Space.** ~~Each Unit~~ Units within the Project developed at densities of 25 units per acre or less shall have at least two hundred (200) cubic feet of enclosed, weather-proofed and lockable storage space for the sole use of the unit owner. Units within the Project developed at densities over 25 units per acre shall have at least one hundred (100) cubic feet of private storage space as described above.

~~1. Such space shall have a minimum horizontal interior dimension of three and one-half (3-1/2) feet. The space, if a reach-in type, shall have an opening of three and one-half (3-1/2) feet by six (6) feet, or if a walk-in type shall have a minimum clear access opening of two and one-half (2-1/2) feet by six and two-thirds (6-2/3) feet.~~

1. ~~2.~~ Such space may be provided within individual storage lockers, cabinets or closets, ~~but shall not~~ and may be split among two (2) ~~or more~~ locations. Moreover, it is the intention of this standard to require space over and above that normally associated with the day-to-day functioning of the unit, such as guest, linen or clothes closets or food pantries that are customarily within the unit. Thus, while providing such private storage space within the limits of the unit is not precluded, it shall be over and above that which would otherwise be provided within the unit.

2. ~~3.~~ If such space is located within a common area within the site, the residential association shall be responsible for the care and maintenance of the exterior surface of the space in order to assure that the surface is maintained in a manner compatible with the architectural treatment of the Project. Regardless of the location, the precise architectural treatment of such space shall be approved by the Planning Department to ensure that such areas are safe, convenient and unobtrusive to the functional and aesthetic qualities of the Project.

6.12.2 Treatment of Utilities

A. **Plumbing Shut-Off Valves.** Water supply lines to each unit within the Project shall be fitted with shut-off valves of either a hand valve or screw-stop type. If there are extenuating circumstances which make the installation of such valves impracticable, the Planning Commission may approve a system which provides individual shut-off valves ahead of each fixture within the unit. A shut-off valve shall also be provided ahead of each water-supplied appliance not contained within a unit.

B. **Drip Pans.** Clothes washers, dish washers, hot water heaters and any other appliance which the Building Official determines to be a potential source of water leakage or flooding shall be installed with built-in drip pans and appropriate drains subject to the approval of the Building and Safety Division of the Community Development Department.

C. **Utility Meters.** With the exception of water supply and central heating and/or air conditioning, each utility that is controlled and consumed within the individual unit shall be separately metered in such a way that the unit owner can be separately billed for its use.

D. **Circuit Breakers.** Each unit shall have its own circuit breaker panel for all electrical circuits and outlets which serve the unit. Such panel shall be accessible without leaving the unit.

6.12.3 Isolation of Vibration and Sources of Structure-Borne Noise

A. **Shock Mounting of Mechanical Equipment.** Where units have common walls and/or floors and ceilings, all permanent mechanical equipment such as motors, compressors, pumps and compactors which, because of their rotation, reciprocation, expansion and/or contraction, turbulence, oscillation, pulsation, impaction or detonation, are determined by the Building Official to be a source of structural vibration or structure-borne noise, shall be shock mounted with inertia blocks or bases and/or vibration isolators in a manner approved by the Building Official. Domestic appliances which are cabinet installed or built into the individual units, such as clothes washers and dryers, or other appliances which are determined by the Building Official to be a source of structural vibration or structure-borne noise, shall be isolated from cabinets and the floor or ceiling by resilient gaskets and vibration mounts approved by the Building Official. The cabinets in which they are installed should be offset from the back wall with strip gasketing of felt, cork or similar material approved by the Building Official. Where such appliances utilize water, flexible connectors shall be installed on all water lines. If provision is made within the units for the installation of nonpermanent appliances such as clothes washers and dryers, then permanent rubber mounting bases and surface plates shall be installed in a manner approved by the Building Official.

B. **Location of Plumbing Fixtures.** No plumbing fixture shall be located on a common wall between two (2) separate units where it would back up to a living room, family room, dining room, den or bedroom of an adjoining unit.

C. **Separation of Vents and Lines.** No common water supply lines, vents, or drain lines shall be permitted for contiguous units unless there is at least eight and one-half (8-1/2) feet of pipe between the closest plumbing fixtures within the separate units. The Building Official may approve other methods of isolating sound transmission through plumbing lines where their effectiveness can be demonstrated.

D. **Isolation and Insulation of Lines.** All water supply lines within residential condominium projects shall be isolated from wood or metal framing with pipe isolators specifically manufactured for that purpose and approved by the Building Official. In multistory condominium projects all vertical drainage pipe shall be surrounded by three-quarter (3/4) inch thick dense insulation board or full thick fiberglass or wool blanket insulation for its entire length, including the sections that pass through wood or metal framing.

6.12.4 Attenuation of Noise

A. **General.** Wall and floor/ceiling assemblies separating units from each other or from public or quasi-public spaces such as interior corridors, laundry rooms, recreation rooms, and garages shall provide airborne sound insulation for walls, and both airborne and impact sound insulation for floor/ceiling assemblies.

B. **Airborne Sound Insulation.** All wall assemblies enumerated or alluded to in the previous paragraph shall be of a type of construction that has a minimum rating of 58 STC (Sound Transmission Class). All floor/ceiling assemblies enumerated or alluded to in the previous paragraph shall be of a type of construction that has a minimum rating of 50 STC. Wood floor joists and subflooring shall not be continuous between separate condominium units. Penetrations or openings in the construction for piping, electrical outlets and devices, recess cabinets, bathtubs, soffits, heating, and ventilating and/or air conditioning intake and exhaust ducts, and the like, shall be sealed, lined, insulated or otherwise treated to maintain the required rating, and such treatment shall be approved by the Building Official. Entrance doors to the unit shall be of solid construction and, together with perimeter seals, shall have a minimum rating of 30 STC. Such perimeter seals shall be maintained in effective operating condition.

C. **Impact Sound Insulation.** All separating floor/ceiling assemblies enumerated or alluded to above shall be of a type of construction that has a minimum rating of 69 IIC (Impact Insulation Class). Floor coverings may be included in the assembly to obtain the required ratings, but must be retained as a permanent part of the assembly and may only be replaced by another floor covering that provides the same or greater impact insulation.

D. **Verification of Sound Class.** STC and IIC ratings shall be based on the results of laboratory measurements and will not be subjected to field testing. The STC rating shall be based on the American Society for Testing and Materials system specified in ASTM B90-66t or equivalent. The IIC rating shall be based on the system in use at the National Bureau of Standards or equivalent. Ratings obtained from other testing procedures will require adjustment to the above rating systems.

7.0 DESIGN STANDARDS & GUIDELINES

This section establishes design standards and guidelines to ensure that ~~Carson Marketplace~~ The Boulevards at South Bay will possess an identifiable look and feel. The standards and guidelines in this chapter will shape the development by providing specific design criteria for building orientation, landscaping, walls and fences, and other design elements integral to creating development projects that fit into the theme of the community. Architecture standards and guidelines are also provided to ensure that buildings within ~~Carson Marketplace~~ The Boulevards at South Bay are attractive, relate to one another and create a sense of place.

The pictures and illustrations contained in this section are provided to convey the general design intent of the standards and guidelines and are not intended to require the specific design style depicted. Like development standards, design standards constitute regulations, requirements and by-laws by which development must abide, and are indicated by the use of the word "shall." Design guidelines generally use the word "should" and identify actions or outcomes that are encouraged but not mandatory.

7.1 Site Design & Landscape

7.1.1 Commercial

A. Building Orientation and Site Planning

1. Building placement and orientation shall be organized to create visual interest along public right-of-ways, particularly oriented at intersection nodes, and project entryways.

2. Buildings shall be oriented so that public access or windows face public spaces.

3. Multiple buildings in a single area should be grouped and organized to demonstrate a positive functional relationship to one another. The grouping of multiple buildings should be clustered to create functional plazas and pedestrian corridors. Where clustering is impractical, a visual link should be established between buildings through the integration of an arcade system, trellis, colonnade or other such open structure.

4. Buildings with special architectural elements, such as clock towers, should be positioned on corners of significant intersections or entryways to enhance the sense of arrival and project monumentation. This does not preclude landmark structures, public plazas or project entry monumentation/signage at these locations.

5. Stacking lanes for drive-through food service windows shall accommodate a stacking for at least eight (8) cars and all other service widows shall accommodate stacking for at least four (4) cars.

6. Drive-through businesses shall be visually screened and shall be situated so as to not block any other drive aisle or parking space.

7. Drive-throughs shall be separated from residential properties by an intervening building or a maximum six (6) foot high wall and a ten (10) foot wide buffering landscape strip.

B. Public Spaces and Pedestrian Circulation

1. Areas other than those spaces occupied by buildings, the first nine feet surrounding all public (non-service) sides of the buildings, parking, service drives or other surface circulation should be used as plaza areas with amenities such as enhanced landscape/ hardscape, outdoor seating areas, trellises, ornamental trees, benches, planters, open space, water features, public art, and pedestrian-accessible spaces.

2. Public plazas shall be located near building entrances or areas of high pedestrian traffic to ensure their use and highest functionality. Buildings clustered together should coordinate their public plaza space with one another to provide larger plaza spaces that are centrally located and serve multiple uses.

3. Public plazas shall be oriented to maximize the visual and physical link from public right-of-ways and pedestrian corridors.

4. Public plazas should be either contiguous or connected via landscaped pedestrian walkways.

5. Pedestrian circulation shall be located primarily along internal roadways and building frontages to provide safe pedestrian crossing

and access through the commercial area. The space between the sides of buildings should incorporate seating areas and enhanced pedestrian connections where appropriate.

6. Pedestrian connections through the parking fields to Loop Road should provide landscaping and amenities to create visual interest, pedestrian access and rest breaks over longer distances of pavement. A minimum five (5) foot wide sidewalk with five (5) feet of landscaping (either on one side or in total on both sides) should be provided through these pedestrian connections.

7. Pedestrian circulation should be enhanced with landscape/hardscape treatments to provide a pedestrian-friendly shopping environment.

8. Bike racks shall be provided at convenient locations throughout ~~Carson Marketplace~~ The Boulevards at South Bay.

C. Parking Lots

1. Parking lot entryways and primary intersection nodes should be treated with special landscape elements, such as special paving, graphic signage, specialty lighting, ornamental trees, or flowering plants, that will provide an identity to the project.

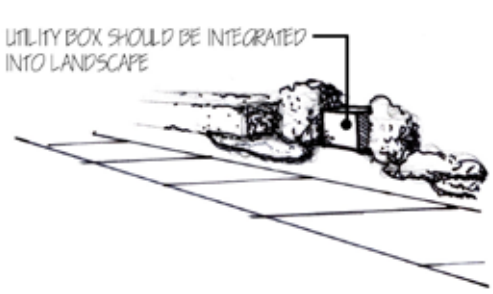
2. No more than 10 percent of the required parking should be in the rear service area of a project site, with the exception of the Lifestyle & Entertainment Area.

3. Parking structures shall be screened and shall include architectural detailing, façade treatment, artwork, landscaping, or similar visual features to enhance the street façade.

D. Landscape

1. Landscape treatments shall be used to enhance intersection nodes, public right-of-ways, building fronts, pedestrian corridors, and public plazas.

2. All areas not utilized for parking, buildings, plazas or access/circulation should be landscaped to the back of curb.



3. Landscape treatments should be used to screen the visual impacts of parking areas, sides of buildings and service, trash and utility areas.

4. Landscaped areas should be irrigated with permanent automatic irrigation systems.

E. Walls and Fences

1. Walls and fences shall be utilized to minimize the visual impacts of commercial development along the perimeter of the site.

2. Solid walls shall be screened with ornamental trees and plant material at a minimum of three (3) feet in height.

3. A landscape treatment should be applied to spaces between a wall or fence and the adjacent sidewalk.

4. Design of all walls and fencing shall be consistent in terms of material, color and detail with the architecture of the project.

5. The application of materials, colors, textures and alignment in the design of walls shall be used to relieve visual monotony. Pilasters should be placed at wall terminus points and as determined to be necessary for improved aesthetics.

F. Service, Trash and Utility Areas

1. All trash enclosures should be screened with landscape treatment if located adjacent to or within a landscaped area. Potted plants may be used in landfill areas.

2. Exterior on-site utilities, including sewer, gas, water, electric, telephone, and communications equipment should be installed underground, where feasible. Transformers and other utility equipment that must be above ground should be screened and incorporated into the landscape wherever possible.

3. Trash enclosures shall be located on a four-inch concrete pad screened by a six-foot-high decorative concrete block wall that is compatible with the architectural design of the main building. When adjacent to multistory buildings, said enclosure shall incorporate an opaque decorative gate, a screened pedestrian access door and decorative beams or other roofing material to provide visual screening from said multistory buildings. Trash enclosure design is to be approved by the Planning Manager prior to issuance of any building permit(s).

7.1.2 Residential

A. Building Orientation and Site Planning

1. Residential buildings shall emphasize pedestrian access and connections to public sidewalks, paths, recreational facilities and enhanced edges.

2. Structures should be configured and oriented to afford a sense of individuality and privacy and to create small-scale public spaces.

3. Where possible, the housing should be oriented to streets and pedestrian walkways.

4. Windows of interior living spaces should overlook streets and public spaces.

5. Front doors and entrances to buildings shall be clearly defined and articulated and shall be easily recognizable from pedestrian and vehicular vantage points.

6. Residential units shall be designed to ensure the security of residents through the provision of secure entrances and exits that are separate from non-residential uses and are directly accessible to parking areas. Non-residential and residential uses shall not have common entrance hallways or common balconies. These separations shall be shown on the development plan and shall be permanently maintained.

B. Public Spaces and Pedestrian Circulation

1. Recreational facilities shall be conveniently and centrally located for the majority of units.

2. Entrances and exits (both auto and pedestrian) for residential projects should be integrated with the entries of adjacent commercial sites so that internal access opportunities between uses are maximized.

3. Residential uses shall have one off-street loading space or moving plaza for every 150 units.

4. Loading spaces or moving plazas shall be located near the entries and/or elevators.

5. Loading spaces or moving plazas shall be incorporated into the design of vehicular access areas.

6. Decorative paving, removable bollards and potted plants are permitted and encouraged to enhance loading spaces and moving plazas.

7. Loading spaces and moving plazas may be located on a local or connector street with the approval of the Traffic Engineer. The adjacent parkway and setback landscape treatment shall be designed to allow for loading and unloading.

C. Parking

1. The size and placement of garages should be varied, although garage "rows" in service areas hidden from view are acceptable. Garages shall not dominate the street scene.

2. Parking structures shall be screened and shall include architectural detailing, façade treatment, artwork, landscaping, or similar visual features to enhance the street façade.

D. Landscaping

1. Landscape treatments shall be used to enhance intersection nodes, public right-of-ways, building fronts and pedestrian corridors.

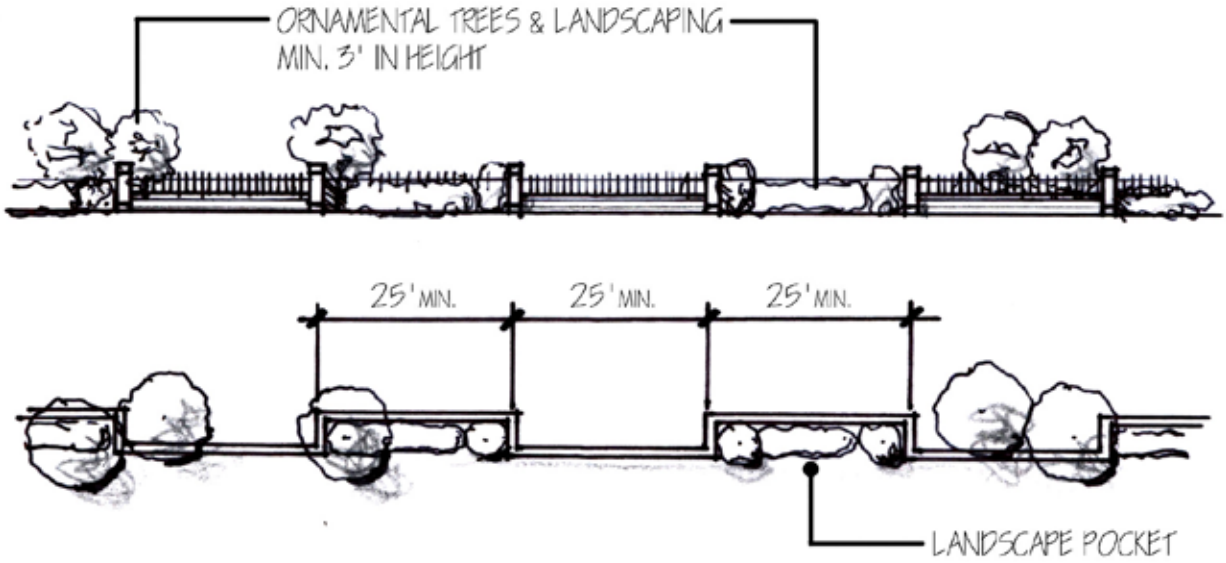
2. Landscaping around the entire foundation base of buildings should be provided to enhance the area between the parking areas, walkways and the structures.

E. Walls and Fences

1. A combination of solid and transparent barriers should be used to separate the residential component of ~~Carson Marketplace~~ The Boulevards at South Bay from Del Amo Boulevard and Main Street. Fencing should vary in setback, providing landscape recesses and flat expanses of wall no longer than 25 feet in length.

2. View fences shall include landscape sufficient to screen views of private yards from adjacent properties and public rights-of-way.

3. A maximum six-foot wall or fence may be incorporated for ground-floor screening of



private outdoor space of residences. Other barrier alternatives such as a landscape screen may be used if noise is not a major consideration.

4. A landscape treatment shall be applied to spaces between a wall or fence and the adjacent sidewalk.

5. Design of all walls and fencing shall be consistent in terms of material, color and detail with the architecture of the project.

F. Service Areas and Trash Enclosures

1. Service, maintenance, storage, and trash areas shall be located in discreet places to the extent feasible while still allowing convenient access for each tenant, and screened with landscaping from adjacent public right-of-ways, public plazas, pedestrian corridors and building fronts.

2. Exterior on-site utilities, including sewer, gas, water, electric, telephone and communications equipment should be installed underground, where feasible. Transformers and other utility equipment that must be above ground should be screened and incorporated into the landscape wherever possible.

3. Trash enclosures shall be located on a four inch concrete pad screened by a six foot high decorative concrete block wall that is compatible with the architectural design of the main building. When adjacent to multi-story buildings, said enclosure shall incorporate an opaque decorative gate, a screened pedestrian access door and decorative beams or other roofing material to provide visual screening from said multi-story buildings. Trash enclosure design is to be approved by the Planning Manager prior to issuance of any building permit(s).

7.1.3 Mixed-Use

The design standards and guidelines described above for individual commercial and residential uses shall also apply to horizontally and vertically mixed-uses. Additional standards and guidelines for mixed-uses are provided below.

A. Building Orientation and Site Planning

1. The ground level of buildings shall provide visual and functional interest for the pedestrian and motorist through extensive window space, pedestrian-scale signs, sitting areas, varied entrances and architectural detailing.

2. The residential units shall be designed to ensure the security of residents through the provision of secured entrances and exits that are separate from the non-residential uses and are directly accessible to parking areas. Non-residential and residential uses shall not have common entrance hallways or common balconies. These separations shall be shown on the development plan and the separations shall be permanently maintained.

B. Public Plazas and Pedestrian Circulation

1. Pedestrian access from residential parking areas to commercial areas is encouraged through the use of restricted access pedestrian gates to facilitate access for residents to adjacent commercial services.

C. Parking

1. In vertically mixed uses, parking spaces designated for non-residential and residential uses shall be marked by the use of posting, pavement markings or physical separation.

7.2 Architecture

7.2.1 Commercial

A. Building Massing, Scale and Form

1. Buildings and structures shall be designed at a human scale that is inviting and attractive. The scale of buildings shall relate to adjacent public plazas, pedestrian corridors and other surrounding buildings. They should typically comply with the heights specified in Table 6.2-2. However, buildings within the centralized, retail "entertainment" component of Development District 2, heights for secondary and major feactures may deviate from the Table where it can be demonstrated that such deviation enhances the visual attractiveness of the immediate public space, and is appropriate in scale to the surrounding buildings and outdoor pedestrian space subject to Administrative Design Overlay Review.

2. Building facades and footprints shall be articulated to reduce the large scale and often

uniform, impersonal appearance of many large retail buildings and to provide visual interest. Building facades shall vary in height or vary the planes of exterior walls in depth and direction. There shall be no long flat expanses of walls that exceed 50 feet (150 feet for buildings larger than 50,000 square feet) without incorporating at least two of the following: color change, material change, texture change, plane projections of recesses, trellises, balconies or windows.

3. Articulated facades should be integrated on all sides of the building visible to the interior of the site or to uses or roadways off-site. The intent is to continue attractive surface detailing which strengthens community design themes and the character and quality of the development.

4. Ground floor facades that face public right-of-ways should integrate arcades, display windows, entry areas, awnings, or other pedestrian-friendly design elements.

5. Building heights shall relate to the adjacent non-building area to address sunlight penetration, ventilation, protection from prevailing winds, public view enhancement, and view preservation.

6. The presence of smaller retail stores gives a commercial center a "friendlier" appearance by creating variety, breaking up large expanses and expanding the range of activities. Windows and window displays of such stores should be used to contribute visual interest of exterior facades.

7. Larger buildings may employ a multiple-unit facade to give the appearance of many smaller stores, similar to that of a downtown.

B. Style and Design Details

1. Wall treatments shall contain panelized accents in replace of faux windows.

2. Both regular and irregular fenestration should be used to add visual interest.

3. Attention to detail and design shall be placed on the Lifestyle & Entertainment Area more than any other commercial type use. Dynamic, playful storefronts with extensive use of planter walls and seating, enhanced trellises with flowering vines, accent or festive lighting, integration of focal objects such as water, murals, sculpture, or topiary, should be used to enhance the quality of this environment.

4. Storefronts shall integrate awnings, bays, openings and entryways to express individuality.

C. Material and Color

1. Buildings and structures within the development shall be aesthetically pleasing and compatible with materials and colors used in adjoining buildings to enhance the overall theme and identity.
2. Facades shall utilize low reflecting, subtle, neutral or earth tone colors, with the exception of the Lifestyle & Entertainment Area where a more vibrant use of color is encouraged in combination with the earth tones. The use of high-intensity colors, metallic colors, black or fluorescent colors is prohibited.

7.2.2 Residential

A. Massing, Scale and Form

1. Building facades and footprints shall be articulated to vary the streetscape and provide visual interest. Building facades shall vary in height or vary the planes of exterior walls in depth and direction to break up the box-like mass and scale of buildings.

2. Rooflines shall employ varied articulation on vertical and horizontal planes for visual relief to the tops of buildings. Other elements such as towers and piers may also be used to break up the horizontal massing.

3. There shall be no long flat expanses of walls that exceed ~~50~~ 75 feet without incorporating at least two of the following: color change, material change, texture change, plane projections of recesses, trellises, balconies or windows.

4. The architecture facing a pedestrian area shall exhibit a human scale of detail, such as awnings, moldings, pilasters and other architectural details.

5. Stairs, balconies, porches and patios shall be integrated into the overall building design.

6. Upper stories should be set back to diminish building mass consistent with the specific architectural style.

B. Style and Design Details

1. Building architecture shall vary and yet be of a consistent design theme. Avoid diverse elements of different styles.

2. Carports and garages shall be designed as an integral part of the architecture of the

development. They shall be the same in materials, color and detail to the principal buildings of the development.

3. Exterior elevations shall receive architectural treatments, with an emphasis on the front façades.
4. Each unit should be designed to be individually recognizable through the use of balconies, setbacks, projections and patterns of windows and doors.

5. Architectural elements and accessories shall be provided on the building mass, which may include arcades, balconies, towers and decorative lighting. Details such as lower wainscoting or built-up/recessed features can add interest to the building elevations.

6. Individual television and radio antennae shall be prohibited outside any unit. The applicant shall provide either central antennae with connections to each unit via underground or internal wall wiring, or each unit shall be served by a cable antenna service provided by a company licensed to provide such service within the City. Any satellite dishes shall be screened from public view.

C. Materials and Color

1. Buildings and structures within the development shall be aesthetically pleasing and compatible with materials and colors used in adjoining buildings to enhance the overall theme and identity. A variation in colors, materials and textures is encouraged however, unusual colors and patterns should be avoided.

2. Coordinate color and finishes on building exteriors of all elevations of a building to provide continuity of design.

3. Compatible colors should be blended in a single façade or composition to add character and variety.

4. Building façades shall be constructed of durable, high-quality building materials exhibiting rich texture and conveying as sense of permanence. Materials may include manufactured or natural brick, stone, precast concrete decorative block and stucco.

5. Exterior materials of metals or unfinished concrete block shall not be permitted.

7.2.3 Mixed-Use

The design standards and guidelines described above for individual commercial and residential uses shall also apply to horizontally and vertically mixed-uses.

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8.0 IMPLEMENTATION

8.1 Review and Approval Process

Approval of development within ~~the Carson Marketplace~~ The Boulevards at South Bay Specific Plan shall be subject to the review process set forth in this section. Chapter 1 of Article IX of the Carson Municipal Code (CMC) shall apply to matters not covered in this Specific Plan. If there is any conflict between the provisions of this Specific Plan and Chapter 1 of Article IX of the CMC, the provisions of this Specific Plan shall control.

8.1.1 Subdivisions

Unless specifically provided for in ~~this Carson Marketplace~~ The Boulevards at South Bay Specific Plan, the regulations set forth in Chapter 2 of Article IX of the CMC, entitled "Subdivision Regulations," shall apply to all divisions of land hereafter made of property within the Marketplace Specific Plan.

8.1.2 Residential Condominiums

The regulations set forth in Chapter 3 of Article IX of the CMC, entitled "Standards and Criteria for Residential Condominiums," shall not apply to residential condominiums within the Marketplace Specific Plan.

8.1.3 Amendments to Specific Plan

Amendments to the Marketplace Specific Plan shall be processed in accordance with the applicable provisions of state law provided in California Government Code sections 65450, et seq. The procedure in Section 9172.11 of the CMC shall be followed for hearing, notice and decision of a Specific Plan Amendment by the Planning Commission and City Council.

8.1.4 Minor Modifications

A. The following minor modifications to the Marketplace Specific Plan do not require an amendment to the Specific Plan and are subject to review and approval by the Planning Manager. The Planning Manager shall have the discretion to refer a minor modification request to the Planning Commission. A request for a minor modification shall not require a public hearing and may be approved, conditionally approved or denied. The following are minor modifications:

1. To allow a decrease not exceeding 10 percent in required minimum setbacks.

2. To allow walls or fences to exceed the height limit by a maximum of one foot.

3. To allow expansion or reduction of the net acreage covered by a given Development District within the Specific Plan by no more than 10 percent.

4. To allow a decrease not exceeding 10 percent of the required area for landscape coverage in parking lot areas.

5. Modifications of a similar nature to those listed above, which are deemed minor by the Planning Manager, and which are in keeping with the intent of this Specific Plan.

8.1.5 Interpretation

In cases of uncertainty or ambiguity as to the meaning or intent of any provision of this Specific Plan, the Planning Manager shall prepare a written interpretation which shall be generally applicable to all future situations of the same type. The interpretation shall be based upon and consistent with the intent of this Specific Plan. The written interpretation shall be transmitted to the property owners and any pending applicant of property within ~~the Carson Marketplace~~ The Boulevards at South Bay Specific Plan. Any property owner or applicant may appeal the interpretation to the Planning Commission and then to the City Council in accordance with CMC section 9173.4, except an appeal must be filed within 10 days of the date of the Planning Manager's notice or the Commission's action, and the appellate body shall have 45 days from the filing of the appeal to make a decision.

8.1.6 Conditional Use Permit

Applications for permitted uses set forth in Table 6.1 of section 6 of this Specific Plan that require approval of a conditional use permit shall be processed in accordance with the provisions of section 9172.21 of the CMC.

8.1.7 Major Modification

A "major modification" shall be defined as a modification to the development standards other than a minor modification as defined in section 8.1.4 herein. Applications for a major modification shall be subject to review and approval by the Planning Commission. Notice and hearing for a major modification shall be as set forth in section 9172.21 (B) and (C) of the CMC. After the hearing, the Planning Commission shall, by resolution, render its decision. The Planning Commission shall approve a major modification if it makes the following findings:

A. The modification is consistent with the goals and policies of the Specific Plan.

B. The modification is not detrimental to the public health, safety or welfare.

C. The modification does not create a nuisance or hazard.

D. The modification does not have a significant effect on adjoining properties or the immediate neighbors.

In approving a major modification, the Planning Commission may impose conditions as deemed necessary to protect the public's health, safety and welfare, and to assure compliance with the objectives of the Specific Plan.

8.1.8 Site Plan and Design Review

A. Applications for proposed construction of structures and site improvements require site plan

and design review approval as set forth in this subsection. A Development Plan, as defined in section 9191.184 of the CMC, shall be submitted to the Planning Division. The Planning Division shall determine if the submitted Development Plan is in substantial conformance with the Illustrative Plan set forth in Section 4.0 of this Specific Plan (the "Illustrative Plan").

B. If the Planning Division determines that the submitted Development Plan is in substantial conformance with the Illustrative Plan and Land Use Summary, then the Planning Division shall review and take action on the submittal. Review by the Planning Division shall not require a public notice hearing. The Planning Division may approve, conditionally approve or deny the submitted Development Plan. The Planning Division shall approve the Development Plan upon finding the following, as applicable:

1. Substantial conformity with ~~the Carson Marketplace~~ The Boulevards at South Bay Specific Plan, including the Illustrative Plan and Table 4 Land Use Summary and, if applicable, the Equivalency Program requirements.

2. Substantial conformity with applicable landscape provisions of this Specific Plan, including, as applicable, specially themed landscape treatments at key locations, landscape coverage in parking lots, landscape coverage on parking structures visible to residences, landscaping of trash enclosures and mechanical equipment, and proper plant palette for the project. The landscape plan shall also comply with the City's Water Efficient Landscape Ordinance, section 9168.1 of the CMC.

3. Substantial conformity with the design guidelines of this Specific Plan, including, as applicable, siting, building mass, fences and walls, color and materials, building detail, land use compatibility, noise attenuation, internal circulation, parking, trash enclosures, loading, delivery, service, storage areas, mechanical equipment, and accessory structures.

4. Substantial conformity with the signage guidelines of this Specific Plan, including, as applicable, the size, height, number, lighting, and location of signs so as to be compatible with the buildings, surrounding uses, and location.

5. That the lighting plan is adequate for on-site coverage, but shall not interfere with off-site activities or intrude on adjacent residential uses.

C. If the Planning Division determines that the submitted Development Plan is not in substantial conformance with the Illustrative Plan, Land Use Summary, and Specific Plan, then the Development Plan shall be referred to the Planning Commission to review and take action on the submittal. Notice and hearing for a Development Plan review shall be as set forth in section 9172.21 (B) and (C) of the CMC. The Planning Commission may approve, conditionally approve or deny the submitted Development Plan. The Planning Commission shall approve the Development Plan upon finding the following, as applicable:

1. Substantial conformity with ~~the Carson Marketplace~~ The Boulevards at South Bay Specific Plan, including the Illustrative Master Plan and Table 4 Land Use Summary and, if applicable, the Equivalency Program requirements.

2. Substantial conformity with applicable landscape provisions of this Specific Plan, including, as applicable, specially themed landscape treatments at key locations, landscape coverage in parking lots, landscape coverage on parking structures visible to residences, landscaping of trash enclosures and mechanical equipment, and proper plant palette for the project. The landscape plan shall also comply with the City's Water Efficient Landscape Ordinance, section 9168.1 of the CMC.

3. Substantial conformity with the design guidelines of this Specific Plan, including, as applicable, siting, building mass, fences and walls, color and materials, building detail, land use compatibility, noise attenuation, internal circulation, parking, trash enclosures, loading, delivery, service, storage areas, mechanical equipment, and accessory structures.

4. Substantial conformity with the signage guidelines of this Specific Plan, including, as applicable, the size, height, number, lighting, and location of signs so as to be compatible with the buildings, surrounding uses, and location.

5. That the lighting plan is adequate for on-site coverage, but shall not interfere with off-site activities or intrude on adjacent residential uses.

D. In determining whether a Development Plan is in "Substantial conformance with the Illustrative Plan, Land Use Summary and Specific Plan," the Planning Division (or higher body, if applicable) shall consider the following:

1. The Illustrative Plan in Section 4.0 provides a conceptual plan of development in three Development Districts ("DD")—DD1, DD2, and DD3. In DD1 and DD3, the Illustrative Plan provides for a mixture of residential uses and commercial uses. In DD2, the Illustrative Plan provides for a wide mix of different commercial uses, including Regional Commercial, Commercial Recreation & Entertainment, Neighborhood-Serving Commercial and Restaurants, along with a proposed Hotel.

   As shown in the Illustrative Plan, a large portion of the Regional Commercial is located in DD2 on the southern and western border along the Torrance Lateral, the Hotel is located on the southeast corner along the 405 freeway, additional Regional Commercial is facing the 405 freeway on the east, and a major Commercial Recreation & Entertainment element, with Restaurants, is located in the northeastern and central portion of DD2. In addition, Neighborhood-Serving Commercial is located along the northern portion of DD2, and various pads are also located in DD2. The Land Use Summary in Table 4.1 provides a textual description of the proposed mix of residential and commercial uses in the three Development Districts.

2. In DD3, if the submitted Development Plan provides for a mixture of residential uses and commercial uses in a substantially similar ratio as shown in the Illustrative Plan and Land Use Summary, and the location of the residential buildings and commercial buildings are substantially similar as shown on the Illustrative Plan, then the submitted Development Plan shall be in substantial conformance with the Illustrative Plan and the Land Use Summary.

3. In DD1, if the submitted Development Plan provides for a mixture of residential uses and commercial uses in a substantially similar ratio as shown in the Illustrative Plan and Land Use Summary, and the location of the residential buildings and commercial buildings are substantially similar as shown on the Illustrative Plan, then the submitted Development Plan shall be in substantial conformance with the Illustrative Plan and the Land Use Summary.

4. In DD2, if the submitted Development Plan provides for a mixture of commercial uses in a substantially similar location as shown in the Illustrative Plan and Land Use Summary, then only the portion of the Development Plan not in conformance shall be referred to the Planning Commission for review and approval.

E. Notice of the decision by the Division shall be mailed to the applicant. The Planning Commission and City Council may appeal the decision to the Planning Commission and then to the City Council in accordance with section 9173.4 of the CMC.

8.1.9 Other Considerations

A. An Internal Circulation Report shall be submitted to the Traffic Engineer. This report shall be approved before any building permits can be issued. The internal roadways, sidewalks and bike paths shall be constructed pursuant to the approved Internal Circulation Report.

B. Due to variations in parking demand and needs of each project, vehicle parking requirements and the design of the parking areas, including ingress and egress, shall be determined based upon information contained in a parking demand study prepared by an independent traffic engineer hired by the City. The parking demand study shall be prepared at the property owner's/developer's expense and provided at the time of the application for the use.

C. All on-site intersection spacing and access openings shall be subject to approval by the City of Carson Traffic Engineer.

D. Prior to approval of any building permit, a construction truck traffic routing plan shall be submitted to the City of Carson Traffic Engineer for approval. The truck traffic routing plan shall emphasize that truck traffic avoid residential areas.

E. 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 Manager prior to the issuance of any building permit.

F. A Public Safety Plan which addresses on-site security and the level of Sheriff's staffing both for the on-site security office and patrol cars will be submitted for approval by the City and the Los Angeles County Sheriff's Department.

G. Issuance of grading or building permits for Development Districts 1 and 2 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.

H. Prior to issuance of building permits for residential units, unless determined by the Planning Manager, the applicant shall submit a detailed acoustical study demonstrating that all project structures will meet applicable City interior noise levels and exterior living area noise levels, in accordance with applicable noise standards and zoning regulations.

I. Prior to approval of any building permit, a trash enclosure design shall be submitted to the Planning Manager for approval.

J. A comprehensive recycling plan consisting of a construction debris recycling program and a general recycling program for residential and commercial uses shall be included with plan submittals prior to building permit approval.

K. Focused burrowing owl surveys shall be conducted prior to the beginning of any Project-related ground disturbance if such work occurs during the owl's nesting season (March through April).

8.2 Maintenance

Maintenance of private/quasi-public open space and recreation facilities, private roadways, commercial circulation and common landscape areas, and residential common areas will be the responsibility of the residential and commercial associations that are formed within the Specific Plan area. Maintenance and upkeep of common areas and amenities must also comply with the Master Association Codes, Covenants, and Restrictions (CC&Rs) that govern the Project Site.

The associations shall be responsible for private roads parking, open space areas, signing, landscaping, irrigation, common areas, on-site sewers, storm drains, retention basins and other responsibilities as necessary.

To the maximum extent feasible, services for property maintenance and property management shall include the utilization of alternative fuel vehicles and electric equipment in order to minimize air quality impacts.

8.3 Equivalency Program

~~The Carson Marketplace~~ The Boulevards at South Bay Specific Plan incorporates an Equivalency Program that would allow the composition of on-site development to respond to the future needs and demands of the southern California economy and changes in Project requirements. The Equivalency Program will provide flexibility for modifications to land uses and square footages within the site, so long as the limitations identified in Section 8.3.1 are not exceeded. The Land Use Equivalency Program provides a framework within which permitted land uses, pursuant to Section 6.1, can be exchanged for certain other permitted land uses, so long as the limitations of the Equivalency Program are satisfied.

Table 8.3 provides a sample listing of the equivalency ratios that have been established for the potential on-site land uses. The equivalency ratios are expressed in terms of thousands of square feet of floor area for commercial uses, rooms for hotels, and dwelling units for residential uses. An example of an

equivalency transfer would be a transfer of 100,000 square feet of shopping center to 38,000 square feet of supermarket development (e.g., 100,000 x 0.38 = 38,000). A comprehensive matrix of conversion factors can be found in Appendix F.

Table 8.3
Equivalency Matrix: Examples of Land Use Conversion Factors

Land use	Equivalency to 1 KSF of Shopping Center	Equivalency to 1 KSF of Regional Supermarket	Equivalency to 1 KSF of Quality Restaurant	Equivalency to 1 Room of Hotel	Equivalency to 1 DU of Apartments	Equivalency to 1 DU of
Shopping Center	–	1.96 KSF	1.73 KSF	0.22 KSF	0.2 KSF	0.13 KSF
Supermarkets	0.38 KSF	–	0.73 kSF	0.09 KSF	0.09 KSF	0.05 KSF
Quality Restaurant	0.27 KSF	0.64 KSF	–	0.07 KSF	0.1 KSF	0.07 KSF
Hotel	2.61 Rooms	5.11 Rooms	7.94 Rooms	–	0.78 Rooms	0.55 Rooms
Apartments	n/a	n/a	n/a	n/a	–	0.62 DU
Condominiums	n/a	n/a	n/a	n/a	1.44 DU	–

Source: PCR, 2005.

8.3.1 Limitations

The land use on any portion of the site may be exchanged for another land use, so long as the new use is otherwise permitted by this Specific Plan, and the new use does not cause impacts that are greater than those identified in the certified EIR for the Specific Plan. Such determination shall be based on consideration of the following factors:

A. The development shall be in compliance with all provisions of the Specific Plan and implement all applicable mitigation measures as set forth in the Project's Mitigation Monitoring and Reporting Program.

B. Conversion of the uses shall not cause any of the threshold levels shown in the certified EIR to be exceeded. If the uses proposed as part of this plan, or any newly proposed uses are found to be equivalent using the matrix provided in Table B of Appendix F, the impacts are considered to be below the threshold levels identified in the certified EIR and Table A of Appendix F.

C. Prior to implementing the Equivalency Program, an implementation manual describing the program and the process—including directions on how to classify a proposed use, directions on how to apply traffic generations rates, and a tracking tool to ensure the maximum thresholds for trips, water consumption, wastewater generation and solid waste generation in the certified EIR are not exceeded–shall be submitted to the Planning Division and approved by the Planning Manager. The Implementation Manual will serve as a companion and supplement to the provisions identified in this section.

8.3.2 Use Classification and Impact Assessment Procedures

A. Accurate classification of the proposed use is necessary to apply the equivalency program effectively. Appendix F includes Tables, A through C, that list all of the possible use classifications along with impacts and conversion factors. If the proposed land use clearly matches one of the designations in Table B, then the conversion factor in the table can be applied and the new impact calculated. If the proposed use does not match exactly with one of the designations, a use that is equivalent to the use in question can be used. The discussion in Section 8.3.2(C) can help to classify the use for impact assessment purposes in the event that a proposed use does not match exactly with a use designation and does not have an equivalent use that can be applied.

B. After the original and proposed uses have been classified, the impacts for the proposed use can be calculated. Tables A, B and C in Appendix F will be used for substitution and impact calculation.

1. Table A includes the various project impacts and their corresponding thresholds that have been identified in the EIR. Grading, Air Quality, Residential Development, and Utility Use are shown with the corresponding maximum threshold levels identified for this Project. These thresholds were set as maximums, not to be exceeded.

2. Table B facilitates the conversion of traffic impacts from one use to another. It includes traffic impact conversion factors for various uses and square footages. By using this table, one can assess whether use or square footage substitutions will result in a yield that exceeds the current traffic impact used in the EIR.

3. Table C comprehensively breaks down specific use classifications and shows the current plan's traffic impacts. This table is helpful when classifying various commercial uses or comparing proposed use impacts (generated from factors in Table B) to the planned use impacts of the existing plan.

C. Classifying Commercial Uses

Potentially, the many variations of commercial uses can be more difficult to define and classify than residential uses. For Impact assessment purposes, it will be necessary to classify the commercial use as either part of a retail center or as a stand-alone use. If more like a stand-alone use, the ITE code should be used to categorize and evaluate impacts. If the use does not match with a land use designation category, does not have an applicable equivalent use, and is not a stand-alone use, then the use in question should be categorized as "regional center."

To help with this classification, Table C in Appendix F certain land use divisions. Additionally, the definition of a "shopping center" use is included below to further aide commercial use classification. The "shopping center use," ITE code 820, is defined as follows:

"A shopping center is an integrated group of commercial establishments that is planned, developed, owned and managed as a unit. . . . A shopping center also provides on-site parking facilities sufficient to serve its own parking demands. . . . Over 650 shopping centers including neighborhood centers, community centers, regional centers, and super regional centers were surveyed for this land use. Some of these centers contained non-merchandising facilities, such as office buildings, movie theaters, restaurants, post office, banks, health clubs, and recreational facilities (e.g. ice skating rinks or indoor miniature golf courses). . . . Many shopping centers, in addition to the integrated unit of shops in one building or enclosed around a mall, include outparcels (peripheral buildings or pads located on the perimeter of the center adjacent to the streets and major access points). These buildings are typically drive-in banks, retail stores, restaurants, or small offices."

The definition does not include large, stand-alone, warehouse type retail facilities (superstores). These uses are more intense than traditional shopping centers and generate more trips. Therefore, the EIR traffic analysis includes such uses separately for a more conservative analysis. (Seven of the twenty land use categories in the trip generation table are types of superstore.)

Other retail, entertainment and recreation uses in the trip generation table are uses that might also occur under a shopping center context. However, when these uses occur in a stand alone context their trip generation rates are higher. Subsequently, if the use in question acts like a stand-alone use, it can be classified as such. If not, it must be classified as a "shopping center."

8.3.3 Submittal and Approval Procedures

Conversion of uses under the Equivalency Program shall occur through the following procedures:

A. Conversion of uses shall occur by the Applicant filing a request for such action with the Planning Division of the Department of Development Services. This request shall specifically identify the exchange in land uses proposed at that time, accompanied by information which provides sufficient data to review the request, pursuant to the limitations of Section 8.3.1.

B. The approval of the conversion of uses under the Equivalency Program shall occur under the ministerial review of the Planning Manager.

C. Upon ministerial review, the Planning Manager must determine that the proposed conversion of land uses would not result in any environmental impacts that would be greater than those identified in the certified EIR. Should the Planning Manager determine that the environmental impacts of the proposed conversion of land uses does not exceed the environmental impacts addressed in the certified EIR, the requested exchange in land uses shall be granted. However, should the Planning Manager conclude that the proposed exchange in land uses would result in environmental impacts which are greater than those identified in the certified EIR, then the request shall be denied subject to further analyses and findings, pursuant to CEQA.

8.4 Financing

~~Carson Marketplace~~ The Boulevards at South Bay is two discrete projects: a remediation and infrastructure project financed through a combination of public and private funds, and a private development project financed exclusively with private funds. Public financing mechanisms could include, but are not limited to, community facilities districts, tax increment funds, developer-constructed facilities in lieu of fee payment, and state and federal funding that may become available.

8.5 Phasing

Construction of ~~Carson Marketplace~~ The Boulevards at South Bay is anticipated to begin in April ~~2006~~ 2008 and be completed by the end of ~~2010~~ 2015. ~~The Carson Marketplace~~ The Boulevards at South Bay project will be developed in coordination with implementation of the approved 1995 Remedial Action Plan (RAP) for the site approved by and subject to the oversight of the Department of Toxic Substances Control. The principal phases of construction include site preparation, implementation of the RAP, and site construction. While three construction phases are identified, it is anticipated that there would be some overlapping of activities since, the current design is for the piles that support the buildings to be integrated with the remediation cap. ~~As such, it is anticipated that the site preparation and the placement of the building support piles would occur concurrently, rather than in multiple phases, so as not to disturb the cap.~~ As construction of the building support piles is tied to user demand, this phase of construction could proceed in multiple phases. Consequently, the buildings above the support piles may also be developed in multiple phases. Subject to the approval of the Planning Officer, access and mitigation measures must be implemented so the development in each phase does not produce unforeseen impacts.

Site preparation, including mass grading, dynamic compaction, fill-and-cap foundation, rough grading and the establishment of building pads, is anticipated to begin April ~~2006~~ 2008 and last until spring of ~~2009~~ 2011. Implementation of the RAP, including the installation of the cap as well as the installation of the requisite containment, collection and treatment facilities, and also the placement of piles, is anticipated to begin in summer ~~2007~~ 2010 and last until fall of ~~2008~~ 2014. ~~It is anticipated that the construction of all on-site structures would occur concurrently over an approximately two-year period.~~ Construction of off-site improvements would begin in the winter of ~~2007~~ 2012 and end in the fall of ~~2008~~ 2013. Site construction, including the establishment of structural slabs, utility installation, building construction, roads, parking lots and landscaping, is anticipated to begin in the winter of ~~2008~~ 2011 and be completed by the end of ~~2010~~ 2015.

APPENDIX A
PLANT PALETTE

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Table A-1
Plant Palette

AL Adapted to region
L Low supplemental water needs
LM Low to moderate supplemental water needs
M Moderate supplemental water needs

Botanical (Latin) Name	Common Name	Estimated Water Needs in Coastal California
TREES		
Acacia baileyana	Bailey Acacia	AL
Acacia dealbata	Silver Wattle	AL
Acacia decurrens	Green Wattle	AL
Acacia farnesiana	Sweet Acacia	L
Acacia longifolia	Sydney Golden Wattle	AL
Acacia melanoxylon	Blackwood Acacia	AL
Acacia pendula	Weeping Myall	L
Acacia retinodes	Water Wattle	L
Acacia saligna	Willow Acacia	L
Acacia smallii	NCN	L
Aesculus californica	California Buckeye	AL
Agonis flexuosa	Peppermint Tree	M
Albizia julibrissin	Silk Tree	L
Angophora costata	Gum Myrtle	L
Arbutus menziesii	Madrone	L
Arbutus unedo	Strawberry Tree	L
Brachychiton populneus	Kurrajong Bottle Tree	L
Broussonetia papyrifera	Paper Mulberry	L
Callistemon citrinus	Lemon Bottlebrush	L
Callistemon viminalis & cvs	Weeping Bottlebrush	L
Calocedrus decurrens	Incense Cedar	M
Casuarina cunninghamiana	River She-oak	L
Casuarina equisetifolia	Horsetail Tree	AL
Casuarina stricta	Drooping She-oak	AL
Ceanothus arboreus	Feltleaf Ceanothus	L
Ceanothus 'Ray Hartman'	NCN	AL
Ceanothus thyrsiflorus	Blue Blossom	AL
Cedrus atlantica & cvs	Atlas Cedar	M
Cedrus deodara & cvs	Deodar Cedar	M
Ceratonia siliqua	Carob Tree	AL
Cercidium microphyllum	Foothill Palo Verde	L
Cercis canadensis & cvs	Eastern Redbud	M
Cercis occidentalis	Western Redbud	L
Chilopsis linearis	Desert Willow	L
Chitalpa tashkentensis	Chitalpa	L
Cordyline australis	Giant Dracaena	L

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Botanical (Latin) Name	Common Name	Estimated Water Needs in Coastal California
Cupressus arizonica	Arizona Cypress	L
Cupressus forbesii	Tecate Cypress	L
Cupressus glabra	Smooth Arizona Cypress	L
Cupressus macrocarpa	Monterey Cypress	L
Cupressus sempervirens	Italian Cypress	L
Dodonaea viscosa	Hopseed Bush	LM
Dracaena draco	Dragon Tree	L
Erythrina caffra	Kaffirboom Coral Tree	M
Feijoa sellowiana	Pineapple Guava	L
Ficus carica & cvs	Common Fig	LM
Geijera parviflora	Australian Willow	L
Grevillea robusta	Silky Oak	L
Jacaranda mimosifolia	Jacaranda	M
Juglans californica	S. Calif.Black Walnut	AL
Juniperus chinensis 'Torulosa'	Hollywood Juniper	L
Juniperus virginiana	Eastern Redcedar	LM
Lagerstroemia indica & cvs	Crape Myrtle	L
Laurus nobilis	Sweet Bay	L
Leptospermum laevigatum	Australian Tea Tree	AL
Leptospermum scoparium	New Zealand Tea Tree	LM
Lyonothamnus floribundus & var.	Catalina Ironwood	AL
Melaleuca armillaris	Drooping Melaleuca	L
Melaleuca linariifolia	Flaxleaf Paperbark	L
Melaleuca quinquenervia	Cajeput Tree	L
Melia azedarach & cv	Chinaberry	AL
Metrosideros excelsus	New Zealand Christmas Tree	LM
Olea europaea `Wilsonii`	Wilson Olive	L
Pinus canariensis	Canary Island Pine	L
Pinus coulteri	Coulter Pine	L
Pinus eldarica	Afghan Pine	L
Pinus halepensis	Aleppo Pine	AL
Pinus pinea	Italian Stone Pine	L
Pinus radiata	Monterey Pine	AL
Pinus sabiniana	Digger Pine	L
Pinus torreyana	Torrey Pine	AL
Pittosporum phillyraeoides	Willow Pittosporum	L
Platanus racemosa	Western Sycamore	M

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Botanical (Latin) Name	Common Name	Estimated Water Needs in Coastal California
Prunus caroliniana	Carolina Laurel Cherry	L
Prunus lyonii	Catalina Cherry	AL
Punica granatum & cvs	Pomegranate	L
Quercus agrifolia	Coast Live Oak	AL
Quercus douglasii	Blue Oak	AL
Quercus engelmannii	Mesa Oak	AL
Quercus ilex	Holly Oak	L
Quercus lobata	Valley Oak	L
Quercus suber	Cork Oak	L
Rhus lancea	African Sumac	L
Robinia ambigua & cvs	Locust	L
Robinia pseudoacacia	Black Locust	L
Sambucus caerulea	Blue Elderberry	AL
Schinus molle	Pepper Tree	AL
Schinus polygamus	Peruvian Pepper	L
Schinus terebinthifolius	Brazilian Pepper	LM
Tamarix aphylla	Athel Tree	AL
Tipuana tipu	Tipu Tree	M
Tristania conferta & cv	Brisbane Box	M
Vitex angus-castus	Chaste Tree	L
Xylosma congestum	Shiny Xylosma	LM
Yucca gloriosa	Spanish Dagger	L
PALMS		
Brahea armata	Blue Hesper Palm	L
Brahea edulis	Guadalupe Palm	L
Butia capitata	Pindo Palm	L
Chamaerops humilis	Mediterranean Fan Palm	L
Phoenix canariensis	Canary Island Date Palm	L
Phoenix dactylifera	Date Palm	L
Trachycarpus fortunei	Windmill Palm	L
Washingtonia filifera	California Fan Palm	L
Washingtonia robusta	Mexican Fan Palm	L
SHRUBS AND VINES		
Acacia cultriformis	Knife Acacia	AL
Acacia cyclops	Western Coastal Wattle	AL
Acacia farnesiana	Sweet Acacia	L
Acacia longifolia	Sydney Golden Wattle	AL

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Botanical (Latin) Name	Common Name	Estimated Water Needs in Coastal California
Acacia retinodes	Water Wattle	L
Aesculus californica	California Buckeye	AL
Alyogyne huegelii	Blue Hibiscus	L
Anisodontea hypomandarum	Dwarf Pink Hibiscus	LM
Arbutus unedo 'Compacta'	Dwarf Strawberry Tree	L
Arctostaphylos densiflora & cvs	Sonoma Manzanita	L
Arctostaphylos edmundsii	Little Sur Manzanita	L
Arctostaphylos hookeri	Monterey Manzanita	L
Artemisia arborescens	Shrubby Wormwood	AL
Artemisia californica & cvs	California Sagebrush	AL
Artemisia 'Powis Castle'	NCN	AL
Atriplex l. var. breweri	Brewer Saltbush	L
Baccharis p. consanguinea	Chaparral Broom	AL
Baccharis sarothroides	Desert Broom	L
Bougainvillea species & cvs	Bougainvillea	LM
Bougainvillea x `Oo-La-La` TM	Oo-la-la Bougainvillea	M
Caesalpinia species	Bird-of-paradise Bush	L
Callistemon citrinus	Lemon Bottlebrush	L
Callistemon rigidus	Stiff Bottlebrush	L
Calocephalus brownii	Cushion Bush	LM
Carpenteria californica	Bush Anemone	L
Cassia artemisioides	Feathery Cassia	L
Cassia nemophila	Desert Cassia	L
Cassia odorata	Spreading Cassia	L
Cassia phyllodinea	Silvery Cassia	L
Ceanothus arboreus	Feltleaf Ceanothus	L
Ceanothus 'Concha'	NCN	L
Ceanothus 'Dark Star'	NCN	AL
Ceanothus 'Frosty Blue'	NCN	AL
Ceanothus gloriosus & cvs	Point Reyes Ceanothus	AL
Ceanothus griseus & cvs	Carmel Ceanothus	AL
Ceanothus impressus	Santa Barbara Ceanothus	L
Ceanothus 'Joyce Coulter'	NCN	AL
Ceanothus 'Julia Phelps'	NCN	AL
Ceanothus maritimus & cvs	Maritime Ceanothus	AL
Ceanothus 'Ray Hartman'	NCN	AL
Ceanothus rigidus & cvs	Monterey Ceanothus	AL

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Botanical (Latin) Name	Common Name	Estimated Water Needs in Coastal California
Ceanothus thyrsiflorus & cvs	Blue Blossom Ceanothus	AL
Ceanothus 'Wheeler Canyon'	NCN	L
Cercis occidentalis	Western Redbud	L
Chamelaucium uncinatum	Geraldton Wax Flower	L
Chilopsis linearis	Desert Willow	L
Cistus species & cvs	Rockrose	L
Cleome isomeris	Bladderpod	AL
Comarostaphylis diversifolia	Summer Holly	AL
Correa species & cvs	Correa	L
Cotoneaster apiculatus	Cranberry Cotoneaster	LM
Cotoneaster buxifolius	NCN	L
Cotoneaster congestus	NCN	L
Cotoneaster horizontalis	Rock Cotoneaster	L
Cotoneaster lacteus	Red Clusterberry	L
Cotoneaster salicifolius	Willowleaf Cotoneaster	L
Dalea frutescens	Black Dalea	LM
Dalea pulchra	Indigo Bush	LM
Dendromecon species	Bush Poppy	AL
Dodonaea viscosa	Hopseed Bush	LM
Echium fastuosum	Pride of Madeira	L
Elaeagnus pungens	Silverberry	L
Encelia californica	California Encelia	AL
Eriogonum arborescens	Santa Cruz Island Buckwheat	AL
Eriogonum cinereum	Asyleaf Buckwheat	AL
Eriogonum fasciculatum	Common Buckwheat	AL
Eriogonum giganteum	St. Catherine's Lace	AL
Eriogonum parvifolium	Coastal Buckwheat	AL
Eucalyptus lehmannii	Bushy Yate	AL
Feijoa sellowiana	Pineapple Guava	L
Fremontodendron species & cvs	California Flannel Bush	AL
Galvezia speciosa	Island Bush-snapdragon	L
Garrya elliptica	Coast Silktassel	AL
Grevillea species & cvs	Grevillea	L
Hakea suaveolens	Sweet-scented Hakea	L
Hardenbergia violacea	False Sarsaparilla	L
Heteromeles arbutifolia	Toyon	AL
Hibiscus syriacus	Rose of Sharon	L

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Botanical (Latin) Name	Common Name	Estimated Water Needs in Coastal California
Iva hayesiana	Hayes Iva	AL
Jasminum species	Jasmine	LM
Juniperus chinensis & cvs	NCN	L
Juniperus sabina & cvs	Savin Juniper	L
Juniperus scopulorum & cvs	Rocky Mountain Juniper	L
Justicia californica	Chuparosa	L
Keckiella species	Native Penstemon	AL
Lagerstroemia indica & cvs	Compact Crape Myrtle	L
Lantana camara	Yellow Sage	LM
Lavandula species & cvs	Lavender	L
Lavatera species	Mallow	AL
Leonotis leonurus	Lion's Tail	L
Leptospermum laevigatum	Australian Tea Tree	AL
Leptospermum scoparium	New Zealand Tea Tree	LM
Leucophyllum species & cvs	Cenizo	L
Lupinus albifrons	Silver Lupine	L
Lupinus arboreus	Coastal Bush Lupine	AL
Macfadyena unguis-cati	Cat's Claw	L
Mahonia aquifolium	Oregon Grape	M
Mahonia 'Golden Abundance'	NCN	L
Mahonia nevinii	Nevin Mahonia	L
Mahonia pinnata & cvs	California Grape	L
Malosma laurina	Laurel Sumac	AL
Melaleuca armillaris	Drooping Melaleuca	L
Melaleuca nesophila	Pink Melaleuca	AL
Metrosideros excelsus	New Zealand Christmas Tree	LM
Myoporum laetum & cvs	NCN	L
Myrica californica	Pacific Wax Myrtle	LM
Myrtus communis & cvs	True Myrtle	L
Nerium oleander & cvs	Oleander	AL
Philodendron xanadu	Philodendron	M
Phormium tenax `Bronze`	Bronze New Zealand Flax	L
Plecostachys serpyllifolia	NCN	L
Plumbago auriculata	Cape Plumbago	L
Polygonum aubertii	Silver Lace Vine	L
Prunus caroliniana cvs	Carolina Laurel Cherry	L
Prunus ilicifolia	Hollyleaf Cherry	AL

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Botanical (Latin) Name	Common Name	Estimated Water Needs in Coastal California
Prunus lyonii	Catalina Cherry	AL
Punica granatum & cvs	Pomegranate	L
Pyracantha species & cvs	Firethorn	L
Rhamnus alaternus	Italian Buckthorn	L
Rhamnus californica	California Coffeeberry	L
Rhamnus crocea & var.	Redberry	AL
Rhaphiolepis indica & cvs	India Hawthorn	L
Rhaphiolepis 'Majestic Beauty'	NCN	L
Rhaphiolepis umbellata & cv	Yedda Hawthorn	L
Rhus integrifolia	Lemonade Berry	AL
Rhus ovata	Sugar Bush	AL
Ribes aureum	Golden Currant	AL
Ribes indecorum	White-flowered Currant	AL
Ribes malvaceum	Chaparral Currant	AL
Ribes speciosum	Fuchsia-flowering Gooseberry	LM
Rosa banksiae	Lady Banks' Rose	LM
Rosa meidiland series 'Fire'	Fire Meidiland Rose	M
Rosmarinus officinalis & cvs	Rosemary	L
Salvia apiana	White Sage	AL
Salvia chamaedryoides	Blue Sage	L
Salvia clevelandii & cvs	Cleveland Sage	AL
Salvia greggii	Autumn Sage	L
Salvia leucantha	Mexican Bush Sage	L
Salvia leucophylla	Purple Sage	AL
Salvia mellifera & cvs	Black Sage	AL
Sambucus caerulea	Blue Elderberry	AL
Santolina species	Lavender Cotton	L
Schinus molle	Pepper Tree	AL
Schinus terebinthefolius	Brazilian Pepper	LM
Simmondsia chinensis	Jojoba	L
Sollya heterophylla	Australian Blue-bell Creeper	L
Trachelospermum jasminoides	Star Jasmine	M
Tecomaria capensis	Cape Honeysuckle	LM
Teucrium chamaedrys	NCN	LM
Teucrium fruticans	Bush Germander	L
Trichostema lanatum	Woolly Blue Curls	AL
Vitex agnus-castus	Chaste Tree	L

Table A-1
Plant Palette

AL Adapted to region
L Low supplemental water needs
LM Low to moderate supplemental water needs
M Moderate supplemental water needs

Botanical (Latin) Name	Common Name	Estimated Water Needs in Coastal California
Westringia species	NCN	L
Xylosma congestum	Shiny Xylosma	LM
GROUND COVERS		
Acacia redolens & cvs	NCN	L
Achillea millefolium	Common Yarrow	L
Acorus gramineus	Sweet Flag	LM
Adenostoma fascilulatum 'Prostrata'	Chamise	L
Aptenia 'Red Apple'	NCN	L
Arctostaphylos edmundsii & cvs	Little Sur Manzanita	L
Arctostaphylos 'Emerald Carpet'	NCN	L
Arctostaphylos hookeri & cvs	Monterey Manzanita	L
Arctostaphylos 'Pacific Mist'	NCN	L
Arctotheca calendula	Cape Weed	LM
Artemisia californica & cvs	Prostrate California Sagebrush	AL
Atriplex glauca	NCN	AL
Atriplex semibaccata	Creeping Saltbush	AL
Baccharis 'Centennial'	NCN	L
Bougainvillea cultivars	Bougainvillea	L
Carpobrotus species	Sea Fig	AL
Ceanothus gloriosus & cvs	Point Reyes Ceanothus	L
Ceanothus g. var. horizontalis	Carmel Creeper	L
Ceanothus g. var. h. 'Yankee Point'	NCN	L
Ceanothus 'Joyce Coulter'	NCN	L
Ceanothus maritimus & cvs	Maritime Ceanothus	L
Cephalophyllum 'Red Spike'	Red Spike Ice Plant	L
Cistus salviifolius	Sageleaf Rockrose	L
Cistus 'Sunset'	NCN	L
Coprosma kirkii	NCN	L
Coprosma 'Verde Vista'	NCN	L
Cotoneaster adpressus	Creeping Cotoneaster	L
Cotoneaster dammeri & cvs	NCN	L
Cotoneaster horizontalis	Rock Cotoneaster	L
Cotoneaster salicifolius 'Repens'	NCN	L
Crassula multicava	NCN	L
Delosperma 'Alba'	White Trailing Ice Plant	L
Drosanthemum floribundum	Rosea Ice Plant	L
Dymondia margaretae	NCN	L

Table A-1
Plant Palette

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Botanical (Latin) Name	Common Name	Estimated Water Needs in Coastal California
Eriogonum fasciculatum & cvs	Common Buckwheat	AL
Festuca ovina glauca	Blue Fescue	L
Gazania species & cvs	Gazania	LM
Hardenbergia violacea & cvs	False Sarsaparilla	L
Iva hayesiana	Hayes Iva	AL
Juniperus chinensis & cvs	NCN	L
Juniperus conferta	Shore Juniper	L
Juniperus horizontalis & cvs	Creeping Juniper	L
Juniperus sabina & cvs	Tamarix Juniper	L
Lampranthus species	Ice Plant	L
Lantana montevidensis & cvs	Trailing Lantana	L
Lonicera japonica 'Halliana'	Hall's Japanese Honeysuckle	LM
Mahonia aquifolium 'Compacta'	Compact Oregon Grape	LM
Mahonia repens	Creeping Mahonia	L
Maleophora species	Ice Plant	L
Myoporum hybrids	NCN	L
Myoporum parvifolium & cvs	Prostrate Myoporum	L
Nassella tenuissima	Texas Needle Grass	L
Pacific Meadow Mix Creeping Fescue Blend		M
Pyracantha species & cvs	Firethorn	L
Ribes viburnifolium	Evergreen Currant	L
Rosmarinus officinalis & cvs	Prostrate Rosemary	L
Salvia mellifera & cvs	Prostrate Black Sage	AL
Scaevola 'Mauve Clusters'	NCN	L
Sedum species	Stonecrop	L
Senecio mandraliscae	NCN	L
Teucrium cossonii	NCN	LM
Verbena species & cvs	Verbena	L
PERENNIALS		
Achillea species & cvs	Yarrow	L
Anigozanthos species & cvs	Kangaroo Paw	LM
Armeria maritima	Sea Pink	M
Artemisia pycnocephala & cvs	Sandhill Sage	LM
Asteriscus species	NCN	L
Brachycome multifida	Cut-leaf Daisy	LM
Centaurea species	Dusty Miller	L
Centranthus ruber	Red Valerian	AL

Table A-1
Plant Palette

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Botanical (Latin) Name	Common Name	Estimated Water Needs in Coastal California
Cheiranthus 'Bowles Mauve'	Shrubby Wallflower	LM
Convolvulus cneorum	Bush Morning Glory	L
Convolvulus mauritanicus	Ground Morning Glory	L
Coreopsis species & cvs	Coreopsis	L
Cortaderia selloana	Pampas Grass	L
Dietes species & cvs	Fortnight Lily	L
Diplacus species & hybrids	Monkey Flower	AL
Elymus species & cvs	Giant Wild Rye	L
Epilobium species & cvs	California Fuchsia	L
Erigeron glaucus & cvs	Beach Aster	L
Erigeron karvinskianus	Mexican Daisy	LM
Eriogonum crocatum	Conejo Buckwheat	L
Eriogonum grande ssp. rubescens	Red Buckwheat	L
Eriogonum umbellatum & cv	Sulfur Flower	LM
Eschscholzia californica	California Poppy	AL
Euphorbia milii	Crown of Thorns	L
Euphorbia rigida	NCN	L
Euryops pectinatus & cv	Euryops	L
Gaillardia grandiflora	Blanket Flower	L
Gaura lindheimeri	Gaura	LM
Helianthemum nummularium & cvs	Sunrose	LM
Helictotrichon sempervirens	Blue Oat Grass	L
Hemerocallis fulva `Kwanso`	Daylily	M
Heuchera species & cvs	Coral Bells	M
Iris douglasiana & cvs	Pacific Coast Iris	LM
Kniphofia uvaria & cvs	Red-hot Poker	L
Limonium perezii	Sea Lavender	AL
Lobelia laxiflora	Mexican Bush Lobelia	L
Muhlenbergia species	NCN	L
Oenothera species	Mexican Evening Primrose	L
Pennisetum setaceum & cv	Fountain Grass	L
Penstemon species & cvs	Western Natives	L
Perovskia atriplicifolia	Russian Sage	L
Phlomis species	NCN	L
Phormium tenax & cvs	New Zealand Flax	L
Romneya coulteri & cvs	Matilija Poppy	AL
Rosmarinus spp	Rosemary	L

Table A-1
Plant Palette

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Botanical (Latin) Name	Common Name	Estimated Water Needs in Coastal California
Salvia species & cvs	Sage	AL
Senecio cineraria	Dusty Miller	L
Sisyrinchium bellum	Blue-eyed Grass	AL
Stachys byzantina	Lamb's Ear	LM
Strelitzia reginae	Bird Of Paradise	AL
Tagetes lemmonii	Mountain Marigold	L
Thymus species & cvs	Thyme	LM
Tulbaghia violacea & cv	Society Garlic	M
Verbena species & cvs	Verbena	L
Xanthorrhoea species	Grass Tree	L
AGAVE, CACTI, SUCCULENTS, AND YUCCA		
Aeonium species & cvs	NCN	L
Agave americana	Century Plant	L
Agave attenuata	Foxtail Agave	L
Agave shawii	Shaw's Century Plant	L
Agave victoriae-reginae	NCN	L
Agave vilmoriniana	Octopus Agave	L
Aloe arborescens	Tree Aloe	AL
Aloe bainesii	NCN	AL
Aloe candelabrum	Candelabra Aloe	L
Aloe ciliaris	NCN	L
Aloe ferox	NCN	L
Aloe marlothii	NCN	L
Aloe nobilis	NCN	L
Aloe plicatilis	NCN	L
Aloe striata	Coral Aloe	L
Aloe vera	Medicinal Aloe	L
Beaucarnea recurvata	Ponytail Tree	L
Cereus peruvianus	Peruvian Apple	L
Cordyline australis	Dracaena Palm	L
Cotyledon species	NCN	L
Crassula species	Jade Plant	L
Dasylirion species	Desert Spoon	L
Dracaena draco	Dragon Tree	L
Dudleya species	Live-forever	AL
Echeveria species	Echeveria	L

Table A-1
Plant Palette

AL Adapted to region
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Botanical (Latin) Name	Common Name	Estimated Water Needs in Coastal California
Euphorbia ingens	Candelabra Tree	L
Euphorbia tirucalli	Milkbush	L
Hesperaloe parviflora	Red Yucca	L
Kalanchoe species	NCN	L
Nolina species	Bear Grass	L
Opuntia species	Prickly Pear, Cholla	L
Portulacaria afra	Elephant's Food	L
Yucca aloifolia	Spanish Bayonet	L
Yucca gloriosa	Spanish Dagger	L
Yucca whipplei	Our Lord's Candle	AL

Source: Excerpted from Landscape Plants for Western Regions by Bob Perry.

APPENDIX B
LIGHTING PALETTE

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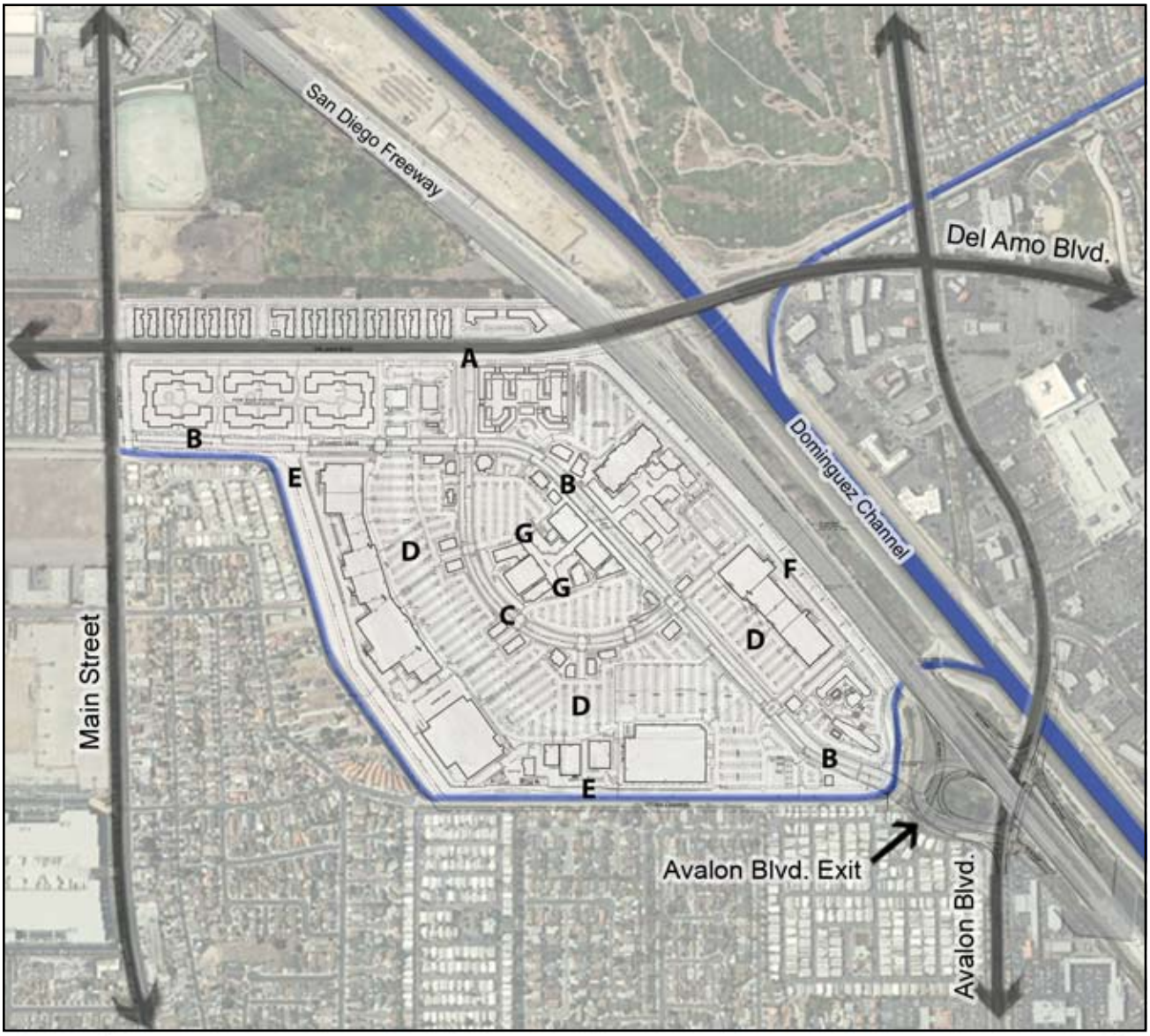
THE BOULEVARDS AT SOUTH BAY LIGHTING PALETTE

The proposed palette of lighting fixtures, presented below, demonstrates examples of systems that would be in compliance with the design guidelines and to provide examples of the architectural scale and quality of these materials. These fixtures selections should meet the performance criteria of the guidelines while providing an attractive complement to the building and landscape. For each building-type and roadway component within the proposed development, examples of fixture types that would be applicable are illustrated below. These fixtures represent examples of lighting products that will satisfy the guidelines criteria for task illuminance, light trespass, and glare.



Legend

A. Typical Del Amo Entrance
B. Typical Corridor Road
C. Typical Loop Road
D. Typical Parking Lots
E. Typical Residential/Project Interface
F. I-405/Project Interface
G. Entertainment Diveway Accent

The following example is applicable to:

Section A - Typical Del Amo Entry
Section C - Typical Loop Road
Section E - Typical Residential/Project Interface
Section F - 405 Freeway Edge/Project Interface

The following example is applicable to:

Section B - Typical Corridor Road

The following example is applicable to:

Section D - Typical Parking Lots

The following example is applicable to:

Section G - Entertainment Driveway Accent

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APPENDIX C
CONSISTENCY ANALYSIS

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Table C-1
Consistency Analysis

Relevant Policy		Analysis of Project Consistency
Land Use Element (2004)		
LU 4.1	Direct Redevelopment Agency investments to those economic activities and locations with the greatest potential economic return.	The proposed Project would convert a non productive site to a useful one through site remediation. It would add economic development within the central part of the City and serve as a gateway project. Also, with the South Bay Pavilion, the proposed Project would establish a large, clearly identified area of regionally serving economic activity, and serve the needs of the local Carson Community.
LU 5.1	Coordinate Redevelopment and Planning activities and resources to maximize commercial opportunities.	The proposed Project is being developed in Redevelopment Project Area No. One, pursuant to the Redevelopment Plan for that area. It is also being developed pursuant to numerous General Plan policies as discussed in the remainder of the Table.
LU 5.2	Implement and expand strategies to market, attract, and/or retain retail commercial areas and encourage businesses to participate.	The proposed Project would establish the Project site as a signature project along the I 405 Freeway, well located with regard to other freeways. The Project would offer high visibility in a new, planned development. It would include entertainment uses to attract visitors and meet the needs of local population Within specific retail sectors, Project development is forecasted to have a short-term negative effect upon existing retail uses within the market area served by the proposed Project. It is further forecasted that this impact would be alleviated in the mid-term (i.e., by 2020) as the local market grows and matures.
LU 5.3	Identify unique economic opportunities, such as niche markets, that will allow the City to capitalize on its location, its cultural diversity, and the tourism industry in the region.	The proposed Project would provide a regional facility in a mixed use development, visibly noticeable along a major freeway corridor. The large scale of the Project and the proposed mix of visitor and local serving uses would create an opportunity to support a large range of uses, including specialized markets.
LU 6.2	Achieve a sustainable land use balance through provision of incentives for desired uses; coordination of land use and circulation patterns; and promotion of a variety of housing types and affordability.	The proposed Project would occur pursuant to the Area One Redevelopment Plan and its policies and opportunities. The proposed Project would include an internal circulation system that would be linked with the regional network and linked to new/improved freeway access at Avalon Boulevard. The Project's mitigation measures would include improvements to reduce impacts on the local road network. (Impacts would be reduced to less than significant levels, except at one location where impacts would be reduced, although not to a less than significant level.) The proposed Project would add up to 1,550 new housing units including both rental and ownership uses, thus adding to the range and mix of housing available in the City of Carson. Also, it would include affordable housing in accordance with the Redevelopment Plan and applicable law (the Agency would address affordable housing through an Owner Participation Agreement). Retail uses would serve both local (City residents) and regional populations. Within specific retail sectors, Project development is forecasted to have a short-term negative effect upon existing retail uses within the market area served by the proposed Project. It is further forecasted that this impact would be alleviated in the mid-term (i.e., by 2020) as the local market grows and matures.

Table C-1
Consistency Analysis

Relevant Policy		Analysis of Project Consistency
LU 6.3	Consider establishing minimum land use density requirements in certain areas such as mixed-use zones to provide more efficient, consistent, and compatible development patterns while also promoting greater potential for pedestrian and transit oriented development.	The proposed Project would be implemented under a Specific Plan that allows for mixed use development in an efficient manner. A minimum floor area ratio of 1.5 is established for vertically mixed-use development. Density and height limits would allow for mid rise residential development including densities up to 60 units/acre. The Project includes provision for pedestrian and bicycle transit and can be linked to nearby public transit routes.
LU 6.4	Coordinate redevelopment and planning activities and resources to balance land uses, amenities, and civic facilities.	The proposed Project is being developed in Redevelopment Zone No. One, pursuant to the Redevelopment Plan for that area. It is also being developed pursuant to numerous General Plan policies as discussed in this Table. It is a mixed use development with visitor amenities; e.g., retail entertainment and residential uses. The conceptual Plan identifies numerous plazas to enhance the pedestrian experience.
LU 6.6	Attract land uses that generate revenue to the City of Carson, while maintaining a balance of other community needs such as housing, open space, and public facilities.	The proposed Project would include up to approximately 1,995,125 sq.ft. of commercial use that would be generating revenue to the City, as well as up to 1,550 housing units intermixed with plazas and open space.
LU 7.3	Promote the use of buffers between more intensive industrial uses and residential uses.	The proposed Project would include no industrial uses. New residential development would not be located adjacent to intensive industrial uses.
LU 8.1	Amend the Zoning Ordinance to provide for those Mixed Use areas identified on the General Plan Land Use Plan.	The Project site is designated for Mixed Use–Business Park in the 2004 General Plan. The Project would involve a General Plan Amendment and Zone change to integrate the proposed Specific Plan into the City's principal planning documents. The Specific Plan would extend the General Plan's mixed use designation to include residential development and allow for the appropriate mix of uses.
LU 8.3	Locate higher density residential uses in proximity to commercial centers in order to encourage pedestrian traffic and provide a consumer base for commercial uses.	The proposed Project includes high density residential development within a mixed use project containing up to 1,995,125 sq.ft. of commercial activity. The site design includes a pedestrian circulation system that connects the various components of the site.
LU 11.1	Target potential sites or areas for the development of signature projects.	Project implementation would create a signature project at a location that has been identified as being conducive to such a project, due to the site's location along the I 405 Freeway, visual accessibility from the I 405 Freeway and its location within the central area of Carson.
LU 11.2	Encourage development of desired uses such as quality retail, restaurant uses, and entertainment in targeted areas.	The proposed Project would include up to 1,995,125 sq.ft. of commercial space. Based on the current Conceptual Plan, 81,125 sq.ft. is designated for restaurants, and 214,000 sq.ft. is designated for commercial recreation/entertainment.
LU 15.1	Encourage the location of housing, jobs, shopping, services and other activities within easy walking distance of each other.	The proposed Project includes mixed uses with up to 1,550 residential units and up to 1,995,125 sq.ft, within the Project site. The site design includes a pedestrian circulation system that connects the various components of the site thereby facilitating one type of pedestrian activity targeted by this policy.
LU 15.2	Maintain a diversity of housing types to enable citizens from a wide range of economic levels and age groups to live in Carson.	The proposed housing units, up to 1,550 units in total, would contribute to the range of housing opportunities within the City of Carson. It would add rental and for sale units that increase the diversity of available housing Also, it would include affordable housing in accordance with the Redevelopment Plan and applicable law (the Agency would address affordable housing through an Owner Participation Agreement).
LU 15.3	Ensure that community transportation facilities are connected to a larger transit network.	The proposed Project's internal circulation system would provide access to Main Street and Avalon Boulevard via Del Amo Boulevard, with accessibility to the I 405 Freeway via new ramps at Avalon Boulevard.

Table C-1
Consistency Analysis

Relevant Policy	Analysis of Project Consistency
LU 15.4 Develop a center focus within the community that combines commercial, civic, cultural and recreational uses.	The Project site is located within the central part of the City. The Project's high-intensity development with commercial and entertainment venues would contribute development at a location amidst the Carson Civic Center, the Home Depot Center, California State University at Dominguez Hills, the South Bay Pavilion, and the Victoria Golf Course and Park, thus adding to the centrality of such community uses.
LU 15.5 Ensure that the design of public spaces encourages the attention and presence of people at all hours of the day and night.	The proposed Project is anticipated to offer entertainment and dining as well as shopping opportunities, oriented around a central Plaza. These activities would continue into the evening hours. The Specific Plan includes standards for public art and landscaping to enhance the public spaces.
LU 15.6 Ensure development of pedestrian oriented improvements which provide better connections between and within all developments while reducing dependence on vehicle travel.	The proposed Project includes an internal system of pedestrian sidewalks and pathways that would interconnect all portions of the Project site.
City of Carson General Plan, Land Use Element (1982)–Goals and Objectives	
General	
1. Allow each type of land use sufficient area to develop to the fullest extent indicated by the economy and general welfare.	This general policy is reflected in the General Plan land use designations. The Project's support of the expected land use patterns is discussed below (Subsection 3.C.2.(a).(ii)) on page 136.
6. Encourage the development of stable industrial and commercial uses which will broaden the economic base to create a more self sufficient local economy.	The proposed Project would include up to 1,995,125 sq.ft. of space for commercial development. Commercial activities are anticipated to include a broad array of uses to meet the needs of the local community.
Residential Land Use	
1. Residential areas should be organized into distinct districts and located in harmonious relationship with other adjacent or nearby land use activities.	Residential development would occur either as distinct developments, or in mixed use configurations within Development Districts 1 and/or 3. While not necessarily occurring in distinct districts, development would occur pursuant to various design and development standards established in the Specific Plan to ensure harmonious relationships between uses; e.g., standards regarding site planning, building massing, color and materials, building detailing, etc.
2. Housing should be provided for a variety of income groups.	The proposed Project would add rental and for sale units that vary in character from much of the existing housing within the City. Development would include affordable housing in accordance with the Redevelopment Plan and applicable law (the Agency would address affordable housing through an Owner Participation Agreement).
3. Residential areas should be served with schools, adequate parking, recreational parks and shopping areas in close proximity.	The proposed Project would provide proximity between residential and commercial uses, and would meet all parking needs on site. The Project residents would have access to twelve nearby parks; e.g., Victoria Golf Course and Park and schools. A new school (South Region High School # 4) is planned for the Project area. (Section IV.I.3, Schools, indicates that the Project could cause an exceedance of school capacity, but would mitigate Project impacts through the payment of SB 50 fees. Section IV.I.4, Parks and Recreation, indicates that project impacts on parks would be less than significant with the implementation of Project mitigation.)
5. Realistic density standards should be established to ensure adequate space, light and safety.	The Specific Plan includes density standards, including a maximum of 60 du/acre for residential development. The anticipated design of the Project includes provision for private open space, and safety.
Commercial Land Use	

Table C-1
Consistency Analysis

Relevant Policy	Analysis of Project Consistency
1. The Carson Mall and its peripheral areas should continue to serve as the major retail center in the City offering the widest range of goods and services to the citizens of Carson and nearby communities. This regional shopping center, anchored on one side by the Civic Center complex and on the other side by California State University Dominguez Hills, serves as a needed focal point for the City of Carson and links the northern and southern areas of the City.	The Project site lies in an area that is peripheral to the Carson Mall, now known as the South Bay Pavilion. The proposed Project would add to the focus of the central portion of the City as a major retail area. It would expand and broaden the intent of this policy by establishing a large complimentary commercial center in proximity to the South Bay Pavilion.
3. Most commercial areas should be served with arterial highway access and all commercial businesses should have an adequate supply of parking.	The proposed Project's internal circulation system would provide access to Main Street and Avalon Boulevard via Del Amo Boulevard, with accessibility to the I 405 Freeway via new ramps at Avalon Boulevard. The Project site would include on site parking to meet the Project's parking needs.
4. Commercial activities should be screened or buffered from adjacent residential uses wherever possible.	The proposed Project includes commercial development along the southern part of the Project site, opposite to the residential neighborhoods beyond the Torrance Lateral to the south. As described more fully in Subsection 3.C.(3).(b) on page 164, existing residential units would be separated from proposed development by a minimum of approximately 185 feet, inclusive of the intervening Torrance Lateral (75 feet wide with service roads) and a landscaped slope that runs along this face of the Project site. The landscaped slope would rise approximately 13 to 16 feet to the Project site's finished grade level and Project development. This landscaped, horizontal and vertical separation would provide buffering. Within the Project site, residential development and commercial development would likely be placed in proximity to each other, as mixed use development components. Such development would occur pursuant to the development and design guidelines set forth, for example, in ~~the Carson Marketplace~~ The Boulevards at South Bay Specific Plan, regarding; landscaping, site planning, building massing, color and materials, building detailing, separation between residential and commercial uses, etc. New residents to the Project site would have the opportunity to select residential locations based on their preferences regarding accessibility to the various on-site commercial activities.
5. Commercial activities should be encouraged to have a broader commercial base to develop a self sufficient economy.	The large scale of the Project and allowable mix of uses would support a large range of commercial activity. Within specific retail sectors, Project development is forecasted to have a short-term negative effect upon existing retail uses within the market area served by the proposed Project. It is further forecasted that this impact would be alleviated in the mid-term (i.e., by 2020) as the local market grows and matures.
City of Carson General Plan, Housing Element (2002/2004)—Policies	
H-1.3 Promote economic well being of the City by encouraging the development and diversification of its economic base.	The proposed Project would include up to 1,995,125 sq.ft. of space for commercial development. Commercial activities are anticipated to include a broad array of uses; e.g., regional commercial, neighborhood commercial, restaurants, commercial recreation/entertainment, and hotel uses. Within specific retail sectors, Project development is forecasted to have a short-term negative effect upon existing retail uses within the market area served by the proposed Project. It is further forecasted that this impact would be alleviated in the mid-term (i.e., by 2020) as the local market grows and matures.

Table C-1
Consistency Analysis

Relevant Policy		Analysis of Project Consistency
H-1.5	Establish and maintain development standards that support housing development while protecting the quality of life.	The proposed Project would provide up to 1,550 housing units. These housing units would be developed subject to development and design guidelines established in the Specific Plan, addressing such items as site planning, building massing, color and materials, building detailing, etc.
H-3.1	The development of quality affordable housing.	The proposed Project would include affordable housing in accordance with the Redevelopment Plan and applicable law. The Redevelopment Agency would address affordable housing through an Owner Participation Agreement.
H-3.2	Work to expand the resource of developable land by making underutilized land available for development.	The proposed Project would put to productive use a contaminated, former landfill/brownfield site, via site remediation.
H-3.3	Promote a variety of housing types, prices and tenure in order to satisfy community demand and need.	The proposed housing units, up to 1,550 units in total, would add rental and for sale units that increase the variety of housing opportunities within the City. Development would include affordable housing in accordance with the Redevelopment Plan and applicable law (the Agency would address affordable housing through an Owner Participation Agreement).
H-3.6	Promote the development of multifamily zoning.	The Project's Specific Plan would re designate lands that are currently designated for non residential development to a Mixed-Use zone that provides for multifamily residential unit up to 60 units per acre in density.
H-6.8	Continue to work toward increasing the number of owner occupied units.	The proposed Project includes provision for up to 1,150 for sale units.
City of Carson General Plan, Economic Development Element (2002)—Policies		
ED-1.2	Encourage the development of quality housing.	The proposed Project would include up to 1,550 new housing units. These units would be required to meet Specific Plan standards for design, landscaping, etc.
ED-1.4	Strengthen the physical image of Carson through visual enhancement along freeway corridors, major traffic routes, and areas adjoining residential neighborhoods. To this end: • Aggressively pursue code enforcement activities; • Develop good design standards; and • Establish a City identity.	The proposed Project has been designed to take advantage of its location adjacent to the I-405 Freeway. The proposed Project would: (1) present a substantial new development along the freeway edge that would attract public attention; (2) provide identification of the Project's visitor-oriented commercial recreation/entertainment activities through building placement and/or signage; (3) include, through Specific Plan requirements, a set of sign regulations that would integrate the Project's proposed signage program with the overall aesthetic concept for the Project; and (4) include, through the Specific Plan, provisions for landscaping/aesthetic treatment along the Project's freeway edge.
ED-1.6	Provide appropriate infrastructure to support economic development.	The proposed Project would include an internal infrastructure system that is designed to meet all on-site uses. As described in Sections J.1, Water Services, J.2., Sewer Services, and J.3, Electrical Service, the Project would not have significant impacts on existing services.
ED-3.6	Capitalize on potential physical and market linkages among land uses.	The proposed Project is a mixed-use Project that would include up to 1,550 units. These uses would provide an estimated 6,969 new residents that would support the Project's commercial components. The Project population would also support other commercial enterprises in the Project vicinity, and the commercial component would serve populations in nearby neighborhoods.
ED-4.3	Support public/private efforts and link infrastructure and service costs with development projects.	The proposed Project is a privately sponsored project that would be developed within the City of Carson Redevelopment Agency's Redevelopment District 1 and would be developed pursuant to the goals of the Redevelopment Plan as described below.

Table C-1
Consistency Analysis

Relevant Policy		Analysis of Project Consistency
ED-4.4	Encourage development opportunities that increase economic gains to the City.	The proposed Project would include up to 1,995,125 sq.ft. of space for commercial development. Commercial activities would include a broad array of uses; e.g., regional commercial, neighborhood commercial, restaurants, commercial recreation/entertainment, and hotel uses. Within specific retail sectors, Project development is forecasted to have a short-term negative effect upon existing retail uses within the market area served by the proposed Project. It is further forecasted that this impact would be alleviated in the mid-term (i.e., by 2020) as the local market grows and matures.
ED-7.1	Encourage the diversification of land uses, while not alienating existing businesses or industries requiring space in Carson.	The proposed Project would increase the diversification of land uses by: (1) adding substantial amounts of new commercial and residential development; (2) including commercial activities that do not presently occur, or are non-present in the City; e.g., commercial recreation/entertainment; (3) including housing that varies in density and relationship to commercial activity from the existing prevalent housing. The City has large amounts of industrial land available, including sites in the vicinity of the proposed Project, most of it located in districts better suited for industrial activity than the proposed Project. The Project's potential effect on existing businesses is addressed below in Subsection 3.c.(4) on page 165. Within specific retail sectors, Project development is forecasted to have a short-term negative effect upon existing retail uses within the market area served by the proposed Project. It is further forecasted that this impact would be alleviated in the mid-term (i.e., by 2020) as the local market grows and matures.
ED-7.2	Improve the actual and perceived image of the City through improved design standards, amenities, security, continuing public improvements and positive advertising campaigns.	Development would occur pursuant to various design and development standards established in the Specific Plan to insure harmonious relationships between uses; e.g., standards regarding site planning, building massing, color and materials, building detailing, etc. These standards are more detailed than those currently included within the City Zoning Ordinance. See Section IV.B, Aesthetics, for more discussion.
ED-10.2	To develop signature projects,] encourage development of desired uses such as quality retail, restaurant uses, and entertainment in target areas.	The proposed Project uses include commercial recreation/ entertainment and restaurant uses, and an organized in a visitor-oriented district. The Project is of sufficient size to offer a range of such uses and support the anticipated inclusion of quality retail and restaurant uses. The Project is located within the central City at a highly visible location, one targeted for such development in existing plans.
ED-11.1	Encourage the redevelopment and cleanup of underutilized and contaminated land.	The proposed Project would put to productive use a contaminated, former landfill/brownfield site, via site remediation.
ED-11.2	Maintain proper infrastructure levels and flexible financing options to encourage redevelopment.	The proposed Project is a privately initiated Project that would be implemented in cooperation with the Carson Redevelopment Agency. It would include an internal infrastructure system that is designed to meet all on-site uses. As described in Sections J.1, Water Services; J.2, Sewer Services; and J.3, Electrical Service, the Project would not have significant impacts on existing services.
ED-11.3	Understand and promote available land inventory and initiate strategies to develop balanced land use planning.	The proposed Project would put to productive use a contaminated, former landfill/brownfield site, via site remediation. It would increase the amounts of housing and commercial activity within the City. Further, it would implement a mixed-use development with a mix/balance of uses that could serve as a model for mixed-use development.

Table C-1
Consistency Analysis

Relevant Policy	Analysis of Project Consistency
ED-11.4 Encourage development of compatible uses and phase out non-conforming uses.	As described further, below, the Project's Specific Plan would limit uses on the Project site, and place the Project's larger commercial buildings and intensities in a non-residential district (District 2). The Specific Plan's development and design standards reduce potential conflicts between commercial and residential development in District's 1 and 3. As also discussed further below, the Project's commercial activity would avoid conflict with residential development to the south and southwest of the Project site due to vertical and horizontal distance, an intervening landscaped slope and design features for that development.
Carson Redevelopment Plan—Goals	
1. The elimination and prevention of the spread of blight and deterioration, and the conservation, rehabilitation, and redevelopment of the Project Area.	The proposed Project would put to productive use a contaminated, former landfill/brownfield site, via site remediation. It would add a substantial amount of new commercial activity to the City, improve the quality of the Project site, and generally enhance the Project vicinity. Potential secondary impacts on blight, due to lost economic opportunity at other locations within the City, is discussed below in Subsection 3.c.(4) on page 165. Within specific retail sectors, Project development is forecasted to have a short-term negative effect upon existing retail uses within the market area served by the proposed Project. It is further forecasted that this impact would be alleviated in the mid-term (i.e., by 2020) as the local market grows and matures.
2. The encouragement, cooperation, and participation of residents, business persons, public agencies, and community organizations in the revitalization of the Project Area.	The proposed Project has been initiated by a private developer and is being implemented under a cooperative arrangement with the Carson Redevelopment Agency.
3. The provision of financial assistance to encourage private sector investment in the development and redevelopment of the Project Area.	The proposed Project has been initiated by a private developer and is being implemented under a cooperative arrangement with the Carson Redevelopment Agency.
4. The promotion of the economic well being of the Project Area by encouraging the diversification and development of its economic base, and to assist in both short and long term employment opportunities for the residents of the Project Area and the City.	The proposed Project would include up to 1,995,125 sq.ft. of space for commercial development. Commercial activities are anticipated to include a broad array of uses that would diversify and further develop the City's economic base; e.g., regional commercial, neighborhood commercial, restaurants, commercial recreation/entertainment, and hotel uses. Within specific retail sectors, Project development is forecasted to have a short-term negative effect upon existing retail uses within the market area served by the proposed Project. It is further forecasted that this impact would be alleviated in the mid-term (i.e., by 2020) as the local market grows and matures.
5. The improvement of housing and the assistance of low and moderate income persons and families to obtain homeownership.	The proposed housing units, up to 1,550 units in total, would contribute to the range of housing opportunities within the City of Carson. Also, it would include affordable housing in accordance with the Redevelopment Plan and applicable law (the Agency would address affordable housing through an Owner Participation Agreement).
6. The development of quality affordable housing.	The proposed Project would include affordable housing in accordance with the Redevelopment Plan and applicable law (the Agency would address affordable housing through an Owner Participation Agreement).
7. The provision of adequate roadways; traffic and circulation improvements to correct street deficiencies, alignment problems, and to eliminate road hazards; and to provide adequate street and freeway access throughout the Project Area.	The proposed Project would include an internal circulation system that would be linked with the regional network, and linked to new/improved freeway access at Avalon Boulevard. The Project's mitigation measures would include improvements to reduce impacts on the local road network. (Impacts would be reduced to less than significant levels, except at one location where impacts would be reduced, although not to a less than significant level.)

Table C-1 Consistency Analysis	
Relevant Policy	**Analysis of Project Consistency**
8. The stimulation of private sector investment in the full development of the Project Area.	The proposed Project is a privately initiated Project that is being developed pursuant to goals of the Carson Redevelopment Agency.
9. The expansion of the resource of developable land by making underutilized land available for development.	The proposed Project would put to productive use, via site remediation, a contaminated, former landfill/brownfield site, adding 157 acres to the bank of developable land in the City.
10. The provision of needed or lacking public improvements and facilities which are sensitive to the environment.	The proposed Project would provide on-site infrastructure to meet the Project's needs. As described in Section IV.J, the Project would not have a significant impact on existing infrastructure.
12. The development of safeguards against noise and pollution to enhance the industrial, commercial, and residential community.	As described in Sections IV.G, Air Quality, and IV.H., Noise, the Project would include feasible mitigation measures to address potentially significant impacts regarding Noise and Air Quality.
14. The assembly and disposition of land into parcels suitable for modern integrated development with improved development standards, pedestrian, and vehicular circulation in the Project Area.	The proposed Project is an integrated, mixed use development with a blend of residential and commercial uses, with an internal circulation that supports pedestrian travel. The proposed Project would be implemented via a Specific Plan that includes development and design standards.
Carson Redevelopment Plan—Objectives	
6. Focus traditional redevelopment activities in those portions of the Project Area, where appropriate, and provide the greatest visibility.	The proposed Project would establish the Project site as a signature project, large scale development, along the I 405 Freeway, well located with regard to major transportation facilities/freeways. The Project would offer high visibility in a new, planned development.
7. Update zoning designations within the Project Area to improve the City's competitiveness in the marketplace while generating desirable new development.	~~The Carson Marketplace~~ The Boulevards at South Bay Specific Plan would add a new mixed use designation on the Project site that would allow residential development as a component of the mixed-use array. This increases the number of uses that can be accommodated on the Project site, and enhances the attractiveness of the Project site for both residential and commercial developers.
Source: PCR Services Corporation, 2005.	

APPENDIX D
EIR SUMMARY

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CARSON MARKETPLACE EIR SUMMARY

1. PURPOSE OF THE EIR

This EIR has been prepared pursuant the California Environmental Quality Act (CEQA) to evaluate the impacts of a new development Project that would be constructed in the city of Carson on a site located just southeast of the I-405 Freeway between Main Street and Avalon Boulevard. The Project would provide a mixed-use development with some or all of the following uses: regional commercial, commercial recreation/entertainment, office neighborhood commercial, restaurant, hotel, and residential.

This EIR is a Project EIR, as defined by Section 15161 of the State CEQA Guidelines and, as such, serves as an informational document for the general public and Project decision-makers. The City of Carson Redevelopment Agency (Redevelopment Agency) has the principal responsibility for approving the Project and, as the Lead Agency, is responsible for the preparation and distribution of this Draft EIR pursuant to CEQA Statute Section 21067. The Governing Board of the Redevelopment Agency is the Carson City Council.

The intended use of this EIR is to assist the Carson Redevelopment Agency and the City of Carson in making decisions with regard to the Carson Marketplace Project. This Draft EIR is also intended to cover all State, regional, and local governmental discretionary approvals that may be required to construct or implement the proposed Project. Additional agencies using the document would include, but would not necessarily be limited to, the State Department of Toxic Substances Control (DTSC), the Regional Water Quality Control Board and the State Department of Transportation (CALTRANS).

This Draft EIR evaluates the environmental impacts determined by the Redevelopment Agency to be potentially significant and discusses the manner in which the Project's significant effects can be reduced or avoided through the implementation of mitigation measures. Impacts that cannot be mitigated to a level below significance are considered significant unavoidable adverse impacts. In accordance with Section 15130 of the State CEQA Guidelines, this EIR also includes an examination of the effects of cumulative development in the vicinity of the proposed Project. Cumulative development includes all anticipated future projects that, in conjunction with the proposed Project, may result in a cumulative impact. In addition, this Draft EIR evaluates the extent to which environmental effects could be reduced or avoided through the implementation of feasible alternatives to the proposed Project. Furthermore, the Redevelopment Agency is responsible for certifying the EIR and adopting any mitigation measures needed to address the Project's significant environmental impacts. For projects that

result in any unmitigated or under-mitigated significant environmental effects, the Redevelopment Agency may, after making a series of findings, certify the EIR upon adoption of a Statement of Overriding Considerations pursuant to CEQA Guidelines Section 15093.

2. EIR FOCUS AND EFFECTS FOUND NOT TO BE SIGNIFICANT

In compliance with CEQA Section 21080.4, a Notice of Preparation (NOP) was prepared by the Redevelopment Agency and distributed for public comment to the State Clearinghouse, Office of Planning and Research, responsible agencies, and other interested parties on May 12, 2005. During the NOP review period, a public scoping meeting was held at the Carson Community Center on June 1, 2005. The purpose of the scoping meeting was to obtain input from the public regarding the scope of the issues and the alternatives that would be analyzed in the Draft EIR.

The Project's Initial Study, provided to the Office and of Planning and Research and responsible agencies and made available to the general public, identified those environmental topics for which the proposed Project could have adverse environmental effects and concluded that an EIR would need to be prepared to document these effects. A copy of the NOP and Initial Study, the NOP distribution list, written responses to the NOP that were submitted to the Redevelopment Agency and written comments submitted at the scoping meeting are included in Appendix A of this Draft EIR.

In the Initial Study, the Redevelopment Agency determined that implementation of the proposed Project may, either by itself or in conjunction with past, present, and reasonably foreseeable future development in the vicinity, have significant effects in the following areas:

- Land Use;
- Visual Qualities;
- Traffic and Circulation;
- Hazards and Hazardous Materials;
- Geology and Soils;
- Surface Water Quality;
- Air Quality;
- Noise;
- Public Services (Police and Fire Protection, Schools, Libraries, and Recreational Facilities); and
- Utilities (Water Supply, Wastewater Generation, and Solid Waste).

The Redevelopment Agency determined that the proposed Project would not have the potential to cause significant impacts in the following areas: Agricultural Resources, Biological Resources, Mineral Resources, Cultural Resources, Hydrology (Drainage and Groundwater Quality), and Population and Housing. Therefore, these areas are not examined in this Draft EIR. The rationale for the finding that no significant impacts would occur for these areas is provided in the Project's Initial Study, included in Appendix A of this Draft EIR.

3. EIR ORGANIZATION

This Draft EIR is organized into the following eight chapters:

I. **Summary.** This chapter describes the purpose of the EIR, EIR focus and effects found not to be significant, EIR organization, Project background, areas of controversy and issues to be resolved, public review process, discretionary actions, and a summary of environmental impacts and mitigation measures.

II. **Project Description.** This chapter presents the location, characteristics, and objectives of the proposed Project.

III. **General Description of the Environmental Setting.** This chapter contains a description of the existing setting and a list of known related projects in the Project area that are anticipated for completion by 2010, the expected time for completion and occupancy of the proposed Project.

IV. **Environmental Impact Analysis.** This chapter contains the environmental setting, Project impacts, mitigation measures, cumulative impacts and conclusions regarding the level of impact significance after mitigation for each of the environmental issues addressed in this EIR.

V. **Alternatives.** This chapter provides analyses of each of the alternatives to the proposed Project, and the alternatives considered but rejected from further analysis.

VI. **Other Environmental Considerations.** This chapter presents an analysis of the significant irreversible changes in the environment that would result from the proposed Project, an analysis of the Project's potential for causing growth-inducing impacts, and an analysis of potential secondary impacts; i.e. impacts that would be caused due to implementation of the Project's off-site mitigation measures.

VII. Persons and Organizations Consulted. This chapter lists all of the persons, agencies, and organizations that were consulted or contributed to the preparation of this Draft EIR.

VIII. Bibliography and References. This chapter lists all of the references and sources used in the preparation of this Draft EIR.

This Draft EIR includes the environmental analysis prepared for the proposed Project and the following appendices:

- Appendix A—Notice of Preparation (NOP), Initial Study, and NOP Letters;
- Appendix B—Mitigation Monitoring and Reporting Program;
- Appendix C—Project Equivalency;
- Appendix D—Traffic Analysis;
- Appendix E—Hazards;
- Appendix F—Air Quality Technical Appendix;
- Appendix G—Noise Technical Appendix;
- Appendix H—Water Supply Assessment Letter;
- Appendix I— Water Consumption, and Wastewater Generation Worksheets; and
- Appendix J— The Carson Marketplace, City of Carson, Retail Impact Study.

4. PROPOSED PROJECT

a. Project Location

The Project site is located in the City of Carson in the South Bay area of Los Angeles County and is currently undeveloped. It is located approximately 17 miles south of downtown Los Angeles and approximately 6.5 miles east of the Pacific Ocean. The Project site is comprised of approximately 168 acres located southwest of the San Diego Freeway (I-405) at and north of the Avalon Boulevard interchange. The Project site consists of two components. The majority of the Project site, consisting of 157 acres, is located south of Del Amo Boulevard, while the remaining 11 acres are located north of Del Amo Boulevard.

The San Diego Freeway (I-405), Harbor Freeway (I-110), Artesia Freeway (SR-91), and Long Beach Freeway (I-710) provide regional access to the Project site. The I-405 Freeway is located adjacent to the Project site's eastern boundary, the I-110 Freeway is located directly west of the Project site, and the SR-91 Freeway is located approximately 2.5 miles north of the Project site. The I-710 Freeway, which is located on Carson's eastern boundary, links the City with the Long Beach and Harbor areas. Locally, access to the Project site is available via Main Street (a north-south thoroughfare on the western side of the Project site), Avalon Boulevard (an exit from the I-405 Freeway and a major north-south arterial, and Del Amo Boulevard (an east-west arterial which bisects the northern portion of the Project site).

b. Project Characteristics

Carson Marketplace, LLC (the "Applicant") is proposing the Carson Marketplace (the "Project"), a 168-acre development located southwest of the I-405 Freeway at and north of the Avalon Boulevard interchange, in the City of Carson. The proposed Project would include some or all of the following uses: neighborhood commercial, regional commercial, commercial recreation/entertainment, restaurant, hotel, and residential. Specifically, the Applicant's proposal consists of a total of 1,550 residential units (1,150 for-sale units and 400 rental residential units), a 300-room hotel, and 1,995,125 square feet (sq.ft.) of commercial floor area.[1] The Applicant is proposing a wide range of land uses in order to create a diversity of on-site activity that responds to the future needs and demands of the southern California economy. In order to fully respond to these demands, the proposed Project includes an Equivalency Program that would allow the composition of on-site development to be modified in a manner that does not increase the Project's impacts on the environment. For example, office uses might be developed in place of a portion of the above proposed uses subject to the provisions of the Equivalency Program as set forth in the Carson Marketplace Specific Plan. Project development would be guided by a comprehensive set of development standards and regulations which are set forth in detail in the Carson Marketplace Specific Plan. These regulations identify permitted uses and development and design standards. These regulations, in combination with the development limits, would define the extent and nature of future on-site development.

The Specific Plan divides the Project site into three Development Districts. Each District has a distinct character and identity, and includes regulations appropriate to the mix of uses within its boundaries, as well as the role of the District within the overall Specific Plan. The three Development Districts are as follows:

- **Development District 1;** Located just south of Del Amo Boulevard. It extends between Main Street on the west and the I-405 Freeway to the east and to the Corridor Road on the south (approximately 480 feet south of Del Amo Boulevard). This District consists of 31 acres and is proposed to include commercial and residential uses.

[1] *The total amount of commercial floor area includes 200,000 sq. ft. for the development of the 300-room hotel.*

- **Development District 2;** Located south of District 1 and along the Project site's freeway frontage. It is the largest of the Development Districts, occupying a majority of the site, and it includes a total of 126 acres. Land uses proposed in Development District 2 include regional and neighborhood retail uses, a commercial recreation/entertainment district, restaurants and a hotel.

- **Development District 3;** Located just north of Del Amo Boulevard. This Development District is 11 acres in size and is proposed to include commercial and residential uses

In addition, the Specific Plan regulations pertaining to Development District 3 are proposed to be implemented by an overlay zone to the existing Commercial Regional (CR) zone. As such, all of the regulations and development standards for the CR zone as set forth in Chapter 1 (Sections 9131.1 through 9138.71) of the Carson Municipal Code also apply to Development District 3. Thus, the property owner of Development District 3 may choose to process a development pursuant to either the regulations and development standards for the CR zone or the regulations and development standards for the Carson Marketplace Specific Plan. If the property owner of District 3 chooses to pursue a development program different than the one analyzed in this Draft EIR, additional CEQA review may be required.

c. Discretionary Actions Requested and Permits Required

Implementation of the proposed Project would require, but would not necessarily be limited to, the permits and approvals listed below. Other actions of local, regional and/or federal agencies may be required.

Carson Redevelopment Agency

- Owner Participation Agreement;
- Improvement or other bonds; and
- Revenue bonds.

City of Carson

- Adoption of the Carson Marketplace Specific Plan;
- General Plan Amendment;
- Zone Change;

- Implementation of an Overlay Zone for Development District 3;
- Development Agreement;
- Building-related permits such as general building, foundation, plumbing, sewer, HVAC, electrical, landscaping, fencing, paving, etc.;
- Construction-related encroachment permits;
- Subdivision Map and/or Tract Map approvals;
- Vacations of existing on-site roadways;
- On-site public improvements; and
- Street improvements as required.

State of California

Environmental Protection Agency (Cal-EPA), Department of Toxic Substances Control

- Approval of refinements to the existing Remedial Action Plan (RAP) in conjunction with the Project.
- Oversight of RAP implementation.

Regional Water Quality Control Board

- Issuance of a Waste Discharge Permit.

California Department of Transportation (Caltrans)

- Improvements to the Avalon Boulevard interchange to the I-405 Freeway; and
- Any required Caltrans approval related to signage.

Additional Discretionary Actions

- Any other discretionary actions or approvals that may be required to implement the proposed Project.

5. BACKGROUND AND CONTEXT FOR THE PROPOSED PROJECT

a. Former On-Site Landfill Operations

The 157-acre portion of the Project site that is located south of Del Amo Boulevard (Development Districts 1 and 2) was used as a Class II landfill under an Industrial Waste Disposal Permit issued to Cal Compact, Inc. by the County of Los Angeles. Landfilling on the 157-acre site began in 1959, shortly after the banning of incinerators in Los Angeles County in 1957. Landfilling occurred from April 1959 to December 1964 with an approximate closing date of February 1965.

During the life of the landfill, less than 7 million cubic yards (cy) of solid municipal waste and 2.6 million barrels of industrial liquid waste were received at the landfill. Waste received included organic wastes, such as solvents, oils, and sludges, as well as heavy metals, paint sludges, and inorganic salts.

As a result of contamination on and adjacent to the landfill, the 157-acre site is listed by the State of California Department of Toxic Substances Control (DTSC) as a hazardous substances site. On March 18, 1988, Remedial Action Order No.*HSA87/88-040 was issued requiring investigation of contamination at the landfill site and preparation of remedial action plans.

Due to the size and complexity of the former landfill site, DTSC divided its remediation into two operable units.[2] The Upper Operable Unit (Upper OU) consists of the site soils, the waste zone above and within the Bellflower Aquitard, and the Bellflower Aquitard down to but not including, the Gage Aquifer. The Lower Operable Unit (Lower OU) is composed of the Gage, Lynwood, and Silverado Aquifers, and all other areas impacted by the geographic extent of any hazardous substances which may have migrated or may migrate from the aforementioned areas or from the Upper OU. The operable units are also established to prioritize the remedial response to the areas of known impacts (Upper OU) versus potential impacts (Lower OU).

Investigations of the Upper OU documented the presence of landfill gases (methane and carbon dioxide) as well as volatile organic compounds (VOCs) and metals in the landfill's soil and groundwater. A Remedial Action Plan (RAP) was prepared and approved by DTSC for the

[2] *Federal regulations at 40 CFR 300.5 define an operable unit as "…a discrete action that comprises an incremental step toward comprehensively addressing site problems. This discrete portion of a remedial response manages migration, or eliminates or mitigates a release, threat of release, or pathway of exposure. The cleanup of the site can be divided into a number of operable units, depending on the complexity of the problems associated with the site. Operable units may address geographical portions of a site, specific site problems, or initial phases of an action, or may consist of any set of actions performed over time or any actions that are concurrent but located in different parts of a site."*

Upper OU in 1995. A RAP for the Lower OU was prepared to address the potential impact of groundwater contamination in the Upper OU on the Lower OU. The RAP for the Lower OU was approved by DTSC on January 24, 2005.

Implementation of the Upper OU is required to make the site safe for the proposed Project. Implementation of the Lower OU would be protective of groundwater resources.

b. Previous Development Proposal—Metro 2000

The Project site was the subject of a previous development proposal in the early 1990s. Specifically, in 1993, a project known as Metro 2000 was proposed as a multi-phase development. Phase I of the Metro 2000 project included the development of L.A. MetroMall, a 1.83-million–square feet regional mall consisting exclusively of retail outlet stores. Phase II of the Metro 2000 project included an additional 687,400 square feet of regional commercial retail uses and 600,000 square feet of office floor area. Therefore, buildout of the Metro 2000 project consisted of a total of approximately 3.1 million square feet of gross buildable area. A Draft and Final EIR for Metro 2000 were prepared and certified by the Carson City Council. In addition, the City Council approved Phase I of Metro 2000. Following certification of the Metro 2000 EIR by the Carson City Council in 1995, the State Department of Toxic Substances Control (DTSC) approved the RAP for the remediation of the site. However, the Metro 2000 project never went forward.

6. AREAS OF CONTROVERSY/ISSUES TO BE RESOLVED

Potential areas of controversy and issues to be resolved by the Redevelopment Agency include issues known to be of concern to the community and issues raised in the response to the Project's NOP. Issues known to be of concern to the community include safety of the site for urban development, given the sites brownfield status, traffic, land use compatibility (in particular the relationship and potential impacts on neighborhoods south and southwest of the Project site), visual quality, air quality, noise, vibration, and hazardous materials. Additional issues raised in response to the NOP include impacts on public services, in particular police, fire and library service impacts.

7. PUBLIC REVIEW PROCESS

As previously discussed, the Redevelopment Agency circulated an NOP for the proposed project on May 12, 2005. During the following 30-day comment period, 14 letters were received. Also, a public scoping meeting was held on June 1, 2005. The NOP and letters received during the NOP comment period, and the three written comment cards provided at the scoping meeting are included in Appendix A of this Draft EIR

The Draft EIR will be circulated for a 45-day review period, as required under CEQA.[3] Following the public review period, written responses will be prepared on all comments received, and these comments and responses will be incorporated into the Final EIR. No final actions (e.g., approval or denial) will be taken on the Project until the Final EIR has been reviewed, certified as complete, and considered by the appropriate decision-makers. Dates of public hearings will be published and officially noticed in accordance with all legal requirements.

8. SUMMARY OF ALTERNATIVES

The State CEQA Guidelines (Section 15126.6 (a)) require an EIR to describe a range of reasonable alternatives to a proposed project, or to the location of a project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project. As required by the CEQA Guidelines, four alternatives to the proposed Project were identified and analyzed. The four alternatives include a "No Project" alternative (i.e., no change in current site condition), an alternative use, a reduced density alternative, and the development of the proposed Project at an alternative site. These alternatives have been developed and analyzed to compare the relative impacts of these alternatives to the proposed Project. Based on comparative evaluations, forecasts are made as to the environmental impacts of each alternative in contrast to those of the Project, and whether each alternative could attain the Applicant's basic Project objectives. The alternatives that have been selected were done so with the explicit intent of identifying alternatives that might potentially avoid or reduce the Project's significant adverse impacts.

Alternative 1: No Project

The No Project alternative assumes that the Project would not be developed and that the Project site would remain in its existing physical condition. Although some pressure for, and interest in, reuse of the site exists, no project is anticipated to be brought forward in the foreseeable future. Under Alternative 1, the parcel north of Del Amo Boulevard would remain vacant and existing fill and debris would not be removed. Remediation of the existing brownfield portion of the Project site south of Del Amo Boulevard, including the capping of existing waste materials at the former landfill site, would not occur, since the current property owner does not have the funds to implement the RAPs. While the State has pursued other responsible parties and created a remediation fund from the proceeds of lawsuits against those parties, the fund is not sufficient to complete the remediation.

The evaluation of the No Project alternative addresses the requirements of Section 15126.6 (3)(1) of the CEQA Guidelines. The No Project alternative would avoid the

[3] *Public Resources Code Section 21091.*

Project's significant and unavoidable impacts associated with visual resources, traffic, public transportation, air quality, and construction noise. However, the No Project alternative would have less environmental benefit than the Project in relation to site remediation and improvement to groundwater and surface water quality and would, therefore, have a greater impact than the Project in relation to hazards and surface water quality. The No Project alternative would not meet the basic objectives of the Project to achieve productive reuse of a large brownfield site, to promote the economic well being of the Redevelopment Project Area or the City, or to maximize shopping and entertainment opportunities. In addition, the No Project alternative would not meet the Project objectives to provide a diversity of employment opportunities for local residents, to contribute to the City's housing stock or to provide a signature/gateway development that contributes to the creation of a vibrant urban core for the City.

Alternative 2: Reduced Project— Mixed-use Business Park

Alternative 2 would be developed on the same site as the proposed Project, with uses that are in keeping with the City of Carson 2004 General Plan update land use designation of "Mixed-Use - Business Park." This land use category is envisioned to provide for a variety of businesses and professional offices, services and associated business as well as retail activities in an attractive environment. Development under this Alternative would include a mix of light industrial/business park uses and regional and neighborhood-serving commercial uses, including restaurants. In lieu of a Specific Plan, development would be subject to the requirements of the City's Light Industrial/Manufacturing (ML) zone and the site's existing Design Overlay and Organic Refuse Landfill Overlay designations. The total floor area would be equivalent to the commercial floor area proposed by the Project. It is assumed that the floor area that would occur under this Alternative would be equally divided between commercial and light industrial/business park uses. Remediation of the former landfill site, including the capping of waste materials and coverage of the former landfill site by impervious concrete foundation, parking lots, and streets would be the same as under the Project.

Alternative 2 would incrementally reduce unavoidable and significant impacts associated with visual resources, traffic, public transit, and air quality during Project operation. However, with the exception of air toxics, Alternative 2 would not reduce these impacts to less than significant levels. As with the Project, visual resources, construction noise and air quality impacts would continue to be significant. Alternative 2 could meet the basic objective of the Project to achieve a productive reuse of a large brownfield site, although a smaller project may not generate sufficient revenues to implement the RAP, and to promote the economic well being of the Redevelopment Area. Alternative 2 would provide employment opportunities for local residents by generating substantial construction work opportunities and long-term jobs. In providing commercial uses, Alternative 2 would meet the objective to diversify the economic base of the Redevelopment Area and the City, but not to the same extent as the Project. Alternative 2 would not maximize shopping opportunities or provide hotel, entertainment or

recreation uses. Alternative 2 could partially meet the objective of the Project to provide a signature/gateway development that contributes to the creation of a vibrant urban core for the City by locating commercial development and signing along the I-405 Freeway. However, since Alternative 2 would have fewer commercial uses and no hotels or residential uses, it would not provide the same diversity and synergism among the on-site uses, level of pedestrian traffic, or vibrancy as the Project. Alternative 2 would also not meet the Project objective to contribute to the City's stock of rental and for sale housing units and affordable housing.

Alternative 3: Reduced Project

The Reduced Density Alternative, Alternative 3, assumes that the scale of the Project would be reduced through a 25 percent reduction in residential units and commercial floor area. The proportionate mix of commercial and residential uses would be the same as under the Project; however, maximum development would consist of 1,162 residential units and commercial floor area would consist of 1,496,343 square feet. The reduction in development under Alternative 3 could be achieved through fewer structures (smaller building footprint) or reduced building heights. The former landfill site would be capped and completely covered by impermeable foundation pads, parking lots, and streets, as was the case with the Project.

Alternative 3 could meet the Project objective to achieve a productive reuse of a large brownfield site by generating the revenue necessary to pay for and effectuate remediation of the environmental conditions on the Project Site, although a smaller project may not generate sufficient revenues. Alternative 3 would promote the economic well being of the Redevelopment Project Area by diversifying and increasing the area's economic base and would assist in creating both short and long term employment opportunities for the residents of the Redevelopment Project Area and the City. Alternative 3 would meet the Project's objective to maintain a sustainable balance of residential and non-residential uses. Alternative 3 would also meet the objective to generate substantial construction work opportunities and long-term jobs in the commercial and hospitality industries. However, since Alternative 3 would have 25 percent fewer residential units and commercial floor area, it would not meet the objective to maximize work opportunities and shopping and entertainment opportunities to the same extent as the Project. In providing a mix of regional and neighborhood commercial uses, hotel, restaurants, and residential uses, Alternative 3 would meet the objective of the Project to provide a signature/gateway development that contributes to the creation of a vibrant urban core for the City. However, since Alternative 3 would reduce all uses by 25 percent, it would not provide the same level of urban focal point, level of pedestrian traffic, or vibrancy as the Project. Alternative 3 would contribute to the City's stock of rental housing and for sale units, including affordable housing, although not to the same extent as the Project. Alternative 3 would incrementally reduce unavoidable and significant impacts associated with traffic, public transit, and air quality during Project operation, but would not reduce these impacts to less than significant levels. As

with the Project, visual resources, construction noise, and air quality impacts would continue to be significant.

Alternative 4: Alternative Location

Alternative 4 assumes that the Project would be moved to another location and no development would occur at the Project site. The purpose of the evaluation of an Alternative site is to ascertain if changing the location of a project to another site would reduce or eliminate any potentially significant environmental impacts that may be unique to the Project's location, and whether relocation could potentially eliminate Project impacts. For the purposes of this analysis it is assumed that Alternative 4 would be constructed according to the Project's design and intensity under a Specific Plan comparable to that prepared for the Project at its proposed site. Specific criteria in identifying an Alternate Site are location within the same jurisdiction and adequate size to accommodate the scope of the Project. In accordance with these criteria, the Shell refinery site located approximately one mile east of the proposed Project site is selected for the evaluation of an alternative location. The Alternative Site is an approximately 280-acre parcel, located between Del Amo Boulevard and Dominguez Street, just west of Wilmington Avenue.

Alternative 4 would, like the Project, put to productive use a blighted, underutilized site within Redevelopment Project Area No.One. In so doing it would contribute to the economic well being of the Redevelopment area and the City. Alternative 4 would contribute to the creation of a vibrant urban core for the City; however, since this location would not take advantage of the site's proximity to the San Diego Freeway, it would not have the same level of gateway appeal as the Project site. Alternative 4 would also meet the Project objective to contribute to the City's housing stock of rental and for sale units, including affordable housing. In summary, Alternative 4 would not avoid the Project's significant and unavoidable impacts associated with visual quality, traffic, public transit, air quality, and construction noise. Alternative 4 would cause the remediation of soils and groundwater at the Alternate Site, and would have impacts similar to those of the Project in relation to hazards and surface water quality.

Environmentally Superior Alternative

The State CEQA Guidelines require the identification of an environmentally superior alternative to the proposed Project and, if the environmentally superior alternative is the "No Project Alternative," the identification of an environmentally superior alternative from among the remaining alternatives. An environmentally superior alternative is an alternative to the Project that would reduce and/or eliminate the significant, unavoidable environmental impacts associated with the Project without creating other significant impacts and without substantially reducing and/or eliminating the environmental benefits attributable to the Project.

Selection of an environmentally superior alternative is based on an evaluation of the extent to which each alternative reduces or eliminates the significant impacts associated with the Project, and on a comparison of the remaining environmental impacts of each alternative. Through the comparison of the environmental characteristics and potential impacts of each of the alternatives, the Reduced Project Alternative, Alternative 3, is concluded to have a lesser degree of environmental effect than any of the other Project alternatives, exclusive of the No Project Alternative. As Alternative 3 would have incrementally less impact relative to the Project and other evaluated alternatives, CEQA requires that this alternative be deemed the Environmentally Superior Alternative. Although Alternative 3 would not meet all of the basic objectives of the Project, it would, nonetheless, partially achieve most of the Project's basic objectives. It should be noted that, other than the No Project Alternative, no alternative would reduce the Project's significant, unavoidable traffic, public transportation, air quality and construction noise impacts to levels that are less than significant.

9. SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

9.1 Land Use

a. Environmental Impacts

The Project would result in the conversion of vacant lands to developed uses with residential units and a variety of commercial uses (neighborhood commercial, regional commercial, visitor-serving commercial recreation/entertainment, and restaurants). In so-doing, it would provide a large amount of in-fill development within an existing urban/built environment. The development would be implemented via the Carson Marketplace Specific Plan. The Specific Plan would regulate the amount and types of development, the size and arrangement of buildings, on-site circulation and open space, as well as the general appearance of on-site development. The Land Use analysis evaluated the potential impact of the Specific Plan and the development that is would allow with regard to the following three issues: (a) Compatibility with Land Use Plans, Policies, and Regulations, (b) Existing Land Use Patterns, and (c) Sustainability of Existing Uses.

(1) Project Compatibility with Land Use Plans, Policies, and Regulations

The proposed Project would be compatible with the City's General Plan, as well as the Redevelopment Plan for Project Area No. One Merged and Amended, as these documents encourage the development of the Project site, with a project that would accomplish the following: (1) provide for the productive use of a brownfield site; (2) provide a signature project for the City with freeway visibility; (3) provide a mixed-use development with shopping, entertainment, restaurant, hotel and residential uses; and (4) increase housing and employment opportunities within the City. While the Project would require amendments to the General Plan

land use designations, the uses allowed under the Specific Plan would be compatible with these designations as it implements numerous General Plan policies. For example, the Project would allow commercial uses that are otherwise allowed under the existing designations, the Project would not preclude the development of light industrial uses that might have occurred at the Project site to occur at other locations, and the provision of housing would meet numerous City policies regarding the provision of mixed-use development and additional housing opportunities. The Project would also be compatible with the City Zoning ordinance as the Specific Plan would provide regulations for allowed uses, densities, height limits, setbacks and ground coverage, that are equivalent to or more protective of the environment than existing zoning regulations. It would do this in the context of a planned development, addressing an overall design for the Project site. The Project would also be compatible with SCAG policies by accommodating anticipated regional growth, providing housing and employment opportunities, and by providing a clustered development at a regionally accessible location. Thus, Impacts regarding compatibility with land use plans, policies and regulations would be less than significant.

(2) Impacts on Existing Land Use Patterns

The Project would be an in-fill development located within an existing urban setting, and would provide a continuation of existing development patterns within the northwestern portion of Carson. Furthermore, the Project would not disrupt important linkages between existing districts surrounding the Project site, since the surrounding uses vary and are located within distinct areas. The Project uses would not place uses of a nature or proximity that would alter the character of the existing land uses surrounding the Project site, due to buffering and/or a range of land use relationships that are typical of the urban environment. Thus, impacts on existing land use patterns would be less than significant. Potential specific impacts on adjacent uses, particularly the residential uses south and southwest of the Project site are addressed in other sections of the Draft EIR, with numerous mitigation measures recommended to reduce impacts. Sections that particularly focus on these issues include Visual Quality, Noise, and Air Quality.

(3) Impacts on the Sustainability of Existing Uses

The Project proposes to develop 1,995,125 square feet of commercial space with a mix of retail, entertainment and hotel uses. This development would support commercial economic activity that would compete with existing retail uses for meeting the needs of the population. However, any such affect of the Project is forecasted to have only a short-term negative effect upon existing retail uses within the market area served by the Project. It is further forecasted that this impact would be alleviated in the mid-term (i.e. by 2020) as the local market continues to grow. Therefore, it is not anticipated that existing retail uses in the Project's market area would fall into large-scale physical disrepair, unable to recover with natural increases in economic demand in the future. Impacts on the physical environment from Project induced vacancies or effects on sales would thus be less than significant.

b. Mitigation Measures

As no significant land use impacts would occur, no mitigation measures would be necessary.

c. Cumulative Impacts

The Draft EIR has identified 36 related projects that may be developed in the Project area in the same time period as the proposed Project. These projects are diverse, varying in type, size, and location. As such, they would provide further urban in-fill development within the local area, but would not comprise a major change in the land use patterns within the City or region. None of the related Projects is located in the immediate vicinity of the Project site; and none would contribute with the Project to the land use relationships between those at the Project site and those in immediately adjacent areas. The identified related projects within the City of Carson are subject to compliance with City regulations and subject to review by the City for compliance with the General Plan and the Carson Municipal Code. The proposed Project would be compatible with City policies, land use plans, and regulations; and would not contribute to a cumulative effect of multiple projects having adverse effects on the environment due to their incompatibility with regulatory requirements. The cumulative impacts of the Project plus other growth on the sustainability of surrounding retail uses would not be greater than that reported for the Project above, as the analysis of potential Project impacts includes the incorporation of such development. Thus, cumulative impacts would be less than significant with regard to existing land use patterns; compatibility with plans, policies and regulations; and the sustainability of existing retail uses.

d. Level of Significance After Mitigation

Project development would result in less than significant land use impacts.

9.2 Visual Resources

a. Environmental Impacts

The Project would allow the conversion of a long-standing area of vacant land to developed uses with residential units and commercial development (neighborhood commercial, regional commercial, visitor-serving commercial recreation/entertainment, and restaurants). In so-doing, it would change the appearance of the Project site, would add new building mass that would alter existing view conditions, cause off-site shading, and alter the night-time appearance of the site with artificial lighting. Each of these potential impacts is addressed separately in the analysis of the Project's impacts on visual quality.

(1) Aesthetic Character of the Area

The analysis of the Project's impact on aesthetic character identifies a potentially significant impact on the site's standing as a valued contributor to the aesthetic character of the area. While the site is fenced and contains no unique natural features or valued visual features, it offers visual relief from development due to its lack of buildings and a sense of spaciousness to those surrounding and traveling through the Project area. This open character of the site would be substantially altered with conversion of the site to a developed appearance. This constitutes a significant impact of the Project.

Otherwise, Project impacts on aesthetic character would be limited due to the provisions of the Carson Marketplace Specific Plan that limit the types and location of site uses, limits densities and building heights, and provides design guidelines for landscaping, buildings and ancillary structures, and signs. With these limitations, impacts of development under the Project's Conceptual Plan would be less than significant. Furthermore, the Project would portray a character that is in keeping with similar large-scale developments within the region. Development along the Project edges would be limited and would not substantially contrast with the visual character of the surrounding areas. Further, impacts on aesthetic character during construction would be less than significant since the appearance of the Project site during construction would be typical of that occurring in urban areas, would not adversely affect unique aesthetic resources, and viewing conditions of ground level activity would be limited from most off-site locations (except Del Amo Boulevard) due to the Project's elevation atop a berm that faces many off-site locations.

Impacts of the Project on the aesthetic character of the Project area could vary from that which would occur the Applicant's Conceptual Plan. If such an affect were to occur, the impact of the Project on aesthetic character of the Project area would be substantially the same as with the Conceptual Plan. However, a varied development program could have significant impacts on aesthetic character if taller buildings, i.e. the hotel or the movie theaters, were located too close to existing residential development, or signs along the I-405 Freeway were not placed in an appropriate manner. Mitigation measures are proposed to address such potential impacts.

(2) Views

The proposed Project's impacts on views addresses what would happen when Project buildings are located between visual resources and view locations that surround the Project site. The Project site is not considered a view resource, as it is in a degraded state, and does not include unique or natural qualities. The existing visual environment in the Project area is limited to that of an urbanized area with its array of interspersed developments, open spaces, and infrastructure improvements. The Project area does not contain notable features that would typically fall under the heading of view resources, e.g. unique geologic features, natural areas,

etc. Views of the two notable features that might catch the eye of travelers through the area are the Goodyear Blimp site located on the north side of the I-405 Freeway, and the large fiberglass statue of a man holding a golf club located on the south side of the I-405 Freeway. Views of these two visual resources would not be lost due to Project development. Views over the Project site are limited due to intervening development, the flat terrain in the areas surrounding the Project site, and that the Project site sits atop a berm that slopes down to surrounding areas. Therefore, the proposed Project would not substantially diminish any such views, and impacts on views of unique, and/or valued scenic resources would be less than significant.

(3) Shade and Shadow

The Project would add new buildings to the Project site that would cause shading at off-site locations. The only shadow sensitive uses that could be affected are the residential units south and southwest of the Project site. Project shading of these uses would be limited. The greatest shading on nearby residential development would occur during winter mornings and that shading on the off-site residential properties closest to the Project site, during the hours analyzed, would occur for less than one hour. This is less than the 3-hour significance threshold, and thus, impacts on shading would be less than significant.

(4) Artificial Lighting

The proposed Project would add new lighting to the Project area causing very notable increases to the on-site lighting levels in relation to the existing setting. Project lighting would be typical of lighting generally found in large-scale commercial development. At the same time, Project lighting would be provided pursuant to the Project's lighting guidelines, which include requirements limiting light intensity, light control methods (e.g. shielding of lighting), and pole heights. The intention of these guidelines is to limit the lighting to levels within the needed range of lighting required for the Project uses and site security. In particular, the guidelines focus lighting on-site, and limit the glow that could occur on the Project site. With these limitations, Project lighting would not substantially alter the character of off-site areas surrounding the Project site and would not interfere with off-site activities. Therefore, impacts of Project lighting would be less than significant.

b. Mitigation Measures

The above analysis identified a significant impact regarding the loss of a valued aesthetic resource; i.e., the openness that is provided by the existing undeveloped Project site. This loss of openness occurs as a result of placing development at the Project's location rather than by the particular type or size of development. Any notable development on the Project site would change its currently undeveloped character. Therefore, this significant impact cannot be mitigated.

Two other potentially significant impacts were identified that could occur if development varied from that shown in the proposed Conceptual Plan. Accordingly, the following two mitigation measures address potentially significant impacts that could occur due to the location of taller buildings along the Project's southern and southwestern edges and variations in sign placement that could occur along the Project's I-405 edge. A mitigation measure is also proposed to insure that sign lighting does not adversely affect residential development adjacent to the Project site.

Mitigation Measure B-1: The minimum setback for hotel and theater uses along the Torrance Lateral, adjacent to residential uses, shall be 250 feet.

Mitigation Measure B-2: The distribution, placement and orientation of signs along the I-405 Freeway shall be in substantial compliance with the signage concepts presented in the Conceptual Plan.

Mitigation Measure B-3 The line of sight between lighted signs on the Project site and existing residential development along the Torrance Lateral, opposite to the Project site shall be minimized.

Otherwise, the proposed Project would not generate significant visual resource impacts. This conclusion was based on the assumed implementation of the Specific Plan regulations, guidelines, and standards. The Specific Plan includes a mechanism for site plan review of all development to insure that it does in fact meet the requirements of the Specific Plan. As many of Specific Plan features were relied upon in the above analysis, the following mitigation measure is proposed:

Mitigation Measure B-4: All Project development shall undergo site plan review by the Planning Manager to assure that the following design measures have been implemented:

- **Landscaping**. All Landscaping shall be consistent with a plant palate of native trees, shrubs and groundcovers that shall add uniformity to the Project site. Plants shall be selected to support and complement the themes of the various Project components. Specially themed landscaping treatments shall occur at key locations (e.g. freeway edge, channel slope and lifestyle and entertainment area). Of more detailed note: (1) landscaping themes on Del Amo Boulevard and Main Street shall be coordinated with the landscaping of the Carson Street Conceptual Visualization and the Home Depot Center; (2) continuous shrub and ground cover plantings shall be provided in the medians and edges of internal streets with vertical landscape and/or hardscape elements at a minimum of every 50 feet along the edges; (3) 5% landscape coverage

shall be provided in parking lots, and (4) 50% landscape coverage shall be provided on the sides of parking structures visible to residences.

- **Buildings**. Buildings shall include the following design features: varied and articulated building façades featuring the use of colorful stucco, with a variety of architectural accent materials for exterior treatment at visually accessible locations.

- **Accessory facilities and Walls**. Wall facades shall be varied and articulated. Accessory facilities such as trash bins, storage areas, etc., shall be covered and screened.

- **Lighting**. Lighting shall be limited in intensity, light control methods, and pole heights, so as to be directed on site, and not interfere with off-site activities.

c. Cumulative Impacts

The Draft EIR has identified 36 related projects that may be developed in the Project area. These projects are diverse, varying in function, size, and location. As such, they would provide further urban in-fill development within the local area of each project, but would not comprise a major change in the land use patterns within the City or region. None of the related Projects is located in the immediate vicinity of the Project site; and none would contribute with the Project to the aesthetic conditions occurring along the Project edges. All of the related projects in the City of Carson would be subject to numerous provisions of the Carson Municipal Code, which includes development standards, procedures for Site Plan and Design Review, and, for some sites, design review under the Design Overlay zoning designation. Therefore, other projects in the City of Carson are anticipated to minimize adverse visual impacts. Cumulative impacts of related projects would be less than significant. However, since the proposed Project would have a significant impact, cumulative impacts would also be significant.

d. Level of Significance After Mitigation

The proposed Project would result in the conversion of a large undeveloped vacant site to a developed use, causing a loss of openness that contributes to the aesthetic quality of the Project site and its surroundings. This impact is a significant impact that is inherent in the development of the site, and thus cannot be mitigated or avoided. Two other potentially significant impacts were identified that could occur if development varied from that shown in the proposed Conceptual Plan. Accordingly, mitigation measures were included to address impacts that could occur if buildings taller than those shown in the Conceptual Plan were located along the Project's southern and southwestern edge, or a variation in sign placement were to occur along the Project's I-405 edge. These mitigation measures reduce the impacts to a less than significant level. Otherwise the proposed Project would not have significant impacts on aesthetic character of the surrounding area, views, shading conditions, or nighttime illumination.

9.3 Traffic, Circulation, and Parking

a. Environmental Impacts

(1) Construction Impacts

Project construction would generate traffic from construction worker travel, as well as the arrival and departure of trucks delivering construction materials to the site and the hauling of debris and exported soils generated by on-site demolition and excavation activities. The majority of the trips by construction workers would occur during hours that would avoid the A.M. and P.M. peak traffic periods. As such, impacts attributable to construction worker travel would be less than significant. Haul truck trips would be vastly reduced under the proposed RAP design since the need for the hauling of 2,000,000 cubic yards of clay, requiring approximately 150 truck trips per 10-hour day over a 1.5-year period would be eliminated. Under the proposed RAP refinements, the Project is forecasted to generate one to six truck trips per day, depending on the construction phase. Haul truck traffic on local streets would be limited due to the proximity of the Project site to the I-405 Freeway, and with the implementation of a City-approved Truck Haul Route program, which would prohibit trucks traffic on local residential streets, haul truck activity would have a less than significant traffic impact. Lane and sidewalk closures and utility line construction may affect emergency vehicle access, travel time, and pedestrian access. However, traffic management procedures would be implemented to assist in the movement of traffic that could interfere with emergency vehicles. Furthermore, Project construction activities would not impede access to nearby businesses or residential uses. As a result, construction traffic impacts for these issues would be less than significant. However, pedestrian access would be impeded if closure of both sidewalks on the north and south sides of Del Amo Boulevard were to occur concurrently. This would constitute a significant impact.

(2) Operational Impacts

(a) Study Intersections

The Project would generate an estimated 68,950 daily trips, including approximately 2,510 A.M. and 5,770 P.M. peak hour trips. At Project buildout, the Project would result in significant impacts, prior to mitigation, at 14 of the 27 study intersections. In addition, Project traffic would result in significant impacts along four segments on the San Diego Freeway (I-405) and three segments on the Harbor Freeway (I-110).

(b) Access

Access to the Project site would be provided via several new intersections and/or existing intersections. Intersection access points serving the Project site include Del Amo and Stamps

Drive, Lenardo Drive and Main Street, and Lenardo Drive and the I-405 interchange. Projected service levels at these three new access intersections would be less than significant.

(c) Public Transportation

The Project is forecasted to result in approximately 123 new transit trips during the A.M. peak hour and 282 new transit trips during the P.M. peak hour. It is estimated that the Project could add approximately five person trips on each of the 23 bus lines serving the Project area in the A.M. peak hour and 12 person trips on each of the 24 bus lines serving the Project area in the P.M. peak hour. Twelve persons per bus would represent more than 25 percent of the capacity of a typical 45-passenger bus. Since existing transit services could not readily absorb the Project's forecasted transit riders, the impact of the Project on the regional transit system would be significant.

(d) Parking

The City's General Development Standards would require 10,376 parking spaces for the Project's commercial component and 3,238 spaces for the Project's residential component, for a total of 13,614 parking spaces. In terms of parking demand, the Project's commercial component, based on a shared parking analysis, would have a peak parking demand of approximately 7,578 parking spaces during the weekday peak hour and approximately 8,335 parking spaces during a weekend peak hour; whereas, the residential component would have a separate parking demand of approximately 2,788 spaces, including 233 guest spaces. Thus, the provision of parking per the City's General Development Standards would be more than sufficient to accommodate the Project's estimated peak parking demands. The Specific Plan provides for the implementation of a shared parking program, if it can be demonstrated that the parking that is actually provided would be adequate to meet the Project's peak parking demand. As such, the Applicant may request the approval of a shared parking plan, in lieu of the City's General Development Standards. Since the Project would not provide less parking than is needed to meet the Project's parking demand, impacts relative to parking demand would be less than significant.

b. Mitigation Measures

(1) Construction

Mitigation Measure C-1: The Project shall submit a Construction Traffic Management Plan or Worksite Traffic Control Plan (WTCP) to the City and appropriate police and fire services prior to the start of any construction work phase, which includes Project scheduling and the location of any roadway closures, traffic detours, haul routes, protective devices, and warning signs, for the

purpose of minimizing pedestrian and vehicular impediment and interference of emergency vehicles from Project construction activities.

Mitigation Measure C-2: During construction, at least one sidewalk on either the north or south side of Del Amo Boulevard shall remain open and accessible to pedestrian traffic.

(2) Operation

(a) Intersection Mitigation Measures:

The Project consists of a number of different land uses that may be developed in phases. Since the Project may be implemented over a period of time, its related traffic growth and, thus, the intersection impacts would also occur over a period of time (i.e., some impacts would occur at earlier stages of development, while others would occur at later stages). Thus, an intersection phasing program has been developed to ensure that the necessary improvements are implemented when and where they are needed to achieve the requisite mitigation as development occurs. Table 1 on page 24 lists the impacted study intersections and depicts the point at which significant impacts would occur. As shown in Table 1, the Project's intersection improvement program is organized according to the percentage of P.M. peak hour trip increase at which the next level of intersection improvements is required. The following is a listing of all of the improvements that have been identified to reduce Project impacts to the extent feasible.

Mitigation Measure C-3: Vermont Avenue and Del Amo Boulevard (Intersection No. 5):

- A second left-turn lane shall be added to westbound Del Amo Boulevard. The westbound approach shall be improved to include two left-turn lanes, a through lane, and a right-turn lane. The improvement is feasible within the existing right-of-way.

- This mitigation measure shall be implemented at the point of development in which the Project generates 51 to 60 percent of its total trips, in accordance with Draft EIR Table 24.

Table 1

Intersection Mitigation Phasing Schedule

Percentage of Total Trips Triggering Significant Impacts [a]	Significantly Impacted Intersection
1 to 10 Percent	Intersection No. 6: Hamilton Avenue & Del Amo Boulevard
	Intersection No. 7: Figueroa Street & Del Amo Boulevard
	Intersection No. 12: Figueroa Street & I-110 NB Ramps
11 to 20 Percent	No change
21 to 30 Percent	Intersection No. 11: Hamilton Avenue & I-110 NB Ramps
	Intersection No. 25: Avalon Boulevard & Carson Street
31 to 40 Percent	Intersection No. 22: Vermont Avenue & Carson Street
41 to 50 Percent	No change
51 to 60 Percent	Intersection No. 5: Vermont Avenue & Del Amo Boulevard
	Intersection No. 8: Main Street & Del Amo Boulevard
61 to 70 Percent	Intersection No. 24: Main Street & Carson Street
71 to 80 Percent	Intersection No. 15: Figueroa Street & Torrance Boulevard
	Intersection No. 23: Figueroa Street & Carson Street
81 to 90 Percent	Intersection No. 16: Main Street & Torrance Boulevard
91 to 100 Percent	No change

[a] *Mitigation measures are phased in relation to 10 percent increases in Project trips.*

Source: Kaku Associates, October 2005

Mitigation Measure C-4: Hamilton Avenue & Del Amo Boulevard (Intersection No. 6):

- The Applicant shall install a traffic signal at this location.
- A right-turn lane shall be added to northbound Hamilton Avenue. The northbound approach shall be improved to include a left-turn lane, two through lanes, and a right-turn lane. This improvement is feasible within the existing right-of-way.
- This mitigation measure shall be implemented at the point of development in which the Project generates 1 to 10 percent of its total trips, in accordance with Draft EIR Table 24.

Mitigation Measure C-5: Figueroa Street & Del Amo Boulevard (Intersection No. 7):

- A right-turn lane shall be added to southbound Figueroa Street. The southbound approach shall be improved to include one left-turn lane, two through lanes, and a right-turn lane. This improvement is feasible within the existing right-of-way

- A second westbound left-turn lane shall be added to westbound Del Amo Boulevard. The westbound approach shall be improved to include two left-turn lanes, two through lanes, and a right-turn lane. This improvement is feasible within the existing right-of-way.

- An eastbound through lane and a right-turn lane shall be added to eastbound Del Amo Boulevard. The eastbound approach shall be improved to include one left-turn lane, three through lanes, and a right-turn lane. This improvement is feasible within the existing right-of-way.

- This mitigation measure shall be implemented at the point of development in which the Project generates 1 to 10 percent of its total trips, in accordance with Draft EIR Table 24.

Mitigation Measure C-6: Main Street and Del Amo Boulevard (Intersection No. 8):

- Land shall be dedicated, as required, to add a second left-turn lane and a right-turn lane to southbound Main Street. The southbound approach shall be improved to provide two left-turn lanes, two through lanes and a right-turn lane.

- A second left-turn lane shall be added to westbound Del Amo Boulevard. The westbound approach shall be improved to provide two left-turn lanes, two through lanes and an optional through and a right-turn lane.

- Land shall be dedicated, as required, to add a second left-turn lane and a right-turn lane to northbound Main Street. The northbound approach shall be improved to provide two left-turn lanes, two through lanes, and a right-turn lane.

- A second left-turn lane shall be added to eastbound Del Amo Boulevard. The eastbound approach shall be improved to provide two left-turn lanes, two through lanes, and an optional through and a right-turn lane.

- This mitigation measure shall be implemented at the point of development in which the Project generates 51 to 60 percent of its total trips, in accordance with Draft EIR Table 24.

Mitigation Measure C-7: Hamilton Avenue & I-110 Southbound Ramps (Intersection No. 11):

- The Applicant shall install a traffic signal at this location.
- The southbound approach shall be re-striped to provide for one left-turn lane and a shared left-turn/through lane. The improvement is feasible within the existing right-of way.
- This mitigation measure shall be implemented at the point of development in which the Project generates 21 to 30 percent of its total trips, in accordance with Draft EIR Table 24.

Mitigation Measure C-8: Figueroa Street & I-110 Northbound Ramps (Intersection No. 12):

- A second right-turn lane shall be added to the southbound approach. The southbound approach shall be improved to provide two through lanes and two right-turn lanes.
- A right-turn lane shall be added to the eastbound approach. The eastbound approach shall be improved to provide two left-turn lanes and a right-turn lane. The improvements are feasible within the existing right-of-way.
- This mitigation measure shall be implemented at the point of development in which the Project generates 1 to 10 percent of its total trips, in accordance with Draft EIR Table 24.

Mitigation Measure C-9: Figueroa Street & Torrance Boulevard (Intersection No. 15):

- A second southbound left-turn lane shall be added to southbound Figueroa Street. The southbound approach shall be improved to include two left-turn lanes, two through lanes, and a right-turn lane. This improvement is feasible within the existing right-of-way.
- This mitigation measure shall be implemented at the point of development in which the Project generates 71 to 80 percent of its total trips, in accordance with Draft EIR Table 24.

Mitigation Measure C-10: Main Street & Torrance Boulevard (Intersection No. 16):

- The eastbound approach shall be re-striped to provide one left-turn lane and a shared through/right-turn lane.

- This mitigation measure shall be implemented at the point of development in which the Project generates 81 to 90 percent of its total trips, in accordance with Draft EIR Table 24.

Mitigation Measure C-11: Vermont Avenue & Carson Street (Intersection No. 22):

- The westbound right-turn lane shall be re-striped to provide a shared through/right-turn lane. The westbound approach shall be improved to provide one left-turn lane, two through lanes, and a shared through/right-turn lane.

- The eastbound right-turn lane shall be re-striped to provide a shared through/right-turn lane. The eastbound approach shall be improved to provide one left-turn lane, two through lanes, and a shared through/ right-turn lane.

- This mitigation measure shall be implemented at the point of development in which the Project generates 31 to 40 percent of its total trips, in accordance with Draft EIR Table 24.

Mitigation Measure C-12: Figueroa Street and Carson Street (Intersection No. 23):

- A right-turn lane shall be added to the southbound approach. The southbound approach shall be improved to provide two left-turn lanes, two through lanes, and a right-turn lane.

- This mitigation measure shall be implemented at the point of development in which the Project generates 71 to 80 percent of its total trips, in accordance with Draft EIR Table 24.

Mitigation Measure C-13: Main Street & Carson Street (Intersection No. 24):

- A second left-turn lane shall be added to the westbound approach. The westbound approach shall be improved to provide two left-turn lanes, two through lanes, and a shared through/right-turn lane

- A second left-turn lane shall be added to the eastbound approach. The eastbound approach shall be improved to provide two left-turn lanes, two through lanes, and a shared through/right-turn lane.

- This mitigation measure shall be implemented at the point of development in which the Project generates 61 to 70 percent of its total trips, in accordance with Draft EIR Table 24.

Mitigation Measure C-14: Avalon Boulevard & Carson Street (Intersection No. 25):[4]

- A right-turn lane shall be added to the southbound approach. The southbound approach shall be improved to include one left-turn lane, three through lanes, and a right-turn lane.

- A right-turn lane shall be added to the westbound approach. The westbound approach shall be improved to provide two left-turn lanes, two through lanes, and a right-turn lane.

- A right-turn lane shall be added to the northbound approach. The northbound approach shall be improved to provide one left-turn lane, three through lanes, and a right-turn lane

- A right-turn lane shall be added to the eastbound approach. The eastbound approach shall be improved to provide two left-turn lanes, two through lanes, and a right-turn lane

- This mitigation measure shall be implemented at the point of development in which the Project generates 21 to 30 percent of its total trips, in accordance with Draft EIR Table 24.

Mitigation Measure C-15: No Certificate of Occupancy shall be issued for commercial development in District 2, or for commercial development in Districts 1 and 3 that is greater than the amount of commercial development shown in the Applicant's Conceptual Plan (i.e., 150,000 square feet and 50,000 square feet, respectively), prior to the completion of the I-405 ramp improvements at Avalon Boulevard.

[4] *Any future street widening improvements for the intersection of Avalon Boulevard and Carson Street are not feasible within the existing right-of-way and would require acquisition or dedication of right-of-way from adjacent parcels. The adjacent land uses include the Carson City Hall on the northeast corner of the intersection and commercial uses on the remaining three corners of the intersection. The necessary width can be obtained adjacent to City Hall on the north side of Carson Street through reduction of a portion of the existing landscaped area, allowing construction of the right-turn lane on the westbound Carson Street approach. Information from the City of Carson indicates that the parcels on the southeast and northwest corners may redevelop, at which point it may be possible to obtain the necessary right-of-way on the east side of Avalon Boulevard south of Carson Street and on the west side of Avalon Boulevard north of Carson Street, allowing construction of the right-turn lanes on the northbound and southbound Avalon Boulevard approaches. If the proposed right-turn lanes were provided on these three approaches but not on the eastbound Carson Street approach, it is estimated that the projected afternoon peak hour V/C would be reduced from 0.973 to 0.904. Although this would partially alleviate the Project impact, it would not fully mitigate the impact to a less than significant level.*

(b) I-405 and I-110 Freeways

No feasible mitigation measures are available to the Applicant to mitigate the Project's significant impacts on the I-110 and I-405 freeways.

(c) Site Access Mitigation Measures:

Site access impacts were determined to be insignificant as long as the main site access intersections are configured as described in Draft EIR Section IV.C.3.c(1), Project Design Features. No mitigation measures are required.

(d) Public Transportation

Mitigation Measure C-16: In coordination with the City of Carson Transit Authority and the Metropolitan Transit Authority (Metro), the Applicant shall provide additional transit stops, including benches and shelters, in and adjacent to the Project site.

c. Cumulative Impacts

(1) Construction Impacts

The majority of the related projects' construction workers are anticipated to arrive and depart the individual construction sites during off-peak hours. Excavation and grading phases for the related projects would generate the highest number of haul truck trips. The City's established review process would balance haul routes to minimize the impacts of cumulative hauling on any particular roadway. Although related projects may cause lane closures or detours, no related projects are sufficiently close to the Project site to create a cumulative access impact on the street segments near the Project site. Therefore, construction activities would have a less than significant cumulative effect relative to worker and haul truck traffic as well as emergency access.

(2) Operation Impacts

(a) Intersection Service Levels

The cumulative traffic impacts of the related projects and ambient growth have been considered for the purpose of assessing the Project's traffic impacts. Under 2010 Cumulative Base conditions, six of the 29 study intersections are projected to operate at LOS E or worse during one or both of the A.M. and P.M. peak hours. Since no guarantee exists that mitigation measures would be implemented with the identified related projects, it is conservatively concluded that cumulative traffic impact on intersection operations would be significant.

(b) Freeway Service Levels

Cumulative impacts would occur on CMP segments of the Harbor and San Diego Freeways. No feasible mitigation measures are available to the any individual project to mitigate the potentially significant impacts on these freeway segments to less than significant levels. Therefore, cumulative impacts on freeway service levels would be significant.

(c) Access

No related projects are adjacent to the Project site or share adjacent access points. Therefore, no significant cumulative impacts relative to access would occur.

(d) Public Transit

The combined Project and related projects would generate a demand for public transportation that would exceed existing transit capacity. Therefore, a significant cumulative impact relative to public transit services would occur.

d. Level of Significance After Mitigation

(1) Construction

With the implementation of mitigation measures, no significant, unavoidable construction impacts would occur.

(2) Operation

(a) Intersection Service Levels

Potentially significant impacts would be reduced at all 12 intersections to less than significant levels, with the exception of the intersection of Figueroa Street & I-110 Northbound Ramps (Intersection No. 12) during the P.M. peak hour. Therefore, the Project would generate a significant and unavoidable impact at this one intersection.

(b) Freeway Service Levels

The Project's significant impact on three segments of the Harbor Freeway (I-110) and four segments of the San Diego Freeway (I-405) cannot be reduced to less than significant levels as no feasible mitigation measures are available to the Applicant. Therefore, the Project's impact on freeway service levels would be significant and unavoidable.

(3) Access

Site access impacts were determined to be less than significant as long as the main site access intersections are configured as described in Draft EIR Section IV.C.3.c(1), Project Design Features. Therefore, no significant and unavoidable impacts relative to site access would occur.

(4) Public Transportation

Mitigation Measure C-16 would partially reduce the impact on transit services; however, no feasible mitigation exists that would reduce the potentially significant impact to a less than significant level. Therefore, the impact of the Project on regional transit would be significant and unavoidable.

(5) Parking

Procedures set forth in the Specific Plan provide that shared parking would never be less than the Project's peak demand. With the implementation of all applicable Specific Plan provisions, the Project's peak parking demand would not exceed provided parking. Therefore, no significant and unavoidable parking impacts would occur.

9.4 Hazards and Hazardous Materials

a. Environmental Impacts

The remediation of the 157-acre landfill is being implemented as part of the Project in compliance with the approved Final Remedial Action Plans (RAPs). The RAP for the Upper Operable Unit (OU) was approved by DTSC in 1995 and the RAP for the Lower OU was approved by DTSC in 2005. DTSC conducted its own environmental review as part of the approval process for the RAPs. These analyses concluded that implementation of the RAPs would result in less than significant impacts with regard to all environmental issues of concern. Therefore, the implementation of the RAPs does not require further review under CEQA and, as such, is not subject to analysis in this EIR.

With regard to the implementation of the Upper OU RAP, the Applicant proposes some refinements to the cap and the gas control and groundwater treatment methods. DTSC has conceptually approved the refinements. Changes in the design of the remediation system would only be allowed if DTSC determines that the proposed design accomplishes the same performance objectives as the previously approved design and is protective of human health and the environment. In addition, DTSC provided a letter dated February 9, 2005 indicating the "DTSC believes the concepts presented for the proposed development are appropriate at a conceptual level and could be protective of human health and safety, however, as is common for all projects under DTSC's authority, more detailed plans are necessary before DTSC can make

such a final determination." As a result, no residential development would occur until DTSC formally concludes that the development would be implemented in a manner that is protective of human health and the environment.

With regard to existing oil and water wells located in Districts 1 and 2, the approved RAP for the Upper OU required additional investigation to locate the three wells and to address issues such as the risk of downward migration of contaminants into the lower aquifers. As a result, DTSC would review and approve additional work in compliance with the RAP relative to the wells.

Based on the Phase I and preliminary Phase II conducted for Development District 3, no specific remediation efforts are required. However, additional Phase II activities are recommended to further evaluate potential vapor intrusion and worker health and safety concerns by completing deeper soil-vapor sampling. In addition, Development Site 3 would be subject to the provisions of California Code of Regulations, Title 27, Section 21190 that govern development activities within 1,000 feet of a closed landfill. These provisions include such measures as the installation of vapor mitigation and monitoring devices. As the construction and operation of the proposed land uses within Development Site 3 would be in compliance with all applicable regulations, potential risks would be reduced to a less than significant level.

b. Mitigation Measures

The certified CEQA documentation for the Upper OU RAP includes mitigation measures to reduce the potential construction impacts associated with the implementation of the clay cap.[5] The mitigation measures are in the environmental areas of earth, air quality, surface and groundwater, natural resources (use of nonrenewable resources), risk of upset, and energy. Mitigation measures are also discussed in Section 7.4 of the Final RAP for the Upper OU. In addition to these measures, the following mitigation measures are required to ensure that any revisions to the RAP are approved by DTSC and that access to the necessary areas for monitoring programs required in the RAPs would be provided.

Mitigation Measure D-1: To the extent the Applicant desires to refine or modify requirements in the RAP, the Applicant shall provide documentation to the City indicating DTSC approval of such refinements or modifications.

Mitigation Measure D-2: The Applicant shall provide documentation to the City indicating DTSC shall permit the proposed residential uses in Development

[5] *The Negative Declaration was prepared for the construction, operation and maintenance of the proposed landfill gas collection and treatment system and the groundwater treatment system.*

District 1 prior to issuance of any permits for such residential development in Development District 1.

Mitigation Measure D-3: The Applicant shall provide documentation to the City indicating both on- and off-site risks associated with RAP construction have been evaluated to the satisfaction of the DTSC, and at a minimum, perimeter air monitoring shall be completed for dust, particulates, and constituents determined to be Constituents of Concern (COCs).

Mitigation Measure D-4: The Applicant shall provide to the City, documentation indicating that (1) a post remediation risk assessment has been prepared by the Applicant and approved by DTSC; and (2) DTSC has certified that the remedial systems are properly functioning prior to issuance of a Certificate of Occupancy.

Mitigation Measure D-5: The Applicant shall provide documentation to the City indicating that applicable remedial systems and monitoring plans, including the location of the flare and treatment facility are in accordance with applicable SCAQMD regulations.

c. Cumulative Impacts

The analysis contained in this section focuses on the implementation of the approved RAPs for the Upper OU and the Lower OU. The purpose of the RAPs is to provide protection for human health and the environment. Development within District 3 would occur in compliance with applicable regulations regarding hazardous materials. All new development would occur in compliance with applicable regulations relative to hazardous materials. Therefore, the Project would not result in a significant impact with regard to hazards. All of the related projects would be required to comply with applicable regulations with regard to hazardous materials. Therefore, no significant cumulative hazards or hazardous materials impacts are anticipated.

d. Level of Significance After Mitigation

While the Project would not result in a significant impact with regard to hazards and hazardous materials, mitigation measures are provided to ensure that any revisions to the RAP are approved by DTSC.

9.5 Geology and Soils

a. Environmental Impacts

Site preparation for Development Districts 1 and 2 would require mass grading, deep dynamic compaction (DDC), backfill, capping and pile driving. Approximately 125 acres would be cleared and used for stockpiling during excavation and on-site storage of approximately 1.5 million cubic yards of soil. DDC would be completed on approximately 60 to 75 acres occupied by parking lots and non-pile supported areas. Grading would result in a nearly level site, taking into account the need to allow for drainage. Site preparation would be coordinated with remediation procedures approved by the DTSC. Although Development Districts 1 and 2 are potentially exposed to differential settlement due to the densification of the underlying refuse layers, exposure to settlement would be reduced to less than significant levels through the installation of driven pile foundations. Development in District 3 would require the grading of 11 acres, the removal of unsuitable materials, and the excavation and re-compaction of the existing 1 to 8 feet of disturbed and undocumented topsoil. All graded soils would be approximately "balanced" onsite. With the enforcement of City Building Code requirements, the exposure of people or other structures to settlement or other geologic hazards caused by construction or occupation of the Project site would be less than significant.

b. Mitigation Measures

The proposed Project would not result in a significant geology and soils impact. However, the following mitigation measures are recommended to assure compliance with City and State regulations.

Mitigation Measure E-1: In accordance with City of Carson Municipal Code, the Applicant shall comply with site-specific recommendations set forth in engineering geology and geotechnical reports prepared to the satisfaction of the City of Carson Building Official, as follows:

- The engineering geology report shall be prepared and signed by a California Certified Engineering Geologist and the geotechnical report shall be prepared and signed by a California Registered Civil Engineer experienced in the area of geotechnical engineering. Geology and geotechnical reports shall include site-specific studies and analyses for all potential geologic and/or geotechnical hazards. Geotechnical reports shall address the design of pilings, foundations, walls below grade, retaining walls, shoring, subgrade preparation for floor slab support, paving, earthwork methodologies, and dewatering, where applicable.

- Geology and geotechnical reports may be prepared separately or together.

- Where the studies indicate, compensating siting and design features shall be required.

- Laboratory testing of soils shall demonstrate the suitability of underlying native soils to support driven piles to the satisfaction of the City of Carson Building Official.

Mitigation Measure E-2: Due to the classification of portions of the Project site as a liquefaction zone, the Applicant shall demonstrate that liquefaction either poses a sufficiently low hazard to satisfy the defined acceptable risk criteria, in accordance with CDMG Special Bulletin 117, or (b) implement suitable mitigation measures to effectively reduce the hazard to acceptable levels (CCR Title 14, Section 3721). The analysis of liquefaction risk shall be prepared by a registered civil engineer and shall be submitted to the satisfaction of the City Building Official.

Mitigation Measure E-3: Any roads realigned from the existing configuration, or otherwise, located in areas underlain by waste soils shall comply with site-specific recommendations as set forth in engineering, geology, and geotechnical reports prepared to the satisfaction of City of Carson building officials.

c. Cumulative Impacts

Due to the high seismic activity common to the Southern California region, the potential for ground shaking and other geological hazards would be similar throughout the area that includes the identified related projects. Building permits for the related projects would involve a site-specific evaluation of slope stability, ground rupture, liquefaction, and ground movement for each of the related projects. With the implementation of City Code regulations, cumulative impacts related to geologic risk would be less than significant.

d. Level of Significance After Mitigation

The proposed Project would be in compliance with City and State regulations and is not anticipated to expose people or structures to any unstable geologic conditions or seismically related geologic hazards that would result in substantial damage to structures or infrastructure or exposure of people to risk of loss, injury, or death. Therefore, no unavoidable significant impacts would occur.

9.6 Surface Water Quality

a. Environmental Impacts

Construction would expose soils to precipitation and to water used in dust control and compaction and, as such, would potentially increase mobilization of soils into surface water runoff. A prior analysis of soils in Development District 3 found soil gas contamination in a portion of the site. Although recent testing has concluded that no soil gas is currently present, mitigation is recommended to assure compliance with applicable water quality standards. Prior testing of storm water runoff in Development Districts 1 and 2 indicated that suspended particulates exceeded State of California reporting limits. Runoff is currently controlled by a SWPPP applicable to the former landfill site. Recent testing of retained storm water in Development Districts 1 and 2, detected organic compounds and conductivity in excess of reporting limits. Discharge was conducted in accordance with a Regional Water Quality Control Board (RWQCB) Release of Stormwater Permit. During Project construction, the implementation of a NPDES Construction General Permit, including the preparation of a SWPPP to monitor and control water runoff, would prevent suspended particulates from entering the off-site drainage system or adjacent properties. With development, Districts 1 and 2 would be almost entirely impermeable and Development District 3 would have a combination of permeable and impermeable areas. No uncontrolled sheet flow from any Project location would be directed or allowed to flow onto adjacent properties or directly into the Torrance Lateral Channel. Although new impermeable surfaces would increase water runoff from the site, the impermeability that would result due to the waste cap would eliminate the exposure of surface water runoff to any contaminated soils. With the implementation of a site-specific SUSMP during operation, contaminants in surface water, such as parking lot oil and grease, would comply with state and federal water quality standards. With the implementation of the proposed mitigation measure, the Project would have a less than significant surface water quality impact.

b. Mitigation Measures

Impacts associated with surface water runoff and water quality in Development Districts 1 and 2 would be less than significant and no mitigation measures are required. However, since potential, unremediated soil contamination exists in Development District 3, the following mitigation measure is recommended:

Mitigation Measure F-1: Soils in Development District 3 shall be tested prior to the issuance of a grading permit, in accordance with the recommendation of Blasland, Bouck and Lee, Inc.'s (BBL's) Preliminary Draft Phase I and Initial Phase II Environmental Site Assessment Summary, Del Amo Gardens Site (July 6, 2005). If contaminants are found in excess of State of California maximum contamination levels (MCLs), the soils shall be addressed in accordance with a DTSC-approved program.

c. Cumulative Impacts

Related projects could potentially contribute point and non-point source pollutants to surface waters, resulting in a cumulative water quality impact. However, all new development and redevelopment projects over more than one acre, or meeting the City's SUSMP land use criteria, must comply with NPDES requirements during construction and operation, including the implementation of site-specific SWPPPs and SUSMPs. With the incorporation of these measures, it is anticipated that the related projects would not exceed acceptable regulatory levels. Minor projects would not substantially degrade surface water quality. Therefore, cumulative impacts to surface water quality are concluded to be less than significant based on compliance with existing regulations.

d. Level of Significance After Mitigation

Through the implementation of proposed drainage and erosion control plans required under a SWPPP's Best Management Practices, including water filtering and flood control devices, development of the proposed Project would not increase existing pollution and contamination, create a nuisance as defined in Section 13050 of the California Water Code, cause regulatory standards to be violated, or result in a permanent, adverse change to the movement of surface water sufficient to produce a substantial change in the current or direction of flow. Therefore, impacts associated with surface water quality would be less than significant.

9.7 Air Quality

a. Environmental Impacts

The air quality analysis evaluates air emissions attributable to the Project's construction and post-construction (e.g., operational) activities for criteria air pollutants, air toxics, and odors. In addition, the Project's compatibility with applicable air quality policies as set forth in the City of Carson General Plan and regional plans prepared by SCAG and the SCAQMD are also assessed.

Construction of the proposed Project would generate fugitive dust and combustion emissions from the use of heavy-duty construction equipment on-site and from construction worker trips as well as from delivery and haul truck travel to and from the Project site. Construction related daily regional emissions from both direct and indirect sources exceed the significance thresholds for CO, NO_X, and ROC. Thus, emissions of these pollutants would result in a significant regional air quality impact during the Project's construction phase. An analysis of local air quality impacts from construction operations and their impact on nearby sensitive receptors (e.g., residences, schools, etc.) has also been conducted. This analysis indicates that the Proposed Project would not result in an exceedance of the SCAQMD recommended localized thresholds for NO_2 or CO. However, localized PM_{10} concentrations would exceed the SCAQMD

recommended localized threshold at the residential uses immediately south and southwest of the Project site. Construction of the proposed Project would result in a maximum off-site individual cancer risk of 1.1 in a million from diesel particulate emissions. As the Project would not exceed the maximum individual cancer risk of ten in one million, air toxic emissions during construction would be less than significant. No construction activities are proposed which would create objectionable odors and, therefore, no significant odor impacts would occur.

Air pollutant emissions associated with occupancy and operation of the proposed Project would be generated by the consumption of electricity and natural gas, by the operation of on-road vehicles and by miscellaneous area sources (among other things, landscaping equipment, consumer/commercial solvent usage, architectural coatings, restaurant charbroilers, and emergency generators). The Project would exceed SCAQMD regional significance thresholds for CO, NO_X, PM_{10}, and ROC. Project traffic would not cause an exceedance of the California 1-hour or 8-hour CO standards of 20 or 9.0 ppm, respectively and no significant impacts to local CO concentrations would occur. Potential sources of air toxic emissions associated with the Project would be limited to sources typical within the urban environment and would contribute small amounts of toxic air pollutants to the Project vicinity, and as a result, would be well below any levels that would result in a significant impact on human health. Development of the proposed Project would be compatible with the air quality policies set forth in the SCAQMD's AQMP, SCAG's RCPG and the Carson General Plan.

In addition to the above analyses, a health risk assessment (HRA) was conducted for the proposed new sensitive receptors for potential sources of toxic emissions within one-quarter mile of the Project site. Based on the analysis, the Project would result in locating sensitive receptors within an area of cancer risk in excess of the SCAQMD significance threshold of 10 in one million and, therefore, the Project would result in a significant impact. This impact is almost exclusively related to diesel exhaust emissions from I-405 Freeway. In addition, an existing composting operation is located near the proposed residential uses northwest of the intersection of Del Amo Boulevard and Main Street. As a result, this source may result in significant odor impacts that could affect proposed residential uses.

b. Mitigation Measures

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

(1) Construction

Mitigation Measure G-1: General contractors shall implement a fugitive dust control program pursuant to the provisions of SCAQMD Rule 403.[6]

Mitigation Measure G-2: All construction equipment shall be properly tuned and maintained in accordance with manufacturer's specifications.

Mitigation Measure G-3: General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions. During construction, trucks and vehicles in loading and unloading queues would turn their engines off, when not in use, to reduce vehicle emissions. Construction emissions should be phased and scheduled to avoid emissions peaks and discontinued during second-stage smog alerts.

Mitigation Measure G-4: Electricity from power poles rather than temporary diesel- or gasoline-powered generators shall be used to the extent feasible.

Mitigation Measure G-5: All construction vehicles shall be prohibited from idling in excess of ten minutes, both on- and off-site.

Mitigation Measure G-6: 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.

Mitigation Measure G-7: The Applicant shall utilize coatings and solvents that are consistent with applicable SCAQMD rules and regulations**.**

Mitigation Measure G-8: The Applicant shall comply with SCAQMD Rule 402 to reduce potential nuisance impacts due to odors from construction activities.

Mitigation Measure G-9: All construction vehicle tires shall be washed at the time these vehicles exit the project site.

Mitigation Measure G-10: All fill material carried by haul trucks shall be covered by a tarp or other means.

Mitigation Measure G-11: Any intensive dust generating activity such as grinding concrete for existing roads must be controlled to the greatest extent feasible.

[6] *SCAQMD Rule 403 requirements are detailed in Appendix F.*

Mitigation Measure G-12: The Applicant shall provide documentation to the City indicating both on- and off-site air-borne 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).

(2) Operation

During the Project's operational phase, regional emissions that exceed regional SCAQMD significance thresholds for CO, PM_{10}, NO_X, and ROC would occur. Emission control measures are specified for the following four sources of operational emissions: (1) service and support facilities; (2) natural gas consumption and electricity production; (3) building materials, architectural coatings, and cleaning solvents; and (4) transportation systems management and demand management.

(a) Service and Support Facilities (point sources)

Mitigation Measure G-13: All point source facilities shall obtain all required permits from the SCAQMD. The issuance of these permits by the SCAQMD shall require the operators of these facilities to implement Best Available Control Technology and other required measures that reduce emissions of criteria air pollutants.

Mitigation Measure G-14: Land uses on the Project site shall be limited to those that do not emit high levels of potentially toxic contaminants or odors.

(b) Natural Gas Consumption and Electricity Production

Mitigation Measure G-15: All residential and non-residential buildings shall meet the California Title 24 Energy Efficiency standards for water heating, space heating and cooling, to the extent feasible.

Mitigation Measure G-16: All fixtures used for lighting of exterior common areas shall be regulated by automatic devices to turn off lights when they are not needed, but a minimum level of lighting should be provided for safety.

(c) Building Materials, Architectural Coatings and Cleaning Solvents

Mitigation Measure G-17: Building materials, architectural coatings and cleaning solvents shall comply with all applicable SCAQMD rules and regulations.

(d) Transportation System Management and Demand Management

Mitigation Measure G-18: The Applicant shall, to the extent feasible, schedule deliveries during off-peak traffic periods to encourage the reduction of trips during the most congested periods.

Mitigation Measure G-19: The Applicant shall coordinate with the MTA and the City of Carson and Los Angeles Department of Transportation to provide information with regard to local bus and rail services.

Mitigation Measure G-20: During site plan review, consideration shall be given regarding the provision of safe and convenient access to bus stops and public transportation facilities.

Mitigation Measure G-21: The Applicant shall pay a fair share contribution for a low emission shuttle service between the project site and other major activity centers within the project vicinity (i.e., the MetroRail Blue Line station at Del Amo Boulevard and Santa Fe and the Carson Transfer Station at the South Bay Pavilion).

Mitigation Measure G-22: The Applicant shall provide bicycle racks located at convenient locations throughout Carson Marketplace.

Mitigation Measure G-23: The Applicant shall provide bicycle paths along the main routes through Carson Marketplace.

Mitigation Measure G-24: The Applicant shall provide convenient pedestrian access throughout Carson Marketplace.

As on-site sensitive receptors could be exposed to off-site air toxic emissions in excess of the SCAQMD significance threshold and also potential odiferous emissions (nearby composting operation), the following mitigation measure is recommended.

Mitigation Measure G-25: The Project shall include air filtration systems for residential dwelling units designed to have a minimum efficiency reporting value (MERV) of 12 as indicated by the American Society of Heating Refrigerating and Air Conditioning Engineers (ASHRAE) Standard 52.2. The air handling systems shall be maintained on a regular basis per manufacturer's recommendations by a qualified technician employed or contracted by the Applicant or successor. Operation and maintenance of the system shall ensure that it performs above the minimum reporting value.

c. Cumulative Impacts

Buildout of the identified related projects that would occur within a similar time frame as the Proposed Project would increase short-term emissions for concurrent activities during any day of the Project's construction period. Since emissions of criteria pollutants under peak construction activities are concluded to be significant, any additional construction activities as part of any related project occurring during this time and in the vicinity of the Proposed Project site would be adding additional air pollutant emissions to these significant levels. As emission levels associated with the Proposed Project already are forecasted to have a significant impact, a significant and unavoidable cumulative impact with respect to construction emissions would occur.

The SCAQMD has set forth both a methodological framework as well as significance thresholds for the assessment of a project's cumulative air quality impacts. Based on the SCAQMD's methodology (presented in Chapter 9 of the CEQA Air Quality Handbook), the proposed Project would have a significant cumulative impact on air quality. In addition, implementation of the Project would also result in an increase in emissions which would contribute to region-wide emissions on a cumulative basis and as such, the Project's cumulative air quality impacts are also concluded to be significant. In such cases, the SCAQMD recommends that all projects, to the extent possible, employ feasible mitigation measures which has been done with regard to the proposed Project.

d. Level of Significance After Mitigation

(1) Construction

Regional construction activities would still exceed the SCAQMD daily emission thresholds for regional NO_X, CO and ROC after implementation of all feasible mitigation measures and, as such, the Project would have a significant and unavoidable impact on regional air quality. With regard to localized emissions, construction activities would still exceed the SCAQMD daily emission threshold for PM_{10} after implementation of all feasible mitigation measures. Therefore, construction of the Project would have a significant and unavoidable impact with regard to localized emissions of PM_{10}.

(2) Operation

Regional operational emissions, after the implementation of all feasible mitigation measures, would still exceed the SCAQMD daily emission thresholds and, as such, operation of the Project would have a significant and unavoidable impact on regional air quality. With respect to potential impacts to on-site residential uses, the recommended air handling systems would substantially reduce carcinogenic exposure, but impacts would remain significant and unavoidable. Via compliance with industry standard odor control practices, SCAQMD Rule 402

(Nuisance), and SCAQMD Best Available Control Technology Guidelines, potential impacts that could result from any potential odor source would be less than significant.

9.8 Noise

a. Environmental Impacts

(1) Construction Impacts

As with most construction projects, construction would require the use of a number of pieces of heavy equipment such as impact soil compactors (for DDC operations), pile drivers, bulldozers, backhoes, cranes, loaders, and concrete mixers. Construction equipment would produce maximum noise levels of 74 dBA to 101 dBA at a reference distance of 50 feet from the noise source. The residences located to the west and south of the Project site immediately across the Torrance Lateral Channel, would occasionally experience construction noise levels of 76.5 dBA and 75.2 dBA (hourly L_{eq}), respectively, during the heaviest periods of construction. Thus, construction of the proposed Project would result in a significant impact to off-site sensitive receptors without the incorporation of mitigation measures.

Construction can generate varying degrees of ground vibration, depending on the construction procedures and the construction equipment used. Within the Project site, the highest vibration from typical construction equipment (i.e., exclusive of DDC activities) would be generated during pile driving operations. Residential sensitive land uses would be located at a sufficient distance (greater than 75 feet) from any potential pile driving activity so that vibration from such activities would be below the peak particle velocity threshold of 0.2 inch/sec. Construction of the proposed Project also includes DDC within those portions of the property that were formerly used as a landfill site (i.e., Districts 1 and 2) that would not be supported by pile foundations. The Applicant is proposing to implement a DDC pilot program, before the start of site-wide DDC operations, for the purpose of assuring that less than significant vibration impacts to off-site uses and/or facilities would occur once DDC operations are initiated on a site-wide basis. The testing procedures established under the Pilot Program would consist of dropping increasing weights at increasing heights with concurrent checking of monitored levels so as to assure that off-site vibration levels do not exceed the 0.2 inches per second PPV significance threshold. Based on this testing program, an optimal set of DDC parameters would be established. Once the pilot program is completed, the off-site vibration monitors would remain in place throughout the DDC process, thereby providing ongoing protections for off-site uses and/or facilities throughout this phase of the Project's construction process. Thus, impacts from this particular construction activity would be less than significant.

(2) Operational Noise

The Project's operational noise analysis addresses potential noise impacts to neighboring noise-sensitive receiver locations, as well as the proposed on-site residential uses within the Project site, related to the long-term operations of the proposed Project. Specific noise sources addressed in the analysis included roadway noise, mechanical equipment/point sources (i.e., loading dock and trash pick-up areas), and parking facilities.

The largest Project-related traffic noise impact is anticipated to occur along the segments of Del Amo Boulevard, between Stamps Drive and Figueroa Street (2.8 to 3.1 dBA increase in CNEL). However, no sensitive uses are located along these segments and impacts would be less than the 5 dBA significance threshold. Furthermore, impacts from Project-related traffic noise along all other local roadway segments, within proximity of the identified sensitive receptors, would be lower than the significance threshold of 3 dBA CNEL for sensitive receptors exposed to or within the "normally unacceptable" or "clearly unacceptable" categories. Thus, the Project's roadway noise impacts would be less than significant.

The proposed on-site residential uses would be located to the south and north of Del Amo Boulevard, within Development Districts 1 and 3, respectively. Due to the proximity of the Project site to the I-405 Freeway, measured noise levels within the Project site reach levels of up to approximately 74 dBA CNEL. As such, I-405 Freeway traffic volumes would result in a significant noise impact to the proposed on-site residential uses without the incorporation of mitigation measures.

Noise levels associated with on-site sources (e.g., loading docks, parking facilities, and mechanical equipment) would include noise control measures to meet City of Carson Municipal Code noise standards. Therefore, impacts are anticipated to be less than significant and no mitigation measures are required. Some of the land uses that are permitted by the Carson Marketplace Specific Plan have noise characteristics that are potentially problematic (i.e., outdoor theater, passenger station (bus station, rail station, taxi stand), or small recycling facility). If these land uses are developed as part of the proposed Project, while they would be required to meet the City's Noise Ordinance standards, there is a potential that they may result in a significant noise impact if the uses were to be located in proximity of the proposed on-site residences or off-site residences to the south and west.

As Project operations would not result in any additional long-term ground-borne vibration sources, operation of the proposed Project would result in less than significant vibration impacts and no mitigation measures are required.

b. Mitigation Measures

(1) Construction

Mitigation Measure H-1: Prior to the issuance of any grading, excavation, haul route, foundation, or building permits, the Applicant shall provide proof satisfactory to the Building and Safety Division of the Development Services Department that all construction documents require contractors to comply with City of Carson Municipal Code Sections 4101 (i) and (j), which requires all construction and demolition activities including pile driving, to occur between 7:00 A.M. and 8:00 P.M. Monday through Saturday and that a noise management plan for compliance and verification has been prepared by a monitor retained by the Applicant. At a minimum, the plan shall include the following requirements:

1. Noise-generating equipment operated at the Project site shall be equipped with effective noise control devices (i.e., mufflers, intake silencers, lagging, and/or engine enclosures). All equipment shall be properly maintained to assure that no additional noise, due to worn or improperly maintained parts, would be generated.

2. Pile drivers used within 1,500 feet of sensitive receptors shall be equipped with noise control techniques (e.g., use of noise attenuation shields or shrouds) having a minimum quieting factor of 10 dBA.

3. Effective temporary sound barriers shall be used and relocated, as needed, whenever construction activities occur within 150 feet of residential property, to block line-of-site between the construction equipment and the noise-sensitive receptors (i.e., residential uses located on the west and south of the Project site).

4. Loading and staging areas must be located on site and away from the most noise-sensitive uses surrounding the site as determined by the of Building and Safety Division of the Development Services Department.

5. An approved haul route authorization that avoids noise-sensitive land uses to the maximum extent feasible.

6. A construction relations officer shall be designated to serve as a liaison with residents, and a contact telephone number shall be provided to residents.

Mitigation Measure H-2: The Applicant, prior to initiating DDC activities on a site-wide basis, shall conduct a DDC Pilot Program (Pilot Program). The Pilot Program shall be implemented via the following guidelines:

- Prior to the initiation of the Pilot Program, the Applicant shall locate vibration monitors at the following locations: (1) along the Project's fenceline opposite the off-site residential uses located to the south and southwest of the Project site (i.e., within the Project site), and (2) along the far side of the Torrance Lateral Channel in line with the monitors placed within the Project site itself.

- Continuous monitoring shall be conducted on an ongoing basis during the Pilot Program. All vibration levels measured by the monitors shall be logged with documentation of the measurements provided to the City.

- Initial DDC drops shall be limited in weight, height and/or location dictated by calculations which demonstrate that the potential vibration levels are below the 0.02 inches per second PPV threshold limit.

- Increases in DDC weight, height and/or location shall incur in small increments, with continuous monitoring to assure compliance with the 0.02 inches per second PPV threshold limit.

- If vibration levels at any time during the Pilot Program exceed the 0.02 inches per second PPV threshold level, DDC activity shall immediately stop, until new drop parameters are established that would reduce the vibration levels to less than the 0.02 inches per second PPV threshold level.

Mitigation Measure H-3: The monitors located on the far side of the Torrance Lateral Channel as part of the Pilot Program shall remain in place throughout the DDC phase of Project construction. Continuous monitoring shall be conducted on an ongoing basis. All vibration levels measured by the monitors shall be logged with documentation of the measurements provided to the City. If DDC vibration levels at any time exceed the 0.02 inches per second PPV threshold level, DDC activity shall immediately stop, until new drop parameters are established that would reduce the vibration levels to less than the 0.02 inches per second PPV threshold level.

Mitigation Measure H-4: A construction and construction-related monitor satisfactory to the Department of Development Services General Manager shall be retained by the Applicant to document compliance with the mitigation measures. Said Monitor's qualifications, identification, address and telephone number shall be listed in the contracts and shall be placed in the pertinent files

of the Department of Development Services Department. The Monitor will be required to monitor all construction and construction-related activities on the site on a periodic basis; keep all written records which shall be open for public inspection; and to file monthly reports with City and appropriate permit granting authorities. In addition:

1. Information shall be provided on a regular basis regarding construction activities and their duration. A Construction Relations Officer shall be established and funded by the Applicant, and approved by the Department of Development Services General Manager, to act as a liaison with neighbors and residents concerning on-site construction activity. As part of this mitigation measure, the Applicant shall establish a 24-hour telephone construction hotline which will be staffed between the hours of 8:00 A.M. and 5:00 P.M. on a daily basis throughout the Project's entire construction period for the purposes of answering questions and resolving disputes with adjacent property owners. The hotline number shall be posted on site.

2. The Applicant shall require in all construction and construction-related contracts and subcontracts, provisions requiring compliance with special environmental conditions included in all relevant entitlement approval actions of the City of Carson. Such provisions shall also include retention of the power to effect prompt corrective action by the applicant, its representative or prime contractor, subcontractor or operator to correct noticed noncompliance.

3. During construction loading and staging areas must be located on-site and away from the most noise-sensitive uses surrounding the site as determined by the Planning Manager.

(b) Operation

Mitigation Measure H-5: All parking lots near residential areas shall be located a minimum of 150 feet from an off-site residential use unless a minimum eight foot wall is provided along the property boundary to limit noise levels associated with parking lot activities.

Mitigation Measure H-6: All parking structures near residential areas shall be located a minimum of 150 feet from an off-site residential use unless the exterior wall of the parking structure that faces the off-site residential use is a solid wall or provides acoustical louvers (or equivalent noise reduction measures).

Mitigation Measure H-7: During operation of a building (following construction), truck delivery should be limited to non-peak traffic periods between 7:00 A.M. and 8:00 P.M., if feasible.

Mitigation Measure H-8: For the residential uses immediately south and north of Del Amo Boulevard, within Development Districts 1 and 3, all exterior walls and floor-ceiling assemblies (unless within a unit) shall be constructed with double-paned glass or an equivalent and in a manner to provide an airborne sound insulation system achieving a Sound Transmission Class of 50 (45 if field tested) as defined in the UBC Standard No. 35-1, 1982 edition. Sign-off by the Department of Development Services General Manager, or his/her designee, is required prior to the issuance of the first building permit. The Applicant, as an alternative, may retain an engineer registered in the State of California with expertise in acoustical engineering, who would submit a signed report for an alternative means of sound insulation satisfactory to the City of Carson which achieves a maximum interior noise of CNEL 45 (residential standard).

Mitigation Measure H-9: The balconies of the first row of residential units facing Del Amo Boulevard or I-405 Freeway, should any such balconies be constructed, shall have a solid fence/wall with an appropriate height to reduce the noise received from traffic traveled on the adjacent Boulevard.

Enforcement Agency: City of Carson Department of Development Services, Planning and Building and Safety Divisions

Monitoring Agency: City of Carson Department of Development Services, Planning and Building and Safety Divisions

Monitoring Phase: Pre-Construction

Mitigation Measure H-10: If any noise intensive uses (i.e., outdoor theater, passenger station (bus station, rail station, taxi stand), small recycling facility, or commercial uses (outdoor activities, amplified music, outdoor patios, etc)) are proposed within 300 feet of an on-site or off-site residential use, then as part of the site plan review process, a community noise study shall be completed and the study shall demonstrate that the use would not exceed the City of Carson Municipal Code noise standards and/or the standards established in this EIR.

Enforcement Agency: City of Carson Department of Development Services, Planning Division

Monitoring Agency: City of Carson Department of Development Services, Planning Division

Monitoring Phase: Post-Construction

c. Cumulative Impacts

(1) Construction

Noise impacts during construction of the proposed Project and each related project (that has not already been built) would be short-term, limited to the duration of construction and would be localized. In addition, it is anticipated that each of the related projects would have to comply with the applicable provisions of the City's noise ordinance, as well as mitigation measures that may be prescribed by the City pursuant to CEQA provisions that require significant impacts to be reduced to the extent feasible. However, since noise impacts due to construction of the proposed Project would be significant on its own, noise impacts due to construction of the proposed Project in combination with any of the related projects would also be significant without mitigation.

(2) Operation

Cumulative traffic volumes would result in a maximum increase of 4.5 dBA CNEL along Del Amo Boulevard, between Main Street and Figueroa Street. As this noise level increase would be below the 5 dBA CNEL significance threshold for "normally acceptable" land uses, roadway noise impacts due to cumulative traffic volumes would be less than significant along segments of Del Amo Boulevard. Furthermore, impacts from Project-related traffic noise along all other local roadway segments with sensitive receptors would be lower than the significance threshold of 3 dBA CNEL for sensitive receptors exposed to or within "normally unacceptable" or "clearly unacceptable" categories and, thus, less than significant.

Due to Carson Municipal Code provisions that limit noise from stationary sources such as roof-top mechanical equipment and emergency generators, noise levels would be less than significant at the property line for each related project. For this reason on-site noise produced by any related project would not be additive to Project-related noise levels. As such, stationary-source noise impacts attributable to cumulative development would be less than significant.

d. Level of Significance After Mitigation

(1) Construction

The mitigation measures recommended above would reduce the noise levels associated with construction activities to some extent. However, these activities would continue to increase the daytime noise levels at nearby noise-sensitive uses by more than the 5-dBA significance threshold. As such, noise impacts during construction would be considered significant and unavoidable. Furthermore, noise impacts during pile driving are concluded to be significant due to the frequency with which this impact is going to occur and the circumstance in which this impact cannot be mitigated given the construction techniques that are required for the Project

site. Vibration impacts associated with DDC operations during Project construction are concluded to be less than significant with the implementation of Mitigation Measures H-2 and H-3.

(2) Operations

With implementation of Mitigation Measures H-4 through H-10 described above, operational noise impacts to the off-site existing residential uses located to the south and west of the Project site, as well as on-site residential development, would be reduced to less than significant levels. In addition, the Project site would provide some noise-attenuation/shielding characteristics from I-405 Freeway traffic noise to the area, particularly for residential uses located south and west of the Project site.

9.9 Fire Protection

a. Environmental Impacts

Construction activities could temporarily increase demand on fire services due to the occasional exposure of combustible building materials to on-site heat sources or vandalism. The existing perimeter fence would remain in place throughout construction to reduce the potential for hazards associated with trespassing and vandalism. The Project would comply with OSHA and City Fire and Building Codes regarding building site and workplace safety. From the nearest fire station, the Project's internal streets would be accessed via the intersections of Main Street and Del Amo Boulevard and Main Street and Lenardo Drive. The Project's access plan would not facilitate optimum response to all areas of the site, since Fire Station 36 is located to the south of the Project Site. The construction and occupancy of the Project would increase the demand for LACoFD staffing, equipment, and facilities and, as such, would be potentially significant. With the incorporation of recommended mitigation measures, impacts on LACoFD facilities would be reduced to a less than significant level.

b. Mitigation Measures

The Project's potentially significant demand on existing fire service facilities would be reduced to a less than significant level through the implementation of all applicable fire code regulations and mandatory fee payments. To ensure that all applicable fire code regulations, mandatory fee payments and recommended fire safety measures are incorporated into the Project, the following mitigation measures are recommended:

Mitigation Measure I.1-1: Prior to construction, the Applicant shall submit buildings plans to the Los Angeles County Fire Department (LACoFD) for review. Based on such plan check, any additional fire safety recommendations shall be implemented to the satisfaction of the LACoFD.

Mitigation Measure I.1-2: The Applicant shall provide adequate ingress/egress access points for emergency response to the satisfaction of the LACoFD.

Mitigation Measure I.1-3: The Applicant shall comply with all applicable fire code and ordinance requirements for construction, access, water mains, fire flows, and fire hydrants as required by the LACoFD.

Mitigation Measure I.1-4: Every building shall be accessible to Fire Department apparatus by way of access roadways, with an all-weather surface of not less than the width prescribed by the LACoFD. The roadway shall extend to within 150 feet of all portions of exterior building walls when measured by an unobstructed route around the exterior of the building.

Mitigation Measure I.1-5: Requirements for access, fire flows, and hydrants, shall be addressed during the City's subdivision tentative map stage.

Mitigation Measure I.1-6: Fire sprinkler systems shall be installed in all residential and commercial occupancies to the satisfaction of the LACoFD.

Mitigation Measure I.1-7: The Applicant shall assure that adequate water pressure is available to meet Code-required fire flow. Based on the size of the buildings, proximity of other structures, and construction type, a maximum fire flow up to 5,000 gallons per minute (gpm) at 20 pounds per square inch (psi) residual pressure for up to a four-hour duration may be required.

Mitigation Measure I.1-8: Fire hydrant spacing shall be 300 feet and shall meet the following requirements:

- No portion of a lot's frontage shall be more than 200 feet via vehicular access from a properly spaced fire hydrant;
- No portion of a building shall exceed 400 feet via vehicular access from a properly spaced fire hydrant;
- Additional hydrants shall be required if spacing exceeds specified distances;
- When a cul-de-sac depth exceeds 200 feet on a commercial street, hydrants shall be required at the corner and mid-block;
- A cul-de-sac shall not be more than 500 feet in length, when serving land zoned for commercial use; and
- Turning radii in a commercial zone shall not be less than 32 feet. The measurement shall be determined at the centerline of the road. A turning area

shall be provided for all driveways exceeding 150 feet in length at the end of all cul-ce-sacs, to the satisfaction of the LACoFD.

Mitigation Measure I.1-9: All onsite driveways and roadways shall provide a minimum unobstructed (clear-to-sky) width of 28 feet. The onsite driveways shall be within 150 feet of all portions of the exterior walls of the first story of any building. The centerline of the access driveway shall be located parallel to, and within 30 feet of an exterior wall on one side of the proposed structure.

Mitigation Measure I.1-10: All onsite driveways shall provide a minimum unobstructed, clear-to-sky width of 28 feet. Driveway width shall be increased under the following conditions:

- If parallel parking is allowed on one side of the access roadway/driveway, the roadway width shall be 34 feet; and
- If parallel parking is allowed on both sides of the access roadway/driveway, the roadway width shall be 36 feet in a residential area or 42 feet in a commercial area.

Mitigation Measure I.1-11: The entrance to any street or driveway with parking restrictions shall be posted with LACoFD approved signs stating "NO PARKING – FIRE LANE" in 3-inch-high letters, at intermittent distances of 150 feet. Any access way that is less than 34 feet in width shall be labeled "Fire Lane" on the final tract map and final building plans.

Mitigation Measure I.1-12: The following standards apply to the Project's residential component only:

- A cul-de-sac shall be a minimum of 34 feet in width and shall not be more than 700 feet in length;
- The length of the cul-de-sac may be increased to 1,000 feet if a minimum 36-foot-wide roadway is provided; and
- A LACoFD approved turning radius shall be provided at the terminus of all residential cul-de-sacs.

Mitigation Measure I.1-13: The Applicant shall pay a fair share contribution for the improvement of fire service facilities that are required to off-set impacts of the Project, subject to approval of the County of Los Angles Fire Department.

c. Cumulative Impacts

The Project and related projects would increase demand on fire services. As with the Project, most of the related projects would be subject to discretionary review, including an evaluation of the adequacy of fire services and the need for mitigation measures. With the implementation of Fire Department recommendations and existing Fire Code requirements. The Project would mitigate its impacts through a fair share contribution for new facilities and therefore not contribute to a cumulative impact. However, since it is unknown what fees would be paid by other projects, it is conservatively concluded that the impacts of the related projects on fire services would be significant.

d. Level of Significance After Mitigation

The Project's potentially significant demand on existing fire service facilities would be reduced to a less than significant level through the implementation of all applicable fire code regulations and recommended mitigation measures. Thus, no unavoidable significant impacts relative to fire services would occur.

9.10 Police

a. Environmental Impacts

(1) Construction Impacts

The Project's construction activities would constitute a less than significant impact with regard to emergency access, since blockage or a substantial slowing of emergency vehicles is not anticipated. Furthermore, implementation of a Construction Management Plan and coordination between the Project's construction managers and the Sheriff's Department, the potential impact of construction on emergency access would be reduced to a less than significant level. As it is anticipated that the existing chain-link fence that secures the perimeter of the Project site would be maintained throughout construction and that an on-site security force would be on duty at the Project site throughout construction, construction impacts would be less than significant.

(2) Operational Impacts

Implementation of the Project would increase the demand for police services provided by the Sheriff's Department due to the Project's permanent on-site residential population and increased traffic, employees, and patrons. The Project's increase in demand could be met through current authorized sworn personnel. Notwithstanding, based upon currently deployed personnel, Project impacts are concluded to be significant, prior to mitigation. Crimes such as shoplifting and burglaries to vehicles that are generally associated with shopping and entertainment areas are anticipated to occur on-site. However, the proposed Project is

anticipated to provide on-site security personnel in support of the proposed on-site commercial uses. Emergency access during Project operations would be provided via several new intersections and/or existing intersections and would not be impeded. Thus, no significant impacts related to emergency access would occur. As detailed design drawings of the Project are not currently available, impacts due to the Project's design are conservatively concluded to be significant.

b. Mitigation Measures

The following mitigation measures are based on the recommendations provided by Sheriff's Department regarding the proposed Project as well as a requirement regarding the provision of private security service within Districts 1 and 2:

Mitigation Measure I.2-1: The Applicant shall provide private security services within the areas of Districts 1, 2, and 3 that are occupied by commercial development. On-site security services shall maintain an ongoing dialogue with the Sheriff's Department so as to maximize the value of the security service that are provided.

Mitigation Measure I.2-2: The Applicant shall incorporate into the Project design a Community Safety Center for use by the Project's private security force and the Los Angeles County Sheriffs Department. It shall include the following features at a minimum: a front desk/reception area, a community meeting room, work space for law enforcement and public safety personnel, a video monitoring console, and restrooms. The Center shall be staffed by either a Sheriff's Department Community Services Officer or personnel approved by the Sheriff's Department.

Mitigation Measure I.2-3: The Applicant shall install video cameras throughout the commercial development within Districts 1, 2, and 3 with a digitally recorded feed to the Community Safety Center that is also accessible via the internet at the Carson Sheriff's Station.

Mitigation Measure I.2-4: The Applicant shall provide the Project's fair share of a budget for the deployment of a one person patrol unit, which is dedicated to providing preventative patrol on the commercial portions of the Project site.

Mitigation Measure I.2-5: The Applicant shall fund Deputy Sheriffs on an overtime basis to augment security during peak periods, as jointly determined by the Applicant or its successor, and the Sheriff's Department.

Mitigation Measure I.2-6: The management of the entertainment venues located within the Project site shall notify the Sheriff's Station in advance of planned activities (i.e. movie schedules).

Mitigation Measure I.2-7: The Sheriff's Department Crime Prevention Unit shall be contacted for advice on crime prevention programs that could be incorporated into the proposed Project, including Neighborhood Watch.

c. Cumulative Impacts

(1) Construction Impacts

Since no related projects are sufficiently close to the Project site to create a cumulative impact on adjoining street segments, the cumulative effects of construction activities on emergency access would be less than significant. In addition, the related projects are also anticipated to maintain secure sites during the respective construction periods, so that cumulative construction activities would not result in a demand on police services greater than the existing capability of the Sheriff's Department.

(2) Operational Impacts

As with the Project, most of the related projects would be subject to discretionary review, including an evaluation of the adequacy of police services and the need for mitigation measures. As the Project's impacts would be addressed via the identified migration measures, the Project would not contribute to a significant cumulative impact. Furthermore, the Sheriff's Department would have input regarding mitigation for each of the related projects. Thus, cumulative impacts are concluded to be less than significant.

d. Level of Significance After Mitigation

With the implementation of the recommended mitigation measures, impacts to police services and facilities provided by the Sheriff's Department would be less than significant.

9.11 Schools

a. Environmental Impacts

The Project would generate approximately 489 students, consisting of 213 elementary school students, -119 middle school students, and 157 high school students. While Project-generated middle school students could be accommodated by existing facilities at White Middle School, increased enrollment attributable to the proposed Project would exceed existing school capacities at Carson Elementary School and Carson High School. However, the payment of the

requisite school facility development fees would offset the Project's potential impacts to these schools. As a result, Project development would result in an impact that is less than significant to the LAUSD schools that serve the Project site.

b. Mitigation Measures

The Applicant would be required to pay new school facility development fees at the time of building permit issuance. Pursuant to California Government Code Section 65995, payment of the developer fees required by State law provides full and complete mitigation of the Project's impacts on school facilities. Therefore, no other mitigation measures are required.

c. Cumulative Impacts

Cumulative impacts related to schools were considered only for projects within the same attendance boundaries as the schools identified to serve the Project. The related projects identified would generate approximately 197 students: 15 Elementary, 76 Middle, and 106 High School. The generation of students from the related projects in combination with students generated by the proposed Project would result in a potentially significant impact to all of the identified LAUSD schools as existing school capacities would be exceeded. School capacity can be increased by the use of portable or modular classrooms and the implementation of year-round or multi-track school calendar. Portable classrooms are generally used to relieve overcrowded schools and are designed to accommodate 25 students per portable unit for elementary schools and 30 students per portable unit for middle and high schools. Implementing year-round and multi-track calendars also serve to increase school capacity by roughly one-third. However, the school facility development fees that would be paid by all new development, under the provisions of Government Code Section 65995, would constitute full mitigation of the impacts of these new developments, thereby reducing individual and cumulative Project impacts to a level that is less than significant.

d. Level of Significance After Mitigation

Potential impacts to LAUSD middle and high schools associated with the proposed Project, based on available forecasted capacity within existing facilities, would be potentially significant. While the students generated by the proposed Project would increase the forecasted over-capacity conditions at Carson Elementary School and Carson Senior High School, pursuant to the provisions of Government Code Section 65995, the Project's impact on school facilities is fully mitigated through the payment of the requisite school facility development fees current at the time building permits are issued. As the Project applicant is required to pay school facility development fees, potential Project impacts to schools are concluded to be less than significant. Therefore, potential impacts to all LAUSD school facilities attributable to the proposed Project would be less than significant.

9.12 Parks and Recreation

a. Environmental Impacts

Common and private open space would be provided throughout the residential areas of the Project site. Per the requirements of the Specific Plan, a minimum of 60 square feet of private open space would be provided per dwelling unit with a minimum dimension of five feet in any direction. Also pursuant to the Specific Plan, a minimum of 300 square feet of common open space would be provided per dwelling unit in District 3; a minimum of 200 square feet per ownership unit in District 1; and a minimum of 150 square feet minimum per rental unit in District 1. Common open space for each unit would have a minimum dimension of 10 feet in any direction. With 1,550 dwelling units, this would equate to 315,000 sq.ft., or 7.23 acres. In addition, the Project includes approximately 9.0 acres of open space along the southern and southwestern edges of the Project site. Recreational amenities that would also be available for use by the Project's residents would also contribute to the Project's common open space provisions. Specifically, to meet the recreational needs of Project residents, health clubs on the ground floor of the multi-family apartment buildings are proposed as well as bicycle and pedestrian routes throughout the Project site. The Project would meet the Carson Municipal Code requirements for the provision of park space through a combination of land dedication, on-site improvements, and/or, the payment of in-lieu fees, and thus, would have a less than significant impact with regard to the provision of park space. While the Project provides less private open space than that required by the Carson Municipal Code, to assure that the intent of these requirements are met, a mitigation measure is proposed to address this potentially significant impact. While the Applicant has proposed various features to contribute to meeting the City's common open space requirement, the amount of such space has not been determined at this time. Therefore, it is concluded that a significant impact may occur regarding the provision of common open space, and a mitigation measure is recommend below, to require that the common open-space standard be met. Project impacts would be potentially significant. Mitigation measures are proposed to reduce the impact to a less than significant level

b. Mitigation Measures

Two mitigation measures are proposed to address potential impacts on parks and recreation services. The first measure addresses impacts on public recreation facilities. Even though a significant impact on such facilities is not anticipated, the related measure ensures that the Project's contribution to parks and recreation facilities meets the City's Quimby requirements. The second measure addresses a potentially significant impact that could occur regarding the provision of private open space.

Mitigation Measure I.4-1: The Project shall provide park and recreation facilities pursuant to Section 9207.19, equivalent to three acres per 1,000 population,

that would be met through the provision of park space, on-site improvements, and/or, the payment of in-lieu fees.

Mitigation Measure I.4-2: The Project shall meet the intent of Municipal Code Sections 9128.54 and 9128.15 through the provision of private open space as defined therein and/or the provision of additional amenities that meet the recreational needs of Project residents, e.g., health clubs.

Mitigation Measure I.4-3: The Project shall meet the requirements of Municipal Code Section 9126.28 by demonstrating that the Project's common open space area meets the 40% standard established therein.

c. Cumulative Impacts

Of the 36 related projects, 17 are residential in nature or contain a residential component. A total of 609 dwelling units are anticipated to be constructed with implementation of these projects; 163 single-family and 446 multiple-family units. Land dedication requirements for the related projects were calculated base on the land dedication factors set forth in the Carson Municipal Code for each dwelling unit type. As each related project would comply with the requirements established in the Carson Municipal Code, the potential park and open space impacts of the related projects would be reduced to levels that are less than significant.

d. Level of Significance After Mitigation

Potential significant impacts to park and recreational facilities associated with the proposed Project, based on the maximum requirements established via the Carson Municipal Code, would be reduced to a less than significant level via compliance with Mitigation Measure I.4-1. A potentially significant impact with regard to the provision of private open space would be reduced to a less than significant level via Mitigation Measure I.4-2. A potentially significant impact with regard to the provision of common open space would be reduced to a less than significant level via Mitigation Measure I.4-3. Project impacts would result in less than significant impacts with regard to the adopted General Plan goals, policies and implementation measures, nor open space requirements established in the Municipal Code. Thus, the Project would meet the demand for services as addressed through those provisions. Therefore, potential impacts to park and recreational facilities attributable to the proposed Project would be less than significant.

9.13 Libraries

a. Environmental Impacts

Project-generated residents would cause an increase in the Carson Regional Library's service population and create a significant impact on its services and facilities. The Carson

Regional Library is currently underserved in terms of facility size and library material items, providing approximately 0.34 square feet of facility space and 2.6 library items per capita, thereby, not meeting the County Library minimum guidelines of 0.5 square feet of facility space and 2.75 library items per capita. The proposed Project would generate the need for 3,485 square feet of library facility space, 19,165 library collection items, 17 reader seats, 75 meeting room seats, 7 public access computers, and 14 standard size parking spaces. Thus, a significant impact would result.

b. Mitigation Measures

To address the Project's significant impact, the following mitigation measure will apply:

Mitigation Measure I.5-1: The Applicant shall pay a fair share contribution for the improvement of library facilities that are required to off-set impacts of the Project, subject to approval of the County of Los Angles Public Library.

c. Cumulative Impacts

Approximately half of the 609 dwelling units proposed by related projects are located both within the City of Carson and in the Carson Library service area. The development of the related projects would create additional demand on the Carson Library's facilities and services and cause the Library to further exceed the County guidelines for the provision of library facilities. In sum, the combined residential population would create the need for an additional 4,023 square feet of facility space, 22,127 library material items, 20 reader seats, 16 meeting room seats, 8 computers, and 16 parking spaces. Thus, without mitigation, the development of the identified related projects would result in a significant impact on library services due to lack of available capacity to meet the demand for library services. The Project, via the implementation of the recommended mitigation measure, would not increase the cumulative impact that would be generated by the identified related projects. Notwithstanding, since it is unknown what fees would be paid by other projects, it is conservatively concluded that the impacts of the identified related projects on library services would be significant.

d. Level of Significance After Mitigation

Through the payment of fees Project impacts would be reduced to a less than significant level.

9.14 Water Supply

a. Environmental Impacts

Water would be used for dust suppression and other construction activities. Such demand would be limited and, as such, would be less than significant. New tie-ins to the existing water mains in Main Street and Del Amo Boulevard may be required to serve the existing on-site system. During operation, water demand is estimated to be 795,470 gallons per day, which represents 42.3 percent of the forecasted growth for the Dominguez District through 2010. Based on the Project's Water Supply Assessment (WSA), the City's water supplier, California Water Services Company (CWS), has concluded that the needed quantity of water, and its conveyance to the Project site, are sufficient to meet Project needs. The development of commercial/high-density residential development may require fire flows up to 5,000 gallons per minute at 20 pounds per square inch residual pressure for up to a five-hour duration. The existing water mains are anticipated to be sufficient to meet fire flow requirements, as they were originally sized to meet future development needs in the Project area. Fire flow would be determined at the time a specific development application is submitted and any new lines would be sized to meet the Project's fire flow requirements. Since the Project's demand would not exceed the available water supply or the fire flow capacity of the existing conveyance system, the Project's impact on water supply would be less than significant.

b. Mitigation Measures

Although development of the proposed Project is not anticipated to result in significant impacts to water supply services, the following measures would ensure that water resources would be conserved to the extent feasible:

Mitigation Measure J.1-1: The Building Department and the Planning Division shall review building plans to ensure that water reducing measures are utilized, as required by Title 20 and Title 24 of the California Administrative Code. These measures include, but are not limited to, water conserving dishwashers, low-volume toilet tanks, and flow control devices for faucets.

Mitigation Measure J.1-2: The Project shall comply with the City's landscape ordinance, "A Water Efficient Landscape Ordinance," as required by the State Water Conservation Landscape Act.

Mitigation Measure J.1-3: The Applicant shall provide reclaimed water for the Project's non-potable water needs, if feasible.

Mitigation Measure J.1-4: Landscaping of the Project site shall utilize xeriscape (low-maintenance, drought-resistant) plantings.

Mitigation Measure J.1-5: Automatic irrigation systems shall be set to insure irrigation during early morning or evening hours to minimize water loss due to evaporation. Sprinklers must be reset to water less in cooler months and during rainfall season so that water is not wasted on excessive landscape irrigation.

Mitigation Measure J.1-6: The Project shall be designed to recycle all water used in cooling systems to the maximum extent possible.

Mitigation Measure J.1-7: To the maximum extent feasible, reclaimed water shall be used during the grading and construction phase of the Project for the following activities: (1) dust control, (2) soil compaction, and (3) concrete mixing.

Mitigation Measure J.1-8: Water lines and hydrants shall be sized and located so as to meet the fire flow requirements established by the Los Angeles County Fire Department.

c. Cumulative Impacts

The total consumption of water, inclusive of the Project, and the related projects, would be approximately 1,808,282 gallons of water per day, constituting approximately 96 percent of the forecasted Dominguez District growth to year 2010. Without monitoring and planning pursuant to existing regulations, a significant cumulative impact could occur. The Urban Water Management Plan (UWMP) prepared by CWS accounts for projected growth, and State regulations provide the means to ensure that the water needs of notable development projects are considered relative to the ability of the CWS to adequately meet future demand. The CWS anticipates that it would be able to supply regional growth, including the Project and related projects, through the foreseeable future. With implementation of mitigating State regulatory protections, no significant cumulative impacts related to water demand are anticipated.

d. Level of Significance After Mitigation

The total estimated water demand for the Project is anticipated to exceed available supplies and distribution infrastructure capabilities, or exceed the projected demand assumed in the planning for future water infrastructure needs. No local or regional upgrading of water conveyance systems is anticipated and, as such, no significant construction impacts from the development of additional off-site water lines are anticipated. Therefore, no significant unavoidable impacts relative to water supply would occur.

9.15 Wastewater

a. Environmental Impacts

Construction activities would generate a negligible amount of wastewater. The Project's on-site wastewater system would be developed during the construction of the Project and may require new tie-ins to the existing sewer lines in Main Street and Del Amo Boulevard. The Project's wastewater generation would be approximately 721,113 gallons per day (gpd). Wastewater would be treated at the Joint Water Pollution Control Plant (JWPCP), which has a design capacity of 385 million gallons per day (mgd). Since the JWPCP currently processes an average flow of 324.9 mgd, the Project's additional waste flow would require the use of 1.2 percent of the remaining 60.1 mgd capacity. The District's review of sewer lines serving the Project site indicate that no known limitations exist at this time. However, the District notes that significant impacts on downstream portions of the District's sewerage system can occur and capacities need to be verified. The District reviews sewer connection permits and requires payment of connection fees to construct any needed incremental expansion of the sewer system. Such fees would mitigate the impact of the Project on the conveyance system. Wastewater conveyance and treatment systems are designed to serve SCAG's regional growth forecasts and, since the Project is consistent with SCAG forecasts for the South Bay Cities sub-region, no significant impacts in relation to regional treatment capacity would occur.

b. Mitigation Measures

Although development of the proposed Project is not anticipated to produce significant impacts to sanitary sewers, the following measures would ensure that the increase in sewage generation attributable to the Project would result in a less than significant impact.

Mitigation Measure J.2-1: All required sewer improvements shall be designed and constructed according to the standards of the City of Carson and County of Los Angeles.

Mitigation Measure J.2-2: Fee payment is required prior to the issuance of a permit to connect to district sewer facilities.

Mitigation Measure J.2-3: The Building and Safety and Planning Divisions of the Development Services Department shall review building plans to ensure that water reducing measures are utilized, as required by Title 24 of the California Administrative Code. These measures include, but are not limited to, water conserving dishwashers, low-volume toilet tanks, and flow control devices for faucets.

Mitigation Measure J.2-4: The project shall include a dual plumbing system designed to utilize reclaimed water for non-potable uses.

c. Cumulative Impacts

Wastewater generated by related projects in conjunction with the proposed Project is estimated to be 1,610,491 gallons of wastewater per day. The additional waste flow would constitute 2.7 percent of the JWPCP's remaining 60.1 mgd capacity and, as such, would not exceed existing capacity. As with the Project, the capacity of downstream mains would be determined through the review of connection permits, prior to approval of related projects' building plans. Required connection fees would provide for needed incremental expansion of sewer lines. Therefore, related projects would not exceed the capacity of the treatment and conveyance system and cumulative impacts on the wastewater facilities would be less than significant.

d. Level of Significance After Mitigation

With the implementation of the recommended mitigation measures, any local deficiencies in sewer lines would be identified and remedied. No unavoidable significant impacts on wastewater conveyances or the capacity of the Joint Water Pollution Control Plant would occur.

9.16 Solid Waste

a. Environmental Impacts

Construction and demolition debris would be generated during the construction of the proposed Project. With the implementation of the City's Construction and Demolition Debris Recycling Program, the actual amount of construction debris disposed of at a landfill would be approximately 6,222 tons. However, as Project construction debris would represent approximately .0009 percent of remaining inert landfill capacity, impacts attributable to the Project's construction debris are concluded to be less than significant. Municipal solid waste generated by the residential and commercial uses proposed under the Project would require the disposal of approximately 10,064 tons of solid waste per year. Through a combination of compliance with City recycling requirements, the limited proportion of Countywide solid waste generation attributable to the proposed Project, available capacity within the El Sobrante Landfill, and the ongoing legally required solid waste planning programs, it is concluded that Project operations would have a less than significant impact with regard to landfill disposal capacity. As the Project would comply with City-required recycling programs, Project operations would be consistent with the applicable provisions of the SRRE. As such, a less than significant impact would result.

b. Mitigation Measures

Mitigation Measure J.3-1: All structures constructed or uses established within any part of the proposed Project site shall be designed to be permanently equipped with clearly marked, durable, source sorted recycling bins at all times to facilitate the separation and deposit of recyclable materials.

Mitigation Measure J.3-2: Primary collection bins shall be designed to facilitate mechanized collection of such recyclable wastes for transport to on- or off-site recycling facilities.

Mitigation Measure J.3-3: The Applicant shall coordinate with the City of Carson to continuously maintain in good order for the convenience of patrons, employees, and residents clearly marked, durable and separate recycling bins on the same lot, or parcel to facilitate the deposit of recyclable or commingled waste metal, cardboard, paper, glass, and plastic therein; maintain accessibility to such bins at all times, for collection of such wastes for transport to on- or off-site recycling plants; and require waste haulers to utilize local or regional material recovery facilities as feasible and appropriate.

Mitigation Measure J.3-4: Any existing on-site roads that are torn up shall be ground on site and recycled into the new road base.

Mitigation Measure J.3-5: Compaction facilities for non-recyclable materials shall be provided in every occupied building greater than 20,000 square fee in size to reduce both the total volume of solid waste produced and the number of trips required for collection, to the extent feasible.

Mitigation Measure J.3-6: All construction debris shall be recycled in a practical, available, accessible manner, to the extent feasible, during the construction phase.

c. Cumulative Impacts

Development of the identified related projects would generate 23,052 tons of solid waste during construction. As with the proposed Project, pursuant to the City's Construction and Demolition Debris Recycling Program, at least 50 percent of the construction debris generated by the related projects would be required to be recycled. In comparison to a remaining inert landfill disposal capacity of 69.94 million tons, cumulative construction debris, incorporating the conservative assumption that there is no recycling of construction wastes, constitutes 0.03 percent of the remaining inert landfill capacity. Based on this small percentage, cumulative impacts on inert landfill capacity are concluded to be less than significant.

During operations, cumulative solid waste disposal for the related projects is forecasted to be approximately 36,630 tons on an annual basis. It is anticipated that the proposed Project and other related projects would not conflict with solid waste policies and objectives in the City's SRRE or Construction and Demolition Debris Recycling Program. Impacts to solid waste policies and objectives intended to help achieve the requirements of AB 939 from implementation of the proposed Project and related projects would not be cumulatively significant. Cumulative annual solid waste generation represents 0.15 percent of the total solid waste generated in Los Angeles County in 2003. Based on this small percentage as well as the City's recycling programs and ongoing planning efforts at a Countywide level assuring 15 years of landfill capacity on an ongoing basis, cumulative impacts on municipal landfill capacity are concluded to be less than significant.

d. Level of Significance After Mitigation

Impacts associated with the Project's solid waste generation are concluded to be less than significant. Furthermore, the County via its established planning programs, has concluded that landfill disposal capacity would be available for the next 15 years, and in the long-term. The proposed Project would not conflict with the solid waste policies and objectives in the SRRE or the City's Construction and Demolition Debris Recycling Program and impacts relative to adopted solid waste diversion programs and policies would be less than significant.

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APPENDIX E
MITIGATION MONITORING PROGRAM

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CARSON MARKETPLACE
MITIGATION MONITORING AND REPORTING PROGRAM

A. INTRODUCTION

This Mitigation Monitoring and Reporting Program (MMRP) has been prepared in accordance with Section 21081.6 of the Public Resources Code and Section 15097 of the CEQA Guidelines, which require adoption of a Mitigation Monitoring and Reporting Program for all projects for which an Environmental Impact Report or Mitigated Negative Declaration has been prepared. Specifically, Section 21081.6 of the Public Resources Code states: "…the [lead] agency shall adopt a reporting or monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment… [and that program]… shall be designed to ensure compliance during project implementation." The City of Carson Community Redevelopment Department is the Lead Agency for the proposed Project.

The MMRP describes the procedures for the implementation of all of the mitigation measures identified in the EIR for the proposed Project. It is the intent of the MMRP to: (1) verify satisfaction of the required mitigation measures of the EIR; (2) provide a methodology to document implementation of the required mitigation; (3) provide a record of the Monitoring Program; (4) identify monitoring responsibility; and (5) establish administrative procedures for the clearance of mitigation measures.

The MMRP lists mitigation measures according to the same numbering system contained in the Draft EIR sections. Each mitigation measure is categorized by topic, with an accompanying discussion of the following:

- The enforcement agency (i.e., the agency with the authority to enforce the mitigation measure);
- The monitoring agency (i.e., the agency to which mitigation reports involving feasibility, compliance, implementation, and development operation are made).
- The phase of the Project during which the mitigation measure should be monitored (i.e., prior to issuance of a building permit, construction, or occupancy);

The Applicant shall be obligated to demonstrate that compliance with the required mitigation measures has been effected. All departments listed below are within the City of

Carson unless otherwise noted. The entity responsible for the implementation of all mitigation measures shall be the Applicant unless otherwise noted.

B. MITIGATION MEASURES

1. Land Use

No land use mitigation measures are identified in the EIR.

2. Visual Resources

Mitigation Measure B-1: The minimum setback for hotel and theater uses along the Torrance Lateral, adjacent to residential uses, shall be 250 feet.

Enforcement Agency: City of Carson Department of Development Services, Planning Division

Monitoring Agency: City of Carson Department of Development Services, Planning Division

Monitoring Phase: Pre-Construction

Mitigation Measure B-2: The distribution, placement and orientation of signs along the I-405 Freeway shall be in substantial compliance with the signage concepts presented in the Conceptual Plan.

Enforcement Agency: City of Carson Department of Development Services, Planning Division

Monitoring Agency: City of Carson Department of Development Services, Planning Division

Monitoring Phase: Post-Construction

Mitigation Measure B-3: The line of sight between lighted signs on the Project site and existing residential development along the Torrance Lateral, opposite to the Project site shall be minimized.

Enforcement Agency: City of Carson Department of Development Services, Planning Division

Monitoring Agency: City of Carson Department of Development Services, Planning Division

Monitoring Phase: Post-Construction

Mitigation Measure B-4: All Project development shall undergo site plan review by the Planning Manager to assure that the following design measures have been implemented:

- **Landscaping.** All Landscaping shall be consistent with a plant palate of native trees, shrubs and groundcovers that shall add uniformity to the Project site. Plants shall be selected to support and complement the themes of the various Project components. Specially themed landscaping treatments shall occur at key locations (e.g. freeway edge, channel slope and lifestyle and entertainment area). Of more detailed note: (1) landscaping themes on Del Amo Boulevard and Main Street shall be coordinated with the landscaping of the Carson Street Conceptual Visualization and the Home Depot Center; (2) continuous shrub and ground cover plantings shall be provided in the medians and edges of internal streets with vertical landscape and/or hardscape elements at a minimum of every 50 feet along the edges; (3) 5% landscape coverage shall be provided in parking lots, and (4) 50% landscape coverage shall be provided on the sides of parking structures visible to residences.

- **Buildings.** Buildings shall include the following design features: Varied and articulated building façades featuring the use of colorful stucco, with a variety of architectural accent materials for exterior treatment at visually accessible locations.

- **Accessory facilities and Walls.** Wall facades shall be varied and articulated. Accessory facilities such as trash bins, storage areas, etc., shall be covered and screened.

- **Lighting.** Lighting shall be limited in intensity, light control methods, and pole heights, so as to be directed on site, and not interfere with off-site activities.

3. Transportation and Circulation

a. Construction

Mitigation Measure C-1: The Project shall submit a Construction Traffic Management Plan or Worksite Traffic Control Plan (WTCP) to the City and appropriate police and fire services prior to the start of any construction work phase, which includes Project scheduling and the location of any roadway closures, traffic detours, haul routes, protective devices, and warning signs, for the

purpose of minimizing pedestrian and vehicular impediment and interference of emergency vehicles from Project construction activities.

Enforcement Agency: City of Carson Department of Development Services, Traffic Engineering Division

Monitoring Agency: City of Carson Department of Development Services, Traffic Engineering Division

Monitoring Phase: Construction

Mitigation Measure C-2: During construction, at least one sidewalk on either the north or south side of Del Amo Boulevard shall remain open and accessible to pedestrian traffic.

Enforcement Agency: City of Carson Department of Development Services, Traffic Engineering Division

Monitoring Agency: City of Carson Department of Development Services, Traffic Engineering Division

Monitoring Phase: Construction

b. Operation

(1) Intersection Mitigation Measures:

Mitigation Measure C-3: Vermont Avenue and Del Amo Boulevard (Intersection No. 5): A second left-turn lane shall be added to westbound Del Amo Boulevard.

- The westbound approach shall be improved to include two left-turn lanes, a through lane, and a right-turn lane. The improvement is feasible within the existing right-of-way.

- This mitigation measure shall be implemented at the point of development in which the Project generates 51 to 60 percent of its total trips, in accordance with Draft EIR Table 25, included herein as Table 1 on page 5

Enforcement Agency: City of Carson Department of Development Services, Traffic Engineering Division

Monitoring Agency: City of Carson Department of Development Services, Traffic Engineering Division

Monitoring Phase: Construction

Table 1

Intersection Mitigation Phasing Schedule

Percentage of Total Trips Triggering Significant Impacts [a]	Significantly Impacted Intersection
1 to 10 Percent	Intersection No. 6: Hamilton Avenue & Del Amo Boulevard
	Intersection No. 7: Figueroa Street & Del Amo Boulevard
	Intersection No. 12: Figueroa Street & I-110 NB Ramps
11 to 20 Percent	No change
21 to 30 Percent	Intersection No. 11: Hamilton Avenue & I-110 NB Ramps
	Intersection No. 25: Avalon Boulevard & Carson Street
31 to 40 Percent	Intersection No. 22: Vermont Avenue & Carson Street
41 to 50 Percent	No change
51 to 60 Percent	Intersection No. 5: Vermont Avenue & Del Amo Boulevard
	Intersection No. 8: Main Street & Del Amo Boulevard
61 to 70 Percent	Intersection No. 24: Avalon Boulevard & Carson Street
71 to 80 Percent	Intersection No. 15: Figueroa Street & Torrance Boulevard
	Intersection No. 23: Figueroa Street & Carson Street
81 to 90 Percent	Intersection No. 16: Main Street & Torrance Boulevard
91 to 100 Percent	No change

[a]: Mitigation measures are phased in relation to 10 percent increases in Project trips.

Source: Kaku Associates, October 2005

Mitigation Measure C-4: Hamilton Avenue & Del Amo Boulevard (Intersection No. 6):

- The Applicant shall install a traffic signal at this location.
- A right-turn lane shall be added to northbound Hamilton Avenue. The northbound approach shall be improved to include a left-turn lane, two through lanes, and a right-turn lane. This improvement is feasible within the existing right-of-way.
- This mitigation measure shall be implemented at the point of development in which the Project generates 1 to 10 percent of its total trips, in accordance with Table 1 above .

Enforcement Agency: City of Carson Department of Development Services, Traffic Engineering Division

Monitoring Agency: City of Carson Department of Development Services, Traffic Engineering Division

Monitoring Phase: Construction

Mitigation Measure C-5: Figueroa Street & Del Amo Boulevard (Intersection No. 7):

- A right-turn lane shall be added to southbound Figueroa Street. The southbound approach shall be improved to include one left-turn lane, two through lanes, and a right-turn lane. This improvement is feasible within the existing right-of-way
- A second westbound left-turn lane shall be added to westbound Del Amo Boulevard. The westbound approach shall be improved to include two left-turn lanes, two through lanes, and a right-turn lane. This improvement is feasible within the existing right-of-way.
- An eastbound through lane and a right-turn lane shall be added to eastbound Del Amo Boulevard. The eastbound approach shall be improved to include one left-turn lane, three through lanes, and a right-turn lane. This improvement is feasible within the existing right-of-way.
- This mitigation measure shall be implemented at the point of development in which the Project generates 1 to 10 percent of its total trips, in accordance with Table 1 on page 5 .

Enforcement Agency: City of Carson Department of Development Services, Traffic Engineering Division

Monitoring Agency: City of Carson Department of Development Services, Traffic Engineering Division

Monitoring Phase: Construction

Mitigation Measure C-6: Main Street and Del Amo Boulevard (Intersection No. 8):

- Land shall be dedicated, as required, to add a second left-turn lane and a right-turn lane to southbound Main Street. The southbound approach shall be improved to provide two left-turn lanes, two through lanes and a right-turn lane.
- A second left-turn lane shall be added to westbound Del Amo Boulevard. The westbound approach shall be improved to provide two

left-turn lanes, two through lanes and an optional through and a right-turn lane.

- Land shall be dedicated, as required, to add a second left-turn lane and a right-turn lane shall be added to northbound Main Street. The northbound approach shall be improved to provide two left-turn lanes, two through lanes, and a right-turn lane.
- A second left-turn lane shall be added to eastbound Del Amo Boulevard. The eastbound approach shall be improved to provide two left-turn lanes, two through lanes, and an optional through and a right-turn lane.
- This mitigation measure shall be implemented at the point of development in which the Project generates 51 to 60 percent of its total trips, in accordance with Table 1 on page 5 .

Enforcement Agency: City of Carson Department of Development Services, Traffic Engineering Division

Monitoring Agency: City of Carson Department of Development Services, Traffic Engineering Division

Monitoring Phase: Construction

Mitigation Measure C-7: Hamilton Avenue & I-110 Southbound Ramps (Intersection No. 11):

- The Applicant shall install a traffic signal at this location.
- The southbound approach shall be re-striped to provide for one left-turn lane and a shared left-turn/through lane. The improvement is feasible within the existing right-of way.
- This mitigation measure shall be implemented at the point of development in which the Project generates 21 to 30 percent of its total trips, in accordance with Table 1 on page 5

Enforcement Agency: City of Carson Department of Development Services, Traffic Engineering Division

Monitoring Agency: City of Carson Department of Development Services, Traffic Engineering Division

Monitoring Phase: Construction

Mitigation Measure C-8: Figueroa Street & I-110 Northbound Ramps (Intersection No. 12):

- A second right-turn lane shall be added to the southbound approach. The southbound approach shall be improved to provide two through lanes and two right-turn lanes.
- A right-turn lane shall be added to the eastbound approach. The eastbound approach shall be improved to provide two left-turn lanes and a right-turn lane. The improvements are feasible within the existing right-of-way.
- This mitigation measure shall be implemented at the point of development in which the Project generates 1 to 10 percent of its total trips, in accordance with Table 1 on page 5.

Enforcement Agency: City of Carson Department of Development Services, Traffic Engineering Division

Monitoring Agency: City of Carson Department of Development Services, Traffic Engineering Division

Monitoring Phase: Construction

Mitigation Measure C-9: Figueroa Street & Torrance Boulevard (Intersection No. 15):

- A second southbound left-turn lade shall be added to southbound Figueroa Street. The southbound approach shall be improved to include two left-turn lanes, two through lanes, and a right-turn lane. This improvement is feasible within the existing right-of-way.
- This mitigation measure shall be implemented at the point of development in which the Project generates 71 to 80 percent of its total trips, in accordance with Table 1 on page 5.

Enforcement Agency: City of Carson Department of Development Services, Traffic Engineering Division

Monitoring Agency: City of Carson Department of Development Services, Traffic Engineering Division

Monitoring Phase: Construction

Mitigation Measure C-10: Main Street & Torrance Boulevard (Intersection No. 16):

- The eastbound approach shall be re-striped to provide one left-turn lane and a shared through/right-turn lane.
- This mitigation measure shall be implemented at the point of development in which the Project generates 81 to 90 percent of its total trips, in accordance with Table 1 on page 5.

Enforcement Agency: City of Carson Department of Development Services, Traffic Engineering Division

Monitoring Agency: City of Carson Department of Development Services, Traffic Engineering Division

Monitoring Phase: Construction

Mitigation Measure C-11: Vermont Avenue & Carson Street (Intersection No. 22):

- The westbound right-turn lane shall be re-striped to provide a shared through/right-turn lane. The westbound approach shall be improved to provide one left-turn lane, two through lanes, and a shared through/right-turn lane.
- The eastbound right-turn lane shall be re-striped to provide a shared through/right-turn lane. The eastbound approach shall be improved to provide one left-turn lane, two through lanes, and a shared through/ right-turn lane.
- This mitigation measure shall be implemented at the point of development in which the Project generates 31 to 40 percent of its total trips, in accordance with Table 1 on page 5.

Enforcement Agency: City of Carson Department of Development Services, Traffic Engineering Division

Monitoring Agency: City of Carson Department of Development Services, Traffic Engineering Division

Monitoring Phase: Construction

Mitigation Measure C-12: Figueroa Street and Carson Street (Intersection No. 23): A right-turn lane shall be added to the southbound approach. The southbound approach shall be improved to provide two left-turn lanes, two through lanes, and a right-turn lane. This mitigation measure shall be implemented at the point of development in which the Project generates 71 to 80 percent of its total trips, in accordance with Table 1 on page 5.

Enforcement Agency: City of Carson Department of Development Services, Traffic Engineering Division

Monitoring Agency: City of Carson Department of Development Services, Traffic Engineering Division

Monitoring Phase: Construction

Mitigation Measure C-13: Main Street & Carson Street (Intersection No. 24):[1]

- A second left-turn lane shall be added to the westbound approach. The westbound approach shall be improved to provide two left-turn lanes, two through lanes, and a shared through/right-turn lane
- A second left-turn lane shall be added to the eastbound approach. The northbound approach shall be improved to provide two left-turn lanes, two through lanes, and a shared through/right-turn lane.
- This mitigation measure shall be implemented at the point of development in which the Project generates 61 to 70 percent of its total trips, in accordance with Table 1 on page 5.

Enforcement Agency: City of Carson Department of Development Services, Traffic Engineering Division

Monitoring Agency: City of Carson Department of Development Services, Traffic Engineering Division

Monitoring Phase: Construction

Mitigation Measure C-14: Avalon Boulevard & Carson Street (Intersection No. 25):

- A right-turn lane shall be added to the southbound approach. The southbound approach shall be improved to include one left-turn lane, three through lanes, and a right-turn lane.
- A right-turn lane shall be added to the westbound approach. The westbound approach shall be improved to provide two left-turn lanes, two through lanes, and a right-turn lane.

[1] *Any future street widening improvements for the intersection of Avalon Boulevard and Carson Street are not feasible within the existing right-of-way and would require acquisition or dedication of right-of-way from adjacent parcels. The adjacent land uses include the Carson City Hall on the northeast corner of the intersection and commercial uses on the remaining three corners of the intersection. The necessary width can be obtained adjacent to City Hall on the north side of Carson Street through reduction of a portion of the existing landscaped area, allowing construction of the right-turn lane on the westbound Carson Street approach. Information from the City of Carson indicates that the parcels on the southeast and northwest corners may redevelop, at which point it may be possible to obtain the necessary right-of-way on the east side of Avalon Boulevard south of Carson Street and on the west side of Avalon Boulevard north of Carson Street, allowing construction of the right-turn lanes on the northbound and southbound Avalon Boulevard approaches. If the proposed right-turn lanes were provided on these three approaches but not on the eastbound Carson Street approach, it is estimated that the projected afternoon peak hour V/C would be reduced from 0.973 to 0.904. Although this would partially alleviate the Project impact, it would not fully mitigate the impact to a less than significant level.*

- A right-turn lane shall be added to the northbound approach. The northbound approach shall be improved to provide one left-turn lane, three through lanes, and a right-turn lane.

- A right-turn lane shall be added to the eastbound approach. The eastbound approach shall be improved to provide two left-turn lanes, two through lanes, and a right-turn lane.

- This mitigation measure shall be implemented at the point of development in which the Project generates 21 to 30 percent of its total trips, in accordance with Table 1 on page 5

Enforcement Agency: City of Carson Department of Development Services, Traffic Engineering Division

Monitoring Agency: City of Carson Department of Development Services, Traffic Engineering Division

Monitoring Phase: Construction

Mitigation Measure C-15: No Certificate of Occupancy shall be issued for commercial development in District 2, or for commercial development in Districts 1 and 3 that is greater than the amount of commercial development shown in the Applicant's Conceptual Plan (i.e., 150,000 square feet and 50,000 square feet, respectively), prior to the completion of the I-405 ramp improvements at Avalon Boulevard.

Enforcement Agency: City of Carson Department of Development Services, Traffic Engineering Division

Monitoring Agency: City of Carson Department of Development Services, Traffic Engineering Division

Monitoring Phase: Construction

(2) I-405 and I-110 Freeways

No feasible mitigation measures are available to the Applicant to mitigate the Project's significant impacts on the I-110 and I-405 freeways.

(3) Site Access Mitigation Measures:

Site access impacts were determined to be less than significant as long as the main site intersections are configured as described in Draft EIR

Section IV.C.3.c(1), Project Design Features. No mitigation measures are required.

(4) Public Transportation

Mitigation Measure C-16: In coordination with the City of Carson Transit Authority and the Metropolitan Transit Authority (Metro), the Applicant shall provide additional transit stops, including benches and shelters, in and adjacent to the Project site.

Enforcement Agency: City of Carson Department of Development Services, Planning and Traffic Engineering Divisions

Monitoring Agency: City of Carson Department of Development Services, Planning and Traffic Engineering Divisions

Monitoring Phase: Post-Construction

4. Hazards and Hazardous Materials

Mitigation Measure D-1: To the extent the Applicant desires to refine or modify requirements in the RAP, the Applicant shall provide documentation to the City indicating DTSC approval of such refinements or modifications.

Enforcement Agency: Department of Toxic Substances Control (DTSC), City of Carson Department of Development Services

Monitoring Agency: Cal-EPA, Department of Toxic Substances Control (DTSC), City of Carson Department of Development Services

Monitoring Phase: Pre-Construction

Mitigation Measure D-2: The Applicant shall provide documentation to the City indicating DTSC shall permit the proposed residential uses in Development District 1 prior to issuance of any permits for such residential development in Development District 1.

Enforcement Agency: DTSC

Monitoring Agency: Cal-EPA, Department of Toxic Substances Control (DTSC), City of Carson Department of Development Services

Monitoring Phase: Pre-Construction

Mitigation Measure D-3: The Applicant shall provide documentation to the City indicating both on- and off-site risks associated with RAP construction have been evaluated to the satisfaction of the DTSC, and at a minimum, perimeter air monitoring shall be completed for dust, particulates, and constituents determined to be Constituents of Concern (COCs).

Enforcement Agency: Department of Toxic Substances Control (DTSC), City of Carson Department of Development Services

Monitoring Agency: Cal-EPA, Department of Toxic Substances Control (DTSC), City of Carson Department of Development Services

Monitoring Phase: Pre-Construction, Construction

Mitigation Measure D-4: The Applicant shall provide to the City, documentation indicating that (1) a post remediation risk assessment has been prepared by the Applicant and approved by DTSC; and (2) DTSC has certified that the remedial systems are properly functioning prior to issuance of a Certificate of Occupancy.

Enforcement Agency: Department of Toxic Substances Control (DTSC), City of Carson Department of Development Services

Monitoring Agency: Cal-EPA, Department of Toxic Substances Control (DTSC), City of Carson Department of Development Services

Monitoring Phase: Post-Construction

Mitigation Measure D-5: The Applicant shall provide documentation to the City indicating that applicable remedial systems and monitoring plans, including the location of the flare and treatment facility are in accordance with applicable SCAQMD regulations.

Enforcement Agency: Southern California Air Quality Management District (SCAQMD)

Monitoring Agency: City of Carson Department of Development Services

Monitoring Phase: Pre-Construction

5. Geology and Soils

Mitigation Measure E-1: In accordance with City of Carson Municipal Code, the Applicant shall comply with site-specific recommendations set forth in

engineering geology and geotechnical reports prepared to the satisfaction of the City of Carson Building Official, as follows:

- The engineering geology report shall be prepared and signed by a California Certified Engineering Geologist and the geotechnical report shall be prepared and signed by a California Registered Civil Engineer experienced in the area of geotechnical engineering. Geology and geotechnical reports shall include site-specific studies and analyses for all potential geologic and/or geotechnical hazards. Geotechnical reports shall address the design of pilings, foundations, walls below grade, retaining walls, shoring, subgrade preparation for floor slab support, paving, earthwork methodologies, and dewatering, where applicable.

- Geology and geotechnical reports may be prepared separately or together.

- Where the studies indicate, compensating siting and design features shall be required.

- Laboratory testing of soils shall demonstrate the suitability of underlying native soils to support driven piles to the satisfaction of the City of Carson Building Official.

Enforcement Agency: City of Carson Department of Development Services, Building and Safety Division

Monitoring Agency: City of Carson Department of Development Services, Building and Safety Division

Monitoring Phase: Pre-Construction

Mitigation Measure E-2: Due to the classification of portions of the Project site as a liquefaction zone, the Applicant shall demonstrate that liquefaction either poses a sufficiently low hazard to satisfy the defined acceptable risk criteria, in accordance with CDMG Special Bulletin 117, or (b) implement suitable mitigation measures to effectively reduce the hazard to acceptable levels (CCR Title 14, Section 3721). The analysis of liquefaction risk shall be prepared by a registered civil engineer and shall be submitted to the satisfaction of the City Building Official.

Enforcement Agency: City of Carson Department of Development Services, Building and Safety Division

Monitoring Agency: City of Carson Department of Development Services, Building and Safety Division

Monitoring Phase: Pre-Construction

Mitigation Measure E-3: Any roads realigned from the existing configuration or, otherwise, located in areas underlain by waste soils shall comply with site-specific recommendations as set forth in engineering geology and geotechnical reports prepared to the satisfaction of City of Carson building officials.

Enforcement Agency: City of Carson Department of Development Services, Building and Safety and Engineering Divisions

Monitoring Agency: City of Carson Department of Development Services, Building and Safety and Engineering Divisions

Monitoring Phase: Pre-Construction

6. Surface Water Quality

Mitigation Measure F-1: Soils in Development District 3 shall be tested prior to the issuance of a grading permit, in accordance with the recommendation of Blasland, Bouck and Lee, Inc.'s (BBL's) Preliminary Draft Phase I and Initial Phase II Environmental Site Assessment Summary, Del Amo Gardens Site (July 6, 2005). If contaminants are found in excess of State of California maximum contamination levels (MCLs), the soils shall be addressed in accordance with a DTSC-approved program.

Enforcement Agency: City of Carson Department of Development Services, Building and Safety Division

Monitoring Agency: City of Carson Department of Development Services, Building and Safety Division

Monitoring Phase: Pre-Construction

7. Air Quality

a. Construction

Mitigation Measure G-1: General contractors shall implement a fugitive dust control program pursuant to the provisions of SCAQMD Rule 403.

Enforcement Agency: Southern California Air Quality Management District (SCAQMD)

Monitoring Agency: City of Carson Department of Development Services:

Monitoring Phase: Construction

Mitigation Measure G-2: All construction equipment shall be properly tuned and maintained in accordance with manufacturer's specifications.

Enforcement Agency: Southern California Air Quality Management District (SCAQMD)

Monitoring Agency: City of Carson Department of Development Services, SCAQMD

Monitoring Phase: Construction

Mitigation Measure G-3: General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions. During construction, trucks and vehicles in loading and unloading queues would turn their engines off, when not in use, to reduce vehicle emissions. Construction emissions should be phased and scheduled to avoid emissions peaks and discontinued during second-stage smog alerts.

Enforcement Agency: SCAQMD

Monitoring Agency: City of Carson Department of Development Services

Monitoring Phase: Construction

Mitigation Measure G-4: Electricity from power poles rather than temporary diesel- or gasoline-powered generators shall be used to the extent feasible.

Enforcement Agency: SCAQMD, City of Carson Department of Development Services

Monitoring Agency: City of Carson Department of Development Services, Building and Safety Division

Monitoring Phase: Construction

Mitigation Measure G-5: All construction vehicles shall be prohibited from idling in excess of ten minutes, both on- and off-site.

Enforcement Agency: SCAQMD, City of Carson Department of Development Services, Building and Safety Division

Monitoring Agency: City of Carson Department of Development Services, Building and Safety Division

Monitoring Phase: Construction

Mitigation Measure G-6: 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.

Enforcement Agency: SCAQMD, City of Carson Department of Development Services, Building and Safety Division

Monitoring Agency: City of Carson Department of Development Services, Building and Safety Division

Monitoring Phase: Construction

Mitigation Measure G-7: The Applicant shall utilize coatings and solvents that are consistent with applicable SCAQMD rules and regulations**.**

Enforcement Agency: SCAQMD, City of Carson Department of Development Services, Building and Safety Division

Monitoring Agency: City of Carson Department of Development Services, Building and Safety Division

Monitoring Phase: Construction

Mitigation Measure G-8: The Applicant shall comply with SCAQMD Rule 402 to reduce potential nuisance impacts due to odors from construction activities.

Enforcement Agency: SCAQMD, City of Carson Department of Development Services, Building and Safety Division

Monitoring Agency: City of Carson Department of Development Services, Building and Safety Division

Monitoring Phase: Construction

Mitigation Measure G-9: All construction vehicle tires shall be washed at the time these vehicles exit the project site.

Enforcement Agency: SCAQMD, City of Carson Department of Development Services, Building and Safety Division

Monitoring Agency: City of Carson Department of Development Services, Building and Safety Division

Monitoring Phase: Construction

Mitigation Measure G-10: All fill material carried by haul trucks shall be covered by a tarp or other means.

Enforcement Agency: SCAQMD, City of Carson Department of Development Services, Building and Safety Division

Monitoring Agency: City of Carson Department of Development Services, Building and Safety Division

Monitoring Phase: Construction

Mitigation Measure G-11: Any intensive dust generating activity such as grinding concrete for existing roads must be controlled to the greatest extent feasible.

Enforcement Agency: SCAQMD, City of Carson Department of Development Services, Building and Safety Division

Monitoring Agency: City of Carson Department of Development Services, Building and Safety Division

Monitoring Phase: Construction

Mitigation Measure G-12: The Applicant shall provide documentation to the City indicating both on- and off-site air-borne 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).

Enforcement Agency: SCAQMD, City of Carson Department of Development Services, Building and Safety Division

Monitoring Agency: City of Carson Department of Development Services, Building and Safety Division

Monitoring Phase: Construction

b. Operation

(1) Service and Support Facilities (Point Sources)

Mitigation Measure G-13: All point source facilities shall obtain all required permits from the SCAQMD. The issuance of these permits by the SCAQMD shall require the operators of these facilities to implement Best Available Control Technology and other required measures that reduce emissions of criteria air pollutants.

Enforcement Agency: SCAQMD, City of Carson Department of Development Services, Building and Safety Division

Monitoring Agency: City of Carson Department of Development Services, Building and Safety Division

Monitoring Phase: Post-Construction

Mitigation Measure G-14: Land uses on the Project site shall be limited to those that do not emit high levels of potentially toxic contaminants or odors.

Enforcement Agency: City of Carson Department of Development Services, Planning Division

Monitoring Agency: City of Carson Department of Development Services, Planning Division

Monitoring Phase: Pre-Construction, Post-Construction

(2) Natural Gas Consumption and Electricity Production

Mitigation Measure G-15: All residential and non-residential buildings shall meet the California Title 24 Energy Efficiency standards for water heating, space heating and cooling, to the extent feasible.

Enforcement Agency: City of Carson Department of Development Services, Building and Safety Division

Monitoring Agency: City of Carson Department of Development Services, Building and Safety Division

Monitoring Phase: Pre-Construction

Mitigation Measure G-16: All fixtures used for lighting of exterior common areas shall be regulated by automatic devices to turn off lights when they are not needed, but a minimum level of lighting should be provided for safety.

Enforcement Agency: City of Carson Department of Development Services, Building and Safety Division

Monitoring Agency: City of Carson Department of Development Services, Building and Safety Division

Monitoring Phase: Pre-Construction

(3) Building Materials, Architectural Coatings and Cleaning Solvents

Mitigation Measure G-17: Building materials, architectural coatings and cleaning solvents shall comply with all applicable SCAQMD rules and regulations.

Enforcement Agency: City of Carson Department of Development Services, Building and Safety Division

Monitoring Agency: City of Carson Department of Development Services, Building and Safety Division

Monitoring Phase: Construction

(4) Transportation System Management and Demand Management

Mitigation Measure G-18: The Applicant shall, to the extent feasible, schedule deliveries during off-peak traffic periods to encourage the reduction of trips during the most congested periods.

Enforcement Agency: City of Carson Building and Safety Division

Monitoring Agency: City of Carson Building and Safety Division

Monitoring Phase: Post-Construction

Mitigation Measure G-19: The Applicant shall coordinate with the MTA and the City of Carson and Los Angeles Department of Transportation to provide information with regard to local bus and rail services.

Enforcement Agency: City of Carson Redevelopment Division

Monitoring Agency: City of Carson Redevelopment Division

Monitoring Phase: Post-Construction

Mitigation Measure G-20: During site plan review, consideration shall be given regarding the provision of safe and convenient access to bus stops and public transportation facilities.

Enforcement Agency: City of Carson Department of Development Services, Planning Division

Monitoring Agency: City of Carson Department of Development Services, Planning Division

Monitoring Phase: Post-Construction

Mitigation Measure G-21: The Applicant shall pay a fair share contribution for a low emission shuttle service between the project site and other major activity centers within the project vicinity (i.e., the MetroRail Blue Line station at Del Amo Boulevard and Santa Fe and the Carson Transfer Station at the South Bay Pavilion).

Enforcement Agency: City of Carson Department of Development Services, Planning Division

Monitoring Agency: City of Carson Department of Development Services, Planning Division

Monitoring Phase: Post-Construction

Mitigation Measure G-22: The Applicant shall provide bicycle racks located at convenient locations throughout Carson Marketplace.

Enforcement Agency: City of Carson Department of Development Services, Planning Division

Monitoring Agency: City of Carson Department of Development Services, Building and Safety Division

Monitoring Phase: Post- Construction

Mitigation Measure G-23: The Applicant shall provide bicycle paths along the main routes through Carson Marketplace.

Enforcement Agency: City of Carson Department of Development Services, Planning and Traffic Engineering Division

Monitoring Agency: City of Carson Department of Development Services, Planning and Traffic Engineering Division

Monitoring Phase: Pre-Construction

Mitigation Measure G-24: The Applicant shall provide convenient pedestrian access throughout Carson Marketplace.

Enforcement Agency: City of Carson Department of Department of Development Services, Planning Division

Monitoring Agency: City of Carson Department of Development Services, Planning Division

Monitoring Phase: Pre-Construction

Mitigation Measure G-25: The Project shall include air filtration systems for residential dwelling units designed to have a minimum efficiency reporting value (MERV) of 12 as indicated by the American Society of Heating Refrigerating and Air Conditioning Engineers (ASHRAE) Standard 52.2. The air handling systems shall be maintained on a regular basis per manufacturer's recommendations by a qualified technician employed or contracted by the

Applicant or successor. Operation and maintenance of the system shall ensure that it performs above the minimum reporting value.

Enforcement Agency: City of Carson Department of Development Services, Building and Safety Division

Monitoring Agency: City of Carson Department of Development Services, Building and Safety Division

Monitoring Phase: Pre-Construction, Post-Construction

8. Noise

a. Construction

Mitigation Measure H-1: Prior to the issuance of any grading, excavation, haul route, foundation, or building permits, the Applicant shall provide proof satisfactory to the Building and Safety Division and Planning Division of the Department of Development Services that all construction documents require contractors to comply with City of Carson Municipal Code Sections 4101 (i) and (j), which requires all construction and demolition activities including pile driving, to occur between 7:00 A.M. and 8:00 P.M. Monday through Saturday and that a noise management plan for compliance and verification has been prepared by a monitor retained by the Applicant. At a minimum, the plan shall include the following requirements:

- Noise-generating equipment operated at the Project site shall be equipped with effective noise control devices (i.e., mufflers, intake silencers, lagging, and/or engine enclosures). All equipment shall be properly maintained to assure that no additional noise, due to worn or improperly maintained parts, would be generated.

- Pile drivers used within 1,500 feet of sensitive receptors shall be equipped with noise control techniques (e.g., use of noise attenuation shields or shrouds) having a minimum quieting factor of 10 dBA.

- Effective temporary sound barriers shall be used and relocated, as needed, whenever construction activities occur within 150 feet of residential property, to block line-of-site between the construction equipment and the noise-sensitive receptors (i.e., residential uses located on the west and south of the Project site).

- Loading and staging areas must be located on site and away from the most noise-sensitive uses surrounding the site as determined by the

Building and Safety Division of the Department of Development Services.

- An approved haul route authorization that avoids noise-sensitive land uses to the maximum extent feasible.

- A construction relations officer shall be designated to serve as a liaison with residents, and a contact telephone number shall be provided to residents.

Enforcement Agency: City of Carson Department of Development Services, Planning Division

Monitoring Agency: City of Carson Department of Development Services, Building and Safety Division

Monitoring Phase: Pre-Construction, Construction

(1) Vibration

Mitigation Measure H-2: The Applicant, prior to initiating DDC activities on a site-wide basis, shall conduct a DDC Pilot Program (Pilot Program). The Pilot Program shall be implemented via the following guidelines:

- Prior to the initiation of the Pilot Program, the Applicant shall locate vibration monitors at the following locations: (1) along the Project's fenceline opposite the off-site residential uses located to the south and southwest of the Project site (i.e., within the Project site), and (2) along the far side of the Torrance Lateral Channel in line with the monitors placed within the Project site itself.

- Continuous monitoring shall be conducted on an ongoing basis during the Pilot Program. All vibration levels measured by the monitors shall be logged with documentation of the measurements provided to the City.

- Initial DDC drops shall be limited in weight, height and/or location dictated by calculations which demonstrate that the potential vibration levels are below the 0.02 inches per second PPV threshold limit.

- Increases in DDC weight, height and/or location shall incur in small increments, with continuous monitoring to assure compliance with the 0.02 inches per second PPV threshold limit.

- If vibration levels at any time during the Pilot Program exceed the 0.02 inches per second PPV threshold level, DDC activity shall immediately stop, until new drop parameters are established that would reduce the vibration levels to less than the 0.02 inches per second PPV threshold level.

Enforcement Agency: City of Carson Department of Development Services, Planning Division

Monitoring Agency: City of Carson Department of Development Services, Planning Division

Monitoring Phase: Pre-Construction

Mitigation Measure H-3: The monitors located on the far side of the Torrance Lateral Channel as part of the Pilot Program shall remain in place throughout the DDC phase of Project construction. Continuous monitoring shall be conducted on an ongoing basis. All vibration levels measured by the monitors shall be logged with documentation of the measurements provided to the City. If DDC vibration levels at any time exceed the 0.02 inches per second PPV threshold level, DDC activity shall immediately stop, until new drop parameters are established that would reduce the vibration levels to less than the 0.02 inches per second PPV threshold level.

Enforcement Agency: City of Carson Department of Development Services, Building and Safety Division and Planning Division

Monitoring Agency: City of Carson Department of Development Services, Building and Safety Division and Planning Division

Monitoring Phase: Construction

(2) Construction Management

Mitigation Measure H-4: A construction and construction-related monitor satisfactory to the Department of Development Services General Manager shall be retained by the Applicant to document compliance with the mitigation measures. Said Monitor's qualifications, identification, address and telephone number shall be listed in the contracts and shall be placed in the pertinent files of the Department of Development Services Department. The Monitor will be required to monitor all construction and construction-related activities on the site on a periodic basis; keep all written records which shall be open for public inspection; and to file monthly reports with City and appropriate permit granting authorities. In addition:

- Information shall be provided on a regular basis regarding construction activities and their duration. A Construction Relations Officer shall be established and funded by the Applicant, and approved by the Department of Development Services General Manager, to act as a liaison with neighbors and residents concerning on-site construction activity. As part of this mitigation measure, the Applicant shall establish a 24-hour telephone construction hotline which will be

staffed between the hours of 8:00 A.M. and 5:00 P.M. on a daily basis throughout the project's entire construction period for the purposes of answering questions and resolving disputes with adjacent property owners. The hotline number shall be posted on site.

- The Applicant shall require in all construction and construction-related contracts and subcontracts, provisions requiring compliance with special environmental conditions included in all relevant entitlement approval actions of the City of Carson. Such provisions shall also include retention of the power to effect prompt corrective action by the applicant, its representative or prime contractor, subcontractor or operator to correct noticed noncompliance.

- During construction loading and staging areas must be located on-site and away from the most noise-sensitive uses surrounding the site as determined by the Planning Manager.

Enforcement Agency: City of Carson Department of Development Services, Planning Division

Monitoring Agency: City of Carson Department of Development Services, Planning Division

Monitoring Phase: Pre-Construction, Construction

b. Operation

(1) Noise

Mitigation Measure H-5: All parking lots near residential areas shall be located a minimum of 150 feet from an off-site residential use unless a minimum eight foot wall is provided along the property boundary to limit noise levels associated with parking lot activities.

Enforcement Agency: City of Carson Department of Development Services, Planning Division

Monitoring Agency: City of Carson Department of Development Services, Planning Division

Monitoring Phase: Pre-Construction

Mitigation Measure H-6: All parking structures near residential areas shall be located a minimum of 150 feet from an off-site residential use unless the exterior wall of the parking structure that faces the off-site residential use is a solid wall or provides acoustical louvers (or equivalent noise reduction measures).

Enforcement Agency: City of Carson Department of Development Services, Planning Division

Monitoring Agency: City of Carson Department of Development Services, Planning Division

Monitoring Phase: Pre-Construction

Mitigation Measure H-7: During operation of a building (following construction), truck delivery should be limited to non-peak traffic periods between 7:00 A.M. and 8:00 P.M., if feasible.

Enforcement Agency: City of Carson Department of Development Services, Planning Division

Monitoring Agency: City of Carson Department of Development Services, Planning Division

Monitoring Phase: Pre-Construction

Mitigation Measure H-8: For the residential uses immediately south and north of Del Amo Boulevard, within Development Districts 1 and 3, all exterior walls and floor-ceiling assemblies (unless within a unit) shall be constructed with double-paned glass or an equivalent and in a manner to provide an airborne sound insulation system achieving a Sound Transmission Class of 50 (45 if field tested) as defined in the UBC Standard No. 35-1, 1982 edition. Sign-off by the Department of Development Services General Manager, or his/her designee, is required prior to the issuance of the first building permit. The Applicant, as an alternative, may retain an engineer registered in the State of California with expertise in acoustical engineering, who would submit a signed report for an alternative means of sound insulation satisfactory to the City of Carson which achieves a maximum interior noise of CNEL 45 (residential standard).

Enforcement Agency: City of Carson Department of Development Services, Building and Safety Division

Monitoring Agency: City of Carson Department of Development Services, Building and Safety Division

Monitoring Phase: Pre-Construction

Mitigation Measure H-9: The balconies of the first row of residential units facing Del Amo Boulevard or I-405 Freeway, should any such balconies be constructed, shall have a solid fence/wall with an appropriate height to reduce the noise received from traffic traveled on the adjacent Boulevard.

Enforcement Agency: City of Carson Department of Development Services, Planning and Building and Safety Divisions

Monitoring Agency: City of Carson Department of Development Services, Planning and Building and Safety Divisions

Monitoring Phase: Pre-Construction

Mitigation Measure H-10: If any noise intensive uses (i.e., outdoor theater, passenger station (bus station, rail station, taxi stand), small recycling facility, or commercial uses (outdoor activities, amplified music, outdoor patios, etc)) are proposed within 300 feet of an on-site or off-site residential use, then as part of the site plan review process, a community noise study shall be completed and the study shall demonstrate that the use would not exceed the City of Carson Municipal Code noise standards and/or the standards established in this EIR.

Enforcement Agency: City of Carson Department of Development Services, Planning Division

Monitoring Agency: City of Carson Department of Development Services, Planning Division

Monitoring Phase: Post-Construction

9. Public Services

9.1 Fire Protection

Mitigation Measure I.1-1: Prior to construction, the Applicant shall submit buildings plans to the Los Angeles County Fire Department (LACoFD) for review. Based on such plan check, any additional fire safety recommendations shall be implemented to the satisfaction of the LACoFD.

Enforcement Agency: Los Angeles County Fire Department

Monitoring Agency: Los Angeles County Fire Department

Monitoring Phase: Pre-Construction

Mitigation Measure I.1-2: The Applicant shall provide adequate ingress/egress access points for emergency response to the satisfaction of the LACoFD.

Enforcement Agency: Los Angeles County Fire Department

Monitoring Agency: Los Angeles County Fire Department

Monitoring Phase: Pre-Construction

Mitigation Measure I.1-3: The Applicant shall comply with all applicable fire code and ordinance requirements for construction, access, water mains, fire flows, and fire hydrants as required by the LACoFD.

Enforcement Agency: Los Angeles County Fire Department

Monitoring Agency: Los Angeles County Fire Department

Monitoring Phase: Pre-Construction

Mitigation Measure I.1-4: Every building shall be accessible to Fire Department apparatus by way of access roadways, with an all-weather surface of not less than the width prescribed by the LACoFD. The roadway shall extend to within 150 feet of all portions of exterior building walls when measured by an unobstructed route around the exterior of the building.

Enforcement Agency: Los Angeles County Fire Department

Monitoring Agency: Los Angeles County Fire Department

Monitoring Phase: Pre-Construction

Mitigation Measure I.1-5: Requirements for access, fire flows, and hydrants, shall be addressed during the City's subdivision tentative map stage.

Enforcement Agency: Los Angeles County Fire Department

Monitoring Agency: Los Angeles County Fire Department

Monitoring Phase: Pre-Construction

Mitigation Measure I.1-6: Fire sprinkler systems shall be installed in all residential and commercial occupancies to the satisfaction of the LACoFD.

Enforcement Agency: Los Angeles County Fire Department

Monitoring Agency: Los Angeles County Fire Department

Monitoring Phase: Pre-Construction

Mitigation Measure I.1-7: The Applicant shall assure that adequate water pressure is available to meet Code-required fire flow. Based on the size of the buildings, proximity of other structures, and construction type, a maximum fire flow up to 5,000 gallons per minute (gpm) at 20 pounds per square inch (psi) residual pressure for up to a four-hour duration may be required.

Enforcement Agency: Los Angeles County Fire Department

Monitoring Agency: Los Angeles County Fire Department

Monitoring Phase: Pre-Construction

Mitigation Measure I.1-8: Fire hydrant spacing shall be 300 feet and shall meet the following requirements:

- No portion of a lot's frontage shall be more than 200 feet via vehicular access from a properly spaced fire hydrant;
- No portion of a building shall exceed 400 feet via vehicular access from a properly spaced fire hydrant;
- Additional hydrants shall be required if spacing exceeds specified distances;
- When a cul-de-sac depth exceeds 200 feet on a commercial street, hydrants shall be required at the corner and mid-block;
- A cul-de-sac shall not be more than 500 feet in length, when serving land zoned for commercial use; and
- Turning radii in a commercial zone shall not be less than 32 feet. The measurement shall be determined at the centerline of the road. A turning area shall be provided for all driveways exceeding 150 feet in length at the end of all cul-de-sacs, to the satisfaction of the LACoFD.

Enforcement Agency: Los Angeles County Fire Department

Monitoring Agency: Los Angeles County Fire Department

Monitoring Phase: Pre-Construction

Mitigation Measure I.1-9: All onsite driveways and roadways shall provide a minimum unobstructed (clear-to-sky) width of 28 feet. The onsite driveways shall be within 150 feet of all portions of the exterior walls of the first story of any building. The centerline of the access driveway shall be located parallel to, and within 30 feet of an exterior wall on one side of the proposed structure.

Enforcement Agency: Los Angeles County Fire Department

Monitoring Agency: Los Angeles County Fire Department

Monitoring Phase: Pre-Construction

Mitigation Measure I.1-10: All onsite driveways shall provide a minimum unobstructed, clear-to-sky width of 28 feet. Driveway width shall be increased under the following conditions:

- If parallel parking is allowed on one side of the access roadway/driveway, the roadway width shall be 34 feet; and
- If parallel parking is allowed on both sides of the access roadway/driveway, the roadway width shall be 36 feet in a residential area or 42 feet in a commercial area.

Enforcement Agency: Los Angeles County Fire Department

Monitoring Agency: Los Angeles County Fire Department

Monitoring Phase: Pre-Construction

Mitigation Measure I.1-11: The entrance to any street or driveway with parking restrictions shall be posted with LACoFD approved signs stating "NO PARKING – FIRE LANE" in 3-inch-high letters, at intermittent distances of 150 feet. Any access way that is less than 34 feet in width shall be labeled "Fire Lane" on the final tract map and final building plans.

Enforcement Agency: Los Angeles County Fire Department

Monitoring Agency: Los Angeles County Fire Department

Monitoring Phase: Pre-Construction

Mitigation Measure I.1-12: The following standards apply to the Project's residential component only;

- A cul-de-sac shall be a minimum of 34 feet in width and shall not be more than 700 feet in length;
- The length of the cul-de-sac may be increased to 1,000 feet if a minimum 36-foot-wide roadway is provided; and
- A LACoFD approved turning radius shall be provided at the terminus of all residential cul-de-sacs.

Enforcement Agency: Los Angeles County Fire Department

Monitoring Agency: Los Angeles County Fire Department

Monitoring Phase: Pre-Construction

Mitigation Measure I.1-13: The Applicant shall pay a fair share contribution for the improvement of fire service facilities that are required to off-set impacts of the Project, subject to approval of the County of Los Angles Fire Department.

Enforcement Agency: City of Carson Redevelopment Division

Monitoring Agency: City of Carson Redevelopment Division

Monitoring Phase: Pre-Construction

9.2 Police Services

Mitigation Measure I.2-1: The Applicant shall provide private security services within the areas of Districts 1, 2 and 3 that are occupied by commercial development. On-site security services shall maintain an ongoing dialogue with the Sheriff's Department so as to maximize the value of the security service that are provided.

Enforcement Agency: City of Carson Public Safety Division

Monitoring Agency: City of Carson Public Safety Division

Monitoring Phase: Post-Construction

Mitigation Measure I.2-2: The Applicant shall incorporate into the Project design a Community Safety Center for use by the Project's private security force and the Los Angeles County Sheriffs Department. It shall include the following features at a minimum: a front desk/reception area, a community meeting room, work space for law enforcement and public safety personnel, a video monitoring console, and restrooms. The Center shall be staffed either by a Sheriff's Department Community Services officer or personnel approved by the Sheriff's Department.

Enforcement Agency: City of Carson Public Safety Division

Monitoring Agency: City of Carson Public Safety Division

Monitoring Phase: Pre-Construction

Mitigation Measure I.2-3: The Applicant shall install video cameras throughout the commercial development within Districts 1 and 2 with a digitally recorded feed to the Community Safety Center that is also accessible via the internet at the Carson Sheriff's Station.

Enforcement Agency: City of Carson Public Safety Division

Monitoring Agency: City of Carson City of Carson Public Safety Division

Monitoring Phase: Post-Construction

Mitigation Measure I.2-4: The Applicant shall provide the Project's fair share of a budget for the deployment of a one-person patrol unit, which is dedicated to providing preventative patrol on the commercial portions of the Project site.

Enforcement Agency: City of Carson Redevelopment Division

Monitoring Agency: City of Carson Redevelopment Division

Monitoring Phase: Post-Construction

Mitigation Measure I.2-5: The Applicant shall fund Deputy Sheriffs on an overtime basis to augment security during peak periods, as jointly determined by the Applicant or its successor, and the Sheriff's Department.

Enforcement Agency: City of Carson Redevelopment Division

Monitoring Agency: City of Carson Redevelopment Division

Monitoring Phase: Post-Construction

Mitigation Measure I.2-6: The management of the entertainment venues located within the Project site shall notify the Sheriff's Station in advance of planned activities (i.e. movie schedules).

Enforcement Agency: City of Carson City of Carson Public Safety Division

Monitoring Agency: City of Carson Public Safety Division

Monitoring Phase: Post-Construction

Mitigation Measure I.2-7: The Sheriff's Department Crime Prevention Unit shall be contacted for advice on crime prevention programs that could be incorporated into the proposed project, including Neighborhood Watch.

Enforcement Agency: City of Carson Public Safety Division

Monitoring Agency: City of Carson Public Safety Division

Monitoring Phase: Post-Construction

9.3 Schools

The students generated by the proposed Project, based on the preceding analysis could not be accommodated within the existing facilities at Carson Elementary School and Carson Senior High School. Pursuant to California

Government Code Section 65995, payment of the developer fees required by State law provides full and complete mitigation of the Project's impacts on school facilities. Therefore, no other mitigation measures are required.

9.4 Parks and Recreation

Mitigation Measure I.4-1: The Project shall provide park and recreation facilities pursuant to Section 9207.19, equivalent to three acres per 1,000 population, that would be met through the provision of park space, on-site improvements, and/or, the payment of in-lieu fees.

Enforcement Agency: City of Carson Department of Development Services, Planning Division

Monitoring Agency: City of Carson Department of Development Services, Planning Division

Monitoring Phase: Pre-Construction

Mitigation Measure I.4-2: The Project shall meet the intent of Municipal Code Sections 9128.54 and 9128.15 through the provision of private open space as defined therein and/or the provision of additional amenities that meet the recreational needs of Project residents, e.g., health clubs.

Enforcement Agency: City of Carson Department of Development Services, Planning Division

Monitoring Agency: City of Carson Department of Development Services, Planning Division

Monitoring Phase: Pre-Construction

Mitigation Measure I.4-3: The Project shall meet the requirements of Municipal Code Section 9126.28 by demonstrating that the Project's common open space area meets the 40% standard established therein.

Enforcement Agency: City of Carson Department of Development Services, Planning Division

Monitoring Agency: City of Carson Department of Development Services, Planning Division

Monitoring Phase: Pre-Construction

9.5 Libraries

Mitigation Measure I.5-1: The Applicant shall pay a fair share contribution for the improvement of library facilities that are required to off-set impacts of the Project, subject to approval of the County of Los Angles Public Library.

Enforcement Agency: City of Carson Redevelopment Division

Monitoring Agency: City of Carson Redevelopment Division

Monitoring Phase: Pre-Construction

10. Utilities

10.1 Water Supply

Mitigation Measure J.1-1: The Building Department and the Planning Division shall review building plans to ensure that water reducing measures are utilized, as required by Title 20 and Title 24 of the California Administrative Code. These measures include, but are not limited to, water conserving dishwashers, low-volume toilet tanks, and flow control devices for faucets.

Enforcement Agency: City of Carson Department of Development Services, Planning and Building and Safety Divisions

Monitoring Agency: City of Carson Department of Development Services, Planning and Building and Safety Divisions

Monitoring Phase: Post-Construction

Mitigation Measure J.1-2: The Project shall comply with the City's landscape ordinance, "A Water Efficient Landscape Ordinance," as required by the State Water Conservation Landscape Act.

Enforcement Agency: City of Carson Department of Development Services, Planning Division

Monitoring Agency: City of Carson Department of Development Services, Planning Division

Monitoring Phase: Post-Construction

Mitigation Measure J.1-3: The Applicant shall provide reclaimed water for the Project's non-potable water needs, if feasible.

Enforcement Agency: City of Carson Department of Development Services, Planning Division

Monitoring Agency: City of Carson Department of Development Services, Planning Division

Monitoring Phase: Post-Construction

Mitigation Measure J.1-4: Landscaping of the Project site shall utilize xeriscape (low-maintenance, drought-resistant) plantings.

Enforcement Agency: City of Carson Department of Development Services, Planning Division

Monitoring Agency: City of Carson Department of Development Services, Planning Division

Monitoring Phase: Post-Construction

Mitigation Measure J.1-5: Automatic irrigation systems shall be set to insure irrigation during early morning or evening hours to minimize water loss due to evaporation. Sprinklers must be reset to water less in cooler months and during rainfall season so that water is not wasted on excessive landscape irrigation.

Enforcement Agency: City of Carson Department of Development Services, Planning Division

Monitoring Agency: City of Carson Department of Development Services, Planning Division

Monitoring Phase: Post-Construction

Mitigation Measure J.1-6: The Project shall be designed to recycle all water used in cooling systems to the maximum extent possible.

Enforcement Agency: City of Carson Department of Development Services, Planning Division

Monitoring Agency: City of Carson Department of Development Services, Planning Division

Monitoring Phase: Pre-Construction, Post-Construction

Mitigation Measure J.1-7: To the maximum extent feasible, reclaimed water shall be used during the grading and construction phase of the Project for the following activities: (1) dust control, (2) soil compaction, and (3) concrete mixing.

Enforcement Agency: City of Carson Department of Development Services, Planning Division

Monitoring Agency: City of Carson Department of Development Services, Planning Division

Monitoring Phase: Pre-Construction

Mitigation Measure J.1-8: Water lines and hydrants shall be sized and located so as to meet the fire flow requirements established by the Los Angeles County Fire Department.

Enforcement Agency: Los Angeles County Fire Department

Monitoring Agency: Los Angeles County Fire Department

Monitoring Phase: Pre-Construction

10.2 Wastewater

Mitigation Measure J.2-1: All required sewer improvements shall be designed and constructed according to the standards of the City of Carson and County of Los Angeles.

Enforcement Agency: City of Carson Department of Development Services, Building and Safety Division

Monitoring Agency: City of Carson Department of Development Services, Building and Safety Division

Monitoring Phase: Pre-Construction, Construction

Mitigation Measure J.2-2: Fee payment is required prior to the issuance of a permit to connect to district sewer facilities.

Enforcement Agency: City of Carson Department of Development Services, Building and Safety Division

Monitoring Agency: City of Carson Department of Development Services, Building and Safety Division

Monitoring Phase: Pre-Construction

Mitigation Measure J.2-3: The Building and Safety and Planning Divisions of the Development Services Department shall review building plans to ensure that water-reducing measures are utilized, as required by Title 24 of the California Administrative Code. These measures include, but are not limited to, water

conserving dishwashers, low-volume toilet tanks, and flow control devices for faucets.

Enforcement Agency: City of Carson Department of Development Services, Building and Safety Division

Monitoring Agency: City of Carson Department of Development Services, Building and Safety Division

Monitoring Phase: Pre-Construction

Mitigation Measure J.2-4: The project shall include a dual plumbing system designed to utilize reclaimed water for non-potable uses.

Enforcement Agency: City of Carson Department of Development Services, Planning and Building and Safety Divisions

Monitoring Agency: City of Carson Department of Development Services, Planning and Building and Safety Divisions

Monitoring Phase: Pre-Construction

10.3 Solid Waste

Mitigation Measure J.3-1: All structures constructed or uses established within any part of the proposed Project site shall be designed to be permanently equipped with clearly marked, durable, source sorted recycling bins at all times to facilitate the separation and deposit of recyclable materials.

Enforcement Agency: City of Carson Department of Development Services, Planning Division

Monitoring Agency: City of Carson Department of Development Services, Planning Division

Monitoring Phase: Post-Construction

Mitigation Measure J.3-2: Primary collection bins shall be designed to facilitate mechanized collection of such recyclable wastes for transport to on- or off-site recycling facilities.

Enforcement Agency: City of Carson Department of Development Services, Planning Division

Monitoring Agency: City of Carson Department of Development Services, Planning Division

Monitoring Phase: Post-Construction

Mitigation Measure J.3-3: The Applicant shall coordinate with the City of Carson to continuously maintain in good order for the convenience of patrons, employees, and residents clearly marked, durable and separate recycling bins on the same lot, or parcel to facilitate the deposit of recyclable or commingled waste metal, cardboard, paper, glass, and plastic therein; maintain accessibility to such bins at all times, for collection of such wastes for transport to on- or off-site recycling plants; and require waste haulers to utilize local or regional material recovery facilities as feasible and appropriate.

Enforcement Agency: City of Carson Department of Development Services, Planning Division

Monitoring Agency: City of Carson Department of Development Services, Planning Division

Monitoring Phase: Post-Construction

Mitigation Measure J.3-4: Any existing on-site roads that are torn up shall be ground-up onsite and recycled into the new road base.

Enforcement Agency: City of Carson Department of Development Services, Planning Division

Monitoring Agency: City of Carson Department of Development Services, Planning Division

Monitoring Phase: Post-Construction

Mitigation Measure J.3-5: Compaction facilities for non-recyclable materials shall be provided in every occupied building greater than 20,00 square feet in size to reduce both the total volume of solid waste produced and the number of trips required for collection, to the extent feasible.

Enforcement Agency: City of Carson Department of Development Services, Planning Division

Monitoring Agency: City of Carson Department of Development Services, Planning Division

Monitoring Phase: Post-Construction

Mitigation Measure J.3-6: All construction debris shall be recycled in a practical, available, accessible manner, to the extent feasible, during the construction phase.

Enforcement Agency: City of Carson Department of Development Services, Planning Division

Monitoring Agency: City of Carson Department of Development Services, Planning Division

Monitoring Phase: Post-Construction

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APPENDIX F
EQUIVALENCY PROGRAM

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CARSON MARKETPLACE
EQUIVALENCY PROGRAM
IMPACT THRESHOLDS

The Carson Marketplace Specific Plan includes an Equivalency Program that would allow the composition of on-site development to respond to the future needs and demands of the southern California economy and changes in the project's requirements. The Equivalency Program would provide flexibility for modifications to land uses and square footages within the site. This is achieved via a framework within which permitted land uses can be exchanged for certain other permitted land uses, so long as the limitations of the Equivalency Program are satisfied and no additional environmental impacts occur. As such, increases in permitted land uses can be exchanged for corresponding decreases of other permitted land uses under the proposed Equivalency Program. The conversion rates at which land uses can be exchanged with one-another is limited so as no to exceed the level of impacts identified in the EIR. A listing of the environmental impact thresholds including the trip conversion rates is provided in the following Tables A and B.

Table A

Environmental Impact Thresholds

Topic	Threshold
Traffic	See Table B
Grading	Districts 1 and 2: Maximum of 12.5 acres per day, 22,000 cu. yds. District 3: Maximum of 5.5 acre per day.
Air Quality	
Construction	**Pollutant** — **Daily (lbs/day)** CO — 1,272 ROC — 1,665 NOx — 996 SOX — <1 PM_{10} — 1,394
Operations	**Pollutant** — **Daily (lbs/day)** CO — 4,449 ROC — 506 NOx — 719 SOX — 17 PM_{10} — 596
Utilities	
Total On-site Water Consumption	Maximum daily total of 795,470 gallons per day. Maximum yearly total of 290.3 million gallons per year.
Total On-site Wastewater Generation	Maximum daily total of 721,113 gallons per day. Maximum yearly total of 263.3 million gallons per year.
Total On-site Solid Waste Generation	Construction generation of 12,443 tons total. Operations generation of 10,064 tons per year.
Residential Development	Maximum of 1,550 Units.

Source: PCR Services, Appendix C of DEIR, SCH No. 2005051059

TABLE B
CARSON MARKETPLACE
TRIP GENERATION EQUIVALENCIES BASED ON NET TRIP GENERATION RATES [a,b]

TO THIS USE ⇩ FROM THIS USE ⇨

Land Use	1. Equivalency to 1 KSF of Shopping Center	2. Equivalency to 1 KSF of General Office	3. Equivalency to 1 KSF of Regional Supermarket	4. Equivalency to 1 KSF of Electronic Superstore	5. Equivalency to 1 KSF of Home Improvement Superstore	6. Equivalency to 1 KSF of Office Supply Store	7. Equivalency to 1 KSF of Home Furnishing Superstore
1. Shopping Center	--	0.26 KSF [1]	1.96 KSF	1.53 KSF	0.76 KSF [1]	0.83 KSF	1.21 KSF [1]
2. General Office	0.84 KSF [2]	--	1.99 KSF [2]	1.34 KSF [2]	0.67 KSF [2]	0.82 KSF [2]	1.14 KSF [2]
3. Supermarkets	0.38 KSF [1]	0.1 KSF [1]	--	0.62 KSF [1]	0.29 KSF [1]	0.41 KSF [2]	0.45 KSF [1]
4. Electronic Superstore	0.61 KSF [1]	0.16 KSF [1]	1.28 KSF	--	0.46 KSF [1]	0.55 KSF	0.73 KSF [1]
5. Home Improvement Superstore	1.17 KSF	0.35 KSF [1]	2.29 KSF	1.78 KSF	--	0.97 KSF	1.59 KSF [1]
6. Office Supply Store	0.83 KSF [1]	0.22 KSF [1]	2.21 KSF [1]	1.36 KSF [1]	0.63 KSF [1]	--	1 KSF [1]
7. Home Furnishing Superstore	0.62 KSF	0.22 KSF [1]	1.21 KSF	0.94 KSF	0.53 KSF	0.51 KSF	--
8. Discount Club	0.81 KSF [1]	0.21 KSF [1]	1.78 KSF	1.33 KSF [1]	0.61 KSF [1]	0.76 KSF	0.97 KSF [1]
9. Pet Supply Superstore	0.54 KSF [1]	0.14 KSF [1]	1.17 KSF	0.89 KSF [1]	0.41 KSF [1]	0.49 KSF	0.65 KSF [1]
10. Free-Standing Discount Superstore	0.43 KSF	0.13 KSF [1]	0.85 KSF	0.66 KSF	0.37 KSF	0.36 KSF	0.61 KSF [1]
11. High-Turnover (Sit Down) Restaurant	0.23 KSF [1]	0.06 KSF [1]	0.51 KSF	0.37 KSF [1]	0.17 KSF [1]	0.22 KSF	0.27 KSF [1]
12. Fast Food Restaurant (Open after 9am)	0.05 KSF	0.03 KSF [3]	0.1 KSF	0.08 KSF	0.05 KSF	0.04 KSF	0.09 KSF
13. Quality Restaurant	0.27 KSF [1]	0.07 KSF [1]	0.64 KSF	0.44 KSF [1]	0.2 KSF [1]	0.27 KSF	0.32 KSF [1]
14. Hotel	2.61 Rooms	1.02 Rooms [1]	5.11 Rooms	3.98 Rooms	2.23 Rooms	2.17 Rooms	4.22 Rooms
15. Multiplex Movie Theater	0.78 KSF [2]	0.34 KSF [1]	1.77 KSF	1.24 KSF [2]	0.62 KSF [2]	0.75 KSF	1.05 KSF [2]
16. Bowling Alley	0.84 KSF [2]	0.29 KSF [1]	1.74 KSF	1.34 KSF [2]	0.67 KSF [2]	0.74 KSF	1.14 KSF [2]
17. Fitness Center	0.58 KSF [1]	0.15 KSF [1]	1.54 KSF [4]	0.95 KSF [1]	0.44 KSF [1]	0.64 KSF [2]	0.7 KSF [1]
18. Multi-Purpose Recreational Center	0.6 KSF	0.19 KSF [1]	1.17 KSF	0.91 KSF	0.51 KSF	0.5 KSF	0.88 KSF [1]
19. Apartments	N/A	N/A	N/A	N/A	N/A	N/A	N/A
20. Condominiums	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Notes:

[a] All of the rates reflect pass-by and internal trip capture estimates for the Carson Marketplace Project. The values in this table represent conversion rates from one land use to another. The values are based on conversions rates that would result in the same number of Project trips, with conversions of one use to another. The trip equivalency is based on the type of trip which would be the most restrictive: average daily trips (ADT), PM in-bound trips, or PM out-bound trips. Each type of trip may be more or less restrictive, depending on the travel characteristics of the two uses. All of the conversion rates in the table reflect ADT, unless noted as follows:

[1] PM-inbound trips

[2] PM-outbound trips

[3] ADT and PM-outbound trips are equally limiting

[4] PM-inbound trips and PM-outbound trips are equally limiting

[5] ADT, PM-inbound trips and PM-outbound trips are equally limiting

[b] Conversion factors for land uses permitted under the Carson Marketplace Specific Plan that are not specified in this table shall be determined by the City's Traffic Engineer.

Source: PCR Services, Appendix C of DEIR, SCH No. 2005051059

TABLE B
CARSON MARKETPLACE
TRIP GENERATION EQUIVALENCIES BASED ON NET TRIP GENERATION RATES [a,b]

TO THIS USE ⇩ FROM THIS USE ⇨

Land Use	8. Equivalency to 1 KSF of Discount Club	9. Equivalency to 1 KSF of Pet Supply Store	10. Equivalency to 1 KSF of Free Standing Discount Superstore	11. Equivalency to 1 KSF of High-Turnover (Sit Down) Restaurant	12. Equivalency to 1 KSF of Fast Food Restaurant	13. Equivalency to 1 KSF of Quality Restaurant	14. Equivalency to 1 Room of Hotel
1. Shopping Center	1.1 KSF	1.68 KSF	1.92 KSF [2]	2.62 KSF [2]	6.93 KSF [2]	1.73 KSF [2]	0.22 KSF [2]
2. General Office	0.96 KSF [2]	1.44 KSF [2]	1.62 KSF [2]	2.2 KSF [2]	5.83 KSF [2]	1.46 KSF [2]	0.18 KSF [2]
3. Supermarkets	0.46 KSF [1]	0.7 KSF [1]	0.74 KSF [1]	1.11 KSF [2]	2.91 KSF [1]	0.73 KSF [2]	0.09 KSF [2]
4. Electronic Superstore	0.72 KSF [3]	1.07 KSF [2]	1.2 KSF [4]	1.64 KSF [2]	4.34 KSF [2]	1.08 KSF [2]	0.13 KSF [2]
5. Home Improvement Superstore	1.29 KSF	1.96 KSF	2.41 KSF [2]	3.28 KSF [2]	8.69 KSF [2]	2.17 KSF [2]	0.27 KSF [2]
6. Office Supply Store	1.03 KSF [1]	1.53 KSF [1]	1.63 KSF [1]	2.67 KSF [2]	6.43 KSF [1]	1.76 KSF [2]	0.21 KSF [1]
7. Home Furnishing Superstore	0.68 KSF	1.04 KSF	1.42 KSF [2]	1.93 KSF [2]	5.11 KSF [2]	1.28 KSF [2]	0.16 KSF [2]
8. Discount Club	--	1.5 KSF [4]	1.59 KSF [1]	2.29 KSF [2]	6.06 KSF [2]	1.51 KSF [2]	0.19 KSF [2]
9. Pet Supply Superstore	0.66 KSF	--	1.07 KSF [1]	1.53 KSF [2]	4.05 KSF [2]	1.01 KSF [2]	0.13 KSF [2]
10. Free-Standing Discount Superstore	0.48 KSF	0.73 KSF	--	1.36 KSF [2]	3.61 KSF [2]	0.9 KSF [2]	0.11 KSF [2]
11. High-Turnover (Sit Down) Restaurant	0.28 KSF [1]	0.42 KSF [1]	0.45 KSF [1]	--	1.75 KSF [1]	0.66 KSF [2]	0.06 KSF [1]
12. Fast Food Restaurant (Open after 9am)	0.06 KSF	0.09 KSF	0.12 KSF	0.2 KSF	--	0.16 KSF	0.02 KSF
13. Quality Restaurant	0.33 KSF [1]	0.49 KSF [1]	0.53 KSF [1]	1.18 KSF [1]	2.07 KSF [1]	--	0.07 KSF [1]
14. Hotel	2.87 Rooms	4.38 Rooms	6.04 Rooms	9.98 Rooms	30.08 Rooms [1]	7.94 Rooms	--
15. Multiplex Movie Theater	0.89 KSF [2]	1.33 KSF [2]	1.49 KSF [2]	2.03 KSF [2]	5.38 KSF [2]	1.34 KSF [2]	0.17 KSF [2]
16. Bowling Alley	0.96 KSF [2]	1.44 KSF [2]	1.61 KSF [2]	2.19 KSF [2]	5.81 KSF [2]	1.45 KSF [2]	0.18 KSF [2]
17. Fitness Center	0.72 KSF [1]	1.07 KSF [1]	1.14 KSF [1]	1.7 KSF [2]	4.49 KSF [1]	1.13 KSF [2]	0.14 KSF [2]
18. Multi-Purpose Recreational Center	0.66 KSF	1 KSF	1.38 KSF	2.28 KSF	5.65 KSF [1]	1.82 KSF	0.19 KSF [1]
19. Apartments	N/A	N/A	N/A	N/A	N/A	N/A	N/A
20. Condominiums	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Notes:

[a] All of the rates reflect pass-by and internal trip capture estimates for the Carson Marketplace Project. The values in this table represent conversion rates from one land use to another. The values are based on conversions rates that would result in the same number of Project trips, with conversions of one use to another. The trip equivalency is based on the type of trip which would be the most restrictive: average daily trips (ADT), PM in-bound trips, or PM out-bound trips. Each type of trip may be more or less restrictive, depending on the travel characteristics of the two uses. All of the conversion rates in the table reflect ADT, unless noted as follows:

[1] PM-inbound trips

[2] PM-outbound trips

[3] ADT and PM-outbound trips are equally limiting

[4] PM-inbound trips and PM-outbound trips are equally limiting

[5] ADT, PM-inbound trips and PM-outbound trips are equally limiting

[b] Conversion factors for land uses permitted under the Carson Marketplace Specific Plan that are not specified in this table shall be determined by the City's Traffic Engineer.

Source: PCR Services, Appendix C of DEIR, SCH No. 2005051059

TABLE B
CARSON MARKETPLACE
TRIP GENERATION EQUIVALENCIES BASED ON NET TRIP GENERATION RATES [a,b]

TO THIS USE ⇩ FROM THIS USE ⇨

Land Use	15. Equivalency to 1 KSF of Multiplex Movie Theater	16. Equivalency to 1 KSF of Bowling Alley	17. Equivalency to 1 KSF of Fitness Center	18. Equivalency to 1 KSF of Multi Purpose Recreation Center	19. Equivalency to 1 DU of Apartments	20. Equivalency to 1 DU of Condominiums
1. Shopping Center	0.78 KSF [1]	0.92 KSF [1]	1.24 KSF	0.79 KSF [2]	0.2 KSF [2]	0.13 KSF [2]
2. General Office	1.08 KSF [2]	1 KSF [2]	1.29 KSF [2]	0.66 KSF [2]	0.17 KSF [2]	0.11 KSF [2]
3. Supermarkets	0.29 KSF [1]	0.34 KSF [1]	0.63 KSF	0.33 KSF [2]	0.09 KSF [2]	0.05 KSF [2]
4. Electronic Superstore	0.47 KSF [1]	0.56 KSF [1]	0.81 KSF	0.49 KSF [2]	0.13 KSF [2]	0.08 KSF [2]
5. Home Improvement Superstore	1.03 KSF [1]	1.21 KSF [1]	1.45 KSF	0.99 KSF [2]	0.25 KSF [2]	0.16 KSF [2]
6. Office Supply Store	0.65 KSF [1]	0.76 KSF [1]	1.43 KSF [1]	0.8 KSF [2]	0.21 KSF [2]	0.13 KSF [2]
7. Home Furnishing Superstore	0.65 KSF [1]	0.7 KSF	0.77 KSF	0.58 KSF [2]	0.15 KSF [2]	0.09 KSF [2]
8. Discount Club	0.63 KSF [1]	0.74 KSF [1]	1.13 KSF	0.69 KSF [2]	0.18 KSF [2]	0.11 KSF [2]
9. Pet Supply Superstore	0.42 KSF [1]	0.49 KSF [1]	0.74 KSF	0.46 KSF [2]	0.12 KSF [2]	0.07 KSF [2]
10. Free-Standing Discount Superstore	0.4 KSF [1]	0.46 KSF [1]	0.54 KSF	0.41 KSF [2]	0.11 KSF [2]	0.07 KSF [2]
11. High-Turnover (Sit Down) Restaurant	0.18 KSF [1]	0.21 KSF [1]	0.32 KSF	0.3 KSF [2]	0.08 KSF [3]	0.05 KSF [3]
12. Fast Food Restaurant (Open after 9am)	0.06 KSF	0.06 KSF	0.07 KSF	0.09 KSF	0.02 KSF	0.01 KSF
13. Quality Restaurant	0.21 KSF [1]	0.24 KSF [1]	0.41 KSF	0.37 KSF [1]	0.1 KSF	0.07 KSF [5]
14. Hotel	2.89 Rooms	2.94 Rooms	3.23 Rooms	3.66 Rooms [2]	0.78 Rooms	0.55 Rooms
15. Multiplex Movie Theater	--	0.93 KSF [2]	1.12 KSF	0.61 KSF [2]	0.16 KSF [2]	0.1 KSF [2]
16. Bowling Alley	0.85 KSF [1]	--	1.1 KSF	0.66 KSF [2]	0.17 KSF [2]	0.1 KSF [2]
17. Fitness Center	0.45 KSF [1]	0.53 KSF [1]	--	0.51 KSF [2]	0.13 KSF [2]	0.08 KSF [2]
18. Multi-Purpose Recreational Center	0.57 KSF	0.67 KSF [3]	0.74 KSF	--	0.18 KSF	0.12 KSF
19. Apartments	N/A	N/A	N/A	N/A	--	0.62 DU [2]
20. Condominiums	N/A	N/A	N/A	N/A	1.44 DU	--

Notes:

[a] All of the rates reflect pass-by and internal trip capture estimates for the Carson Marketplace Project. The values in this table represent conversion rates from one land use to another. The values are based on conversions rates that would result in the same number of Project trips, with conversions of one use to another. The trip equivalency is based on the type of trip which would be the most restrictive: average daily trips (ADT), PM in-bound trips, or PM out-bound trips. Each type of trip may be more or less restrictive, depending on the travel characteristics of the two uses. All of the conversion rates in the table reflect ADT, unless noted as follows:

[1] PM-inbound trips

[2] PM-outbound trips

[3] ADT and PM-outbound trips are equally limiting

[4] PM-inbound trips and PM-outbound trips are equally limiting

[5] ADT, PM-inbound trips and PM-outbound trips are equally limiting

[b] Conversion factors for land uses permitted under the Carson Marketplace Specific Plan that are not specified in this table shall be determined by the City's Traffic Engineer.

Source: PCR Services, Appendix C of DEIR, SCH No. 2005051059

TABLE C
CARSON MARKETPLACE
PROPOSED PROJECT TRIP GENERATION ESTIMATES

No.	Land Use	ITE Code	Size	Unit	Daily	AM Peak Hour			PM Peak Hour		
						In	Out	Total	In	Out	Total
	REGIONAL RETAIL										
1	Shopping Center [a]	820	500.000	KSF	19,332	251	160	411	869	942	1,811
	(Less-20% Internal)				(3,866)	(50)	(32)	(82)	(174)	(188)	(362)
	(Less-25% Pass By - PM & Daily)				(4,833)	0	0	0	(217)	(236)	(453)
	Subtotal				10,633	201	128	329	478	518	996
2	Supermarket	850	70.000	KSF	6,078	139	89	228	373	359	732
	(Less-20% Internal)				(1,216)	(28)	(18)	(46)	(75)	(72)	(146)
	(Less-40% Pass By)				(1,945)	(44)	(28)	(73)	(119)	(115)	(234)
	Subtotal				2,917	67	43	109	179	172	352
3	Electronic Superstore	863	50.000	KSF	2,252	10	4	14	110	115	225
	(Less-20% Internal)				(450)	(2)	(1)	(3)	(22)	(23)	(45)
	(Less-10% Pass By)				(180)	(1)	0	(1)	(9)	(9)	(18)
	Subtotal				1,622	7	3	10	79	83	162
4	Home Improvement Superstore	862	150.000	KSF	4,262	97	83	180	173	195	368
	(Less-20% Internal)				(852)	(19)	(17)	(36)	(35)	(39)	(74)
	(Less-20% Pass By)				(682)	(16)	(13)	(29)	(28)	(31)	(59)
	Subtotal				2,728	62	53	115	110	125	235
5	Discount Club	861	150.000	KSF	6,270	60	24	84	318	318	636
	(Less-20% Internal)				(1,254)	(12)	(5)	(17)	(64)	(64)	(127)
	(Less-30% Pass By)				(1,505)	(14)	(6)	(20)	(76)	(76)	(153)
	Subtotal				3,511	34	13	47	178	178	356
6	Home Furnishing Superstore	869	350.000	KSF	16,734	128	55	183	632	772	1,404
	(Less-20% Internal)				(3,347)	(26)	(11)	(37)	(126)	(154)	(281)
	(Less-20% Pass By)				(1,339)	(20)	(9)	(29)	(101)	(124)	(225)
	Subtotal				12,048	82	35	117	405	494	898
7	Office Supply Store	867	50.000	KSF	1,700	7	3	10	90	80	170
	(Less-20% Internal)				(340)	(1)	(1)	(2)	(18)	(16)	(34)
	(Less-20% Pass By)				(476)	(1)	0	(2)	(14)	(13)	(27)
	Subtotal				884	5	2	6	58	51	109
8	Pet Supply Superstore	866	50.000	KSF	2,480	11	4	15	124	124	248
	(Less-20% Internal)				(496)	(2)	(1)	(3)	(25)	(25)	(50)
	(Less-10% Pass By)				(198)	(1)	0	(1)	(10)	(10)	(20)
	Subtotal				1,786	8	3	11	89	89	178
	Subtotal for Regional Retail Center		***1,370.000***	***KSF***	***36,129***	***466***	***280***	***744***	***1,576***	***1,710***	***3,286***
	NEIGHBORHOOD RETAIL										
9	Supermarket	850	20.000	KSF	2,731	40	25	65	107	102	209
	(Less-20% Internal)				(546)	(8)	(5)	(13)	(21)	(20)	(42)
	(Less-40% Pass By)				(874)	(13)	(8)	(21)	(34)	(33)	(67)
	Subtotal				1,311	19	12	31	52	49	100
10	Shopping Center [a]	820	110.000	KSF	7,225	101	65	166	320	347	667
	(Less-20% Internal)				(1,445)	(20)	(13)	(33)	(64)	(69)	(133)
	(Less-25% Pass By - PM & Daily)				(1,806)	0	0	0	(80)	(87)	(167)
	Subtotal				3,974	81	52	133	176	191	367
	Subtotal for Neighborhood Retail Center		***130.000***	***KSF***	***5,285***	***100***	***64***	***164***	***228***	***240***	***467***
	RESIDENTIAL										
11	Apartments	220	400	DU	2,554	40	160	200	155	83	238
12	Condominiums	230	1,150	DU	5,117	62	302	364	298	147	445
	Subtotal for Residential		***1,550***	***DU***	***7,671***	***102***	***462***	***564***	***453***	***230***	***683***
	HOTEL										
13	Hotel	310	300	Rooms	3,058	98	62	160	94	83	177
	Subtotal for Hotel		***300***	***Rooms***	***3,058***	***98***	***62***	***160***	***94***	***83***	***177***

TABLE C
CARSON MARKETPLACE
PROPOSED PROJECT TRIP GENERATION ESTIMATES

No.	Land Use	ITE Code	Size	Unit	Daily	AM Peak Hour			PM Peak Hour		
						In	Out	Total	In	Out	Total
	RESTAURANTS										
14	High-Turnover (Sit Down) Restaurant	932	50.000	KSF	6,358	300	276	576	333	213	546
	(Less-20% Internal)				(1,272)	(60)	(55)	(115)	(67)	(43)	(109)
	(Less-20% Pass By)				(1,017)	(48)	(44)	(92)	(53)	(34)	(87)
	Subtotal				4,069	192	177	369	213	136	350
15	Fast Food Restaurant	933	15.000	KSF	10,740	395	263	658	200	192	392
	(Less-20% Internal)				(2,148)	(79)	(53)	(132)	(40)	(38)	(78)
	(Less-30% Pass By)				(2,578)	(95)	(63)	(158)	(48)	(46)	(94)
	Subtotal				6,014	221	147	368	112	108	220
16	Quality Restaurant	931	16.125	KSF	1,450	8	5	13	81	40	121
	(Less-20% Internal)				(290)	(2)	(1)	(3)	(16)	(8)	(24)
	(Less-10% Pass By)				(116)	(1)	0	(1)	(7)	(3)	(10)
	Subtotal				1,044	5	4	9	58	29	87
	Subtotal for Restaurants		***81.125***	***KSF***	***11,127***	***418***	***328***	***746***	***383***	***273***	***657***
	COMMERCIAL RECREATION/ENTERTAINMENT										
17	Multiplex Movie Theater	445	4500	Seats	3,600	12	1	13	130	230	360
	(Less-20% Internal)		110.000	KSF	(720)	(2)	0	(3)	(26)	(46)	(72)
	(Less-10% Pass By)				(288)	(1)	0	(1)	(21)	(37)	(58)
	Subtotal				2,592	9	1	9	83	147	230
18	Bowling Alley	437	25.000	KSF	833	47	31	78	31	44	89
	(Less-20% Internal)				(167)	(9)	(6)	(16)	(6)	(9)	(18)
	(Less-10% Pass By)				(67)	(4)	(3)	(6)	(3)	(4)	(7)
	Subtotal				599	34	22	56	22	31	64
19	Fitness Center	492	35.000	KSF	1,153	18	24	42	72	70	142
	(Less-20% Pass By)				(231)	(4)	(5)	(8)	(14)	(14)	(28)
	Subtotal				922	14	19	34	58	56	114
20	Multi-Purpose Recreation Center	435	44.000	KSF	2,450	39	10	49	91	56	147
	(Less-20% Internal)				(490)	(8)	(2)	(10)	(18)	(11)	(29)
	(Less-20% Pass By)				(392)	(6)	(2)	(8)	(15)	(9)	(24)
	Subtotal				1,568	25	6	31	58	36	94
	Subtotal for Commercial Recreation/Entertainment		***214.000***	***KSF***	***5,681***	***82***	***48***	***130***	***221***	***270***	***502***
	TOTAL				**68,951**	**1,266**	**1,244**	**2,508**	**2,955**	**2,806**	**5,772**

Source: PCR Services, Appendix D of DEIR, SCH No. 2005051059