

PUBLIC REVIEW DRAFT | APRIL 2019



1007 East Victoria Street Project

Initial Study / Mitigated Negative Declaration



Prepared for:
City of Carson

Prepared by:

Michael Baker
INTERNATIONAL

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**PUBLIC REVIEW DRAFT
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION**

**1007 East Victoria Street
Project**

Lead Agency:

CITY OF CARSON
701 East Carson Street
Carson, California 90745
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April 26, 2019

JN 170628

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TABLE OF CONTENTS

1.0	Introduction.....	1-1
1.1	Statutory Authority and Requirements.....	1-1
1.2	Purpose.....	1-1
1.3	Consultation.....	1-2
1.4	Incorporation by Reference.....	1-2
2.0	Project Description.....	2-1
2.1	Project Location.....	2-1
2.2	Environmental Setting.....	2-1
2.3	Background and History.....	2-4
2.4	Project Characteristics.....	2-5
2.5	Phasing/Construction.....	2-12
2.6	Agreements, Permits, and Approvals.....	2-12
3.0	Initial Study Checklist.....	3-1
3.1	Background.....	3-1
3.2	Environmental Factors Potentially Affected.....	3-2
3.3	Evaluation of Environmental Impacts.....	3-3
4.0	Environmental Analysis.....	4.1-1
4.1	Aesthetics.....	4.1-1
4.2	Agriculture and Forestry Resources.....	4.2-1
4.3	Air Quality.....	4.3-1
4.4	Biological Resources.....	4.4-1
4.5	Cultural Resources.....	4.5-1
4.6	Energy.....	4.6-1
4.7	Geology and Soils.....	4.7-1
4.8	Greenhouse Gas Emissions.....	4.8-1
4.9	Hazards and Hazardous Materials.....	4.9-1
4.10	Hydrology and Water Quality.....	4.10-1
4.11	Land Use and Planning.....	4.11-1
4.12	Mineral Resources.....	4.12-1
4.13	Noise.....	4.13-1
4.14	Population and Housing.....	4.14-1
4.15	Public Services.....	4.15-1
4.16	Recreation.....	4.16-1
4.17	Transportation.....	4.17-1
4.18	Tribal Cultural Resources.....	4.18-1
4.19	Utilities and Service Systems.....	4.19-1
4.20	Wildfire.....	4.20-1
4.21	Mandatory Findings of Significance.....	4.21-1
4.22	References.....	4.22-1
4.23	Report Preparation Personnel.....	4.23-1



5.0 Consultant Recommendation5-1

6.0 Lead Agency Determination6-1

APPENDICES (provided on CD at the end of the Table of Contents)

- A. Amended Specific Plan No. 493
- B. Air Quality/Greenhouse Gas Analysis and Energy Consumption Data
- C. Preliminary Geotechnical Investigation
- D. Hazardous Materials Documentation
- E. Hydrology and Hydraulics Study
- F. Noise Analysis
- G. Trip Generation Memo

LIST OF EXHIBITS

Exhibit 2-1 Regional Vicinity2-2

Exhibit 2-2 Site Vicinity2-3

Exhibit 2-3 Conceptual Site Plan2-6

Exhibit 2-4a Proposed Elevations – Building Type A,2-7

Exhibit 2-4b Proposed Elevations – Building Type B2-8

Exhibit 2-4c Proposed Elevations – Building Type C2-9

Exhibit 2-4d Proposed Elevations – Building Type D2-10

Exhibit 2-5 Conceptual Landscape Plan.....2-11

Exhibit 4.13-1 Noise Measurement Locations4.13-6

LIST OF TABLES

Table 4.3-1 Construction Related Emissions.....4.3-5

Table 4.3-2 Long-Term Air Emissions4.3-7

Table 4.3-3 Localized Significance of Emissions4.3-10

Table 4.6-1 Energy Consumption4.6-2

Table 4.6-2 Community-Oriented EECAP Strategies4.6-4

Table 4.8-1 Estimated Greenhouse Gas Emissions4.8-8

Table 4.8-2 Project Consistency with Scoping Plan4.8-10

Table 4.11-1 General Plan Consistency Analysis.....4.11-2

Table 4.11-2 Specific Plan Development Standards Consistency Analysis4.11-4

Table 4.13-1 Land Use Compatibility for Community Noise Environments4.13-2

Table 4.13-2 Interior and Exterior Noise Standards4.13-3

Table 4.13-3 Noise Ordinance Standards4.13-4

Table 4.13-4 Maximum Construction Noise Limits4.13-5

Table 4.13-5 Noise Measurements.....4.13-7

Table 4.13-6 Grading Construction Noise Levels at Adjacent Residential Receptors4.13-8

Table 4.17-1 Trip Generation4.17-2

Table 4.19-1 Landfills Serving the City4.19-4



1.0 INTRODUCTION

The 1007 East Victoria Street Project (herein referenced as the “project”) involves the development of a 38-unit townhome community distributed among six separate three-story buildings (Building Numbers 1 through 6) on Lot 12 of Specific Plan No. 493 Dominguez Hills Village (Specific Plan); refer to [Section 2.0, Project Description](#). Following a preliminary review of the proposed project, the City of Carson (City) has determined that it is subject to the guidelines and regulations of the California Environmental Quality Act (CEQA). This Initial Study addresses the direct, indirect, and cumulative environmental effects of the project, as proposed.

1.1 STATUTORY AUTHORITY AND REQUIREMENTS

In accordance with the CEQA (Public Resources Code Section 21000-21177) and pursuant to California Code of Regulations Section 15063, the City of Carson, acting in the capacity of Lead Agency under CEQA, is required to undertake the preparation of an Initial Study to determine if the proposed project would have a significant environmental impact. If, as a result of the Initial Study, the Lead Agency finds that there is evidence that any aspect of the project may cause a significant environmental effect, the Lead Agency shall further find that an Environmental Impact Report (EIR) is warranted to analyze project-related and cumulative environmental impacts. Alternatively, if the Lead Agency finds that there is no evidence that the project, either as proposed or as modified to include the mitigation measures identified in the Initial Study, may cause a significant effect on the environment, the Lead Agency shall find that the proposed project would not have a significant effect on the environment and shall prepare a Negative Declaration for that project. Such determination can be made only if “there is no substantial evidence in light of the whole record before the Lead Agency” that such impacts may occur (Public Resources Code Section 21080(c)).

The environmental documentation, which is ultimately selected by the City in accordance with CEQA, is intended as an informational document undertaken to provide an environmental basis for subsequent discretionary actions upon the project. The resulting documentation is not, however, a policy document and its approval and/or certification neither presupposes nor mandates any actions on the part of those agencies from whom permits and/or other discretionary approvals would be required.

The environmental documentation is subject to a public review period. During this review, public agency comments on the document relative to environmental issues should be addressed to the City. Following review of any comments received, the City will consider these comments as a part of the project’s environmental review and include them with the Initial Study documentation for consideration by the City.

1.2 PURPOSE

CEQA Guidelines Section 15063 identifies specific disclosure requirements for inclusion in an Initial Study. Pursuant to those requirements, an Initial Study shall include:

- A description of the project, including the location of the project;
- Identification of the environmental setting;
- Identification of environmental effects by use of a checklist, matrix, or other method, provided that entries on a checklist or other form are briefly explained to indicate that there is some evidence to support the entries;
- Discussion of ways to mitigate significant effects identified, if any;
- Examination of whether the project is compatible with existing zoning, plans, and other applicable land use controls; and
- The name(s) of the person(s) who prepared or participated in the preparation of the Initial Study.



1.3 CONSULTATION

As soon as a Lead Agency (in this case, the City of Carson) has determined that an Initial Study would be required for the project, the Lead Agency is directed to consult informally with all Responsible Agencies and Trustee Agencies that are responsible for resources affected by the project, to obtain the recommendations of those agencies as to whether an EIR or Negative Declaration should be prepared for the project. Following receipt of any written comments from those agencies, the Lead Agency considers any recommendations of those agencies in the formulation of the preliminary findings. Following completion of this Initial Study, the Lead Agency initiates formal consultation with these and other governmental agencies as required under CEQA and its implementing guidelines.

1.4 INCORPORATION BY REFERENCE

The following documents were utilized during preparation of this Initial Study and are incorporated into this document by reference. The documents are available for review at the City of Carson, Community Development Department – Planning Division, 701 East Carson Street, Carson, California 90745.

- Carson General Plan (October 11, 2004). The Carson General Plan (General Plan) provides guidance to City decision-makers to evaluate land use changes, determine funding and budget recommendations and decisions, and to evaluate specific development proposals. The General Plan allows City staff to regulate building and development and to make recommendations on projects, as well as allowing residents, neighborhood groups, and the community to better understand the long-range plans and vision of the City. The General Plan includes the following elements: Land Use, Economic Development, Transportation and Infrastructure, Housing, Safety, Noise, Open Space and Conservation, Parks, Recreation and Human Services, and Air Quality.
- Carson General Plan Environmental Impact Report (July 11, 2003). The Carson General Plan EIR (General Plan EIR) evaluates the impacts associated with implementation of General Plan. The General Plan EIR evaluates potential environmental impacts and identifies mitigation measures to reduce or avoid possible environmental damage. Mitigation measures were identified for Geologic and Seismic Hazards, Hydrology and Drainage, Public Health and Safety, and Cultural Resources. With the application of feasible mitigation measures, some impacts could not be reduced to less-than-significant levels. Significant and unavoidable impacts were identified for transportation, air quality, noise, hydrology, school facilities, and public health and safety. The General Plan EIR was recirculated to provide additional information regarding potential impacts associated with the revised Land Use Plan of the proposed General Plan. This Carson Recirculated General Plan EIR (Recirculated General Plan EIR) was incorporated with the original General Plan EIR and the responses to comments on both the General Plan EIR and the Recirculated General Plan EIR to comprise the Final General Plan EIR.
- City of Carson Municipal Code (Current through Ordinance No. 18-1817, passed November 20, 2018). The Carson Municipal Code (Municipal Code) provides regulations for government administrative operations, construction, development, infrastructure, public safety, and business operations within the City. The Zoning Ordinance (Article IX of the Municipal Code) is intended to serve the public health, safety, comfort, convenience and general welfare by establishing land use districts designed to obtain the physical, environmental, economic and social advantages resulting from planned use of land in accordance with the General Plan. The Zoning Ordinance provides a set of regulations which control the land uses, the density of population, the uses and locations of structures, the height of buildings and structures, the ground coverage and open spaces about structures, the appearance of certain uses and structures, the areas and dimensions of sites, the location, size and illumination of signs and displays, requirements for off-street parking and off-street loading facilities, provisions for street dedications and improvements, standards for water efficient landscaping and procedures for administering and amending such regulations and requirements..



- Specific Plan No. 493 Dominguez Hills Village (January 23, 1996, Revised January 5, 1999). The project site is located within DHV-Residential (formerly referred to as Parcel 1) of Specific Plan No. 493 Dominguez Hills Village (Specific Plan). Approved on January 23, 1996 via Ordinance No. 96-1084, the Specific Plan provides the development plans and standards, planning area standards, and design guidelines for development of residential, child care, neighborhood residential, industrial, and open space uses. Dominguez Hills Village is located at the northwest corner (DHV-Residential, formerly referred to as Parcel 1) and northeast corner (DHV-Commercial/Industrial, formerly referred to as Parcel 2) of the intersection of Victoria Street and Central Avenue. The Specific Plan encompasses 100.23 acres, of which 72.74 acres are on DHV-Residential, and 27.49 acres are DHV-Commercial/Industrial, located to the east of Central Avenue. The Specific Plan was last amended on January 5, 1999, and revised the maximum number of dwelling units to 650.
- Specific Plan No. 493 Dominguez Hills Village Environmental Impact Report (December 19, 1995). Certified on December 19, 1995, the Specific Plan No. 493 Dominguez Hills Village EIR (Specific Plan EIR) identified the environmental impacts resulting from the construction and operation of the Specific Plan in the following environmental issue areas: geology, soils, and seismicity; hydrology and drainage; land use; aesthetics/visual/glare; transportation and circulation; air quality; noise; public services and utilities; human health/risk of upset. Significant and unavoidable impacts were identified for construction and operational air quality emissions and traffic-related cumulative noise impacts.



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2.0 PROJECT DESCRIPTION

2.1 PROJECT LOCATION

The City of Carson (City) is located in the South Bay/Harbor area of the County of Los Angeles, approximately 13 miles south of downtown Los Angeles; refer to [Exhibit 2-1, Regional Vicinity](#). The City consists of 19.2 square miles. Carson is surrounded by the City of Los Angeles to the north, southeast, south, and northwest. The City of Compton is located to the northeast and the City of Long Beach is adjacent to the east. Unincorporated Los Angeles County areas are located to the north, east, and southwest.

The proposed 1007 East Victoria Street Project (project) is approximately 1.57 acres and is located at 1007 East Victoria Street (Assessor's Parcel Numbers [APN] 7319-03-8900); refer to [Exhibit 2-2, Site Vicinity](#). Regional access to the project site is provided via the Redondo Beach/Artesia Freeway (State Route 91 [SR-91]), the San Diego Freeway (Interstate 405 [I-405]), the Harbor Freeway (I-110), and the Long Beach Freeway (I-710). Local access to the project site is provided via East Victoria Street and Cedarbluff Way.

2.2 ENVIRONMENTAL SETTING

The project site is currently undeveloped but has been graded in the past. A "Dominguez Hills Village" entry monument is located at the southeast corner of the site. Topographically, the project site is relatively flat, with an approximately four to six-foot change in elevation from east (higher) to west (lower). The site contains minimal vegetation; however, several palm trees and low-lying ornamental landscaping are present around the entry monument and along the site's eastern boundary. The project site includes two existing driveways along East Victoria Street and Cedarbluff Way.

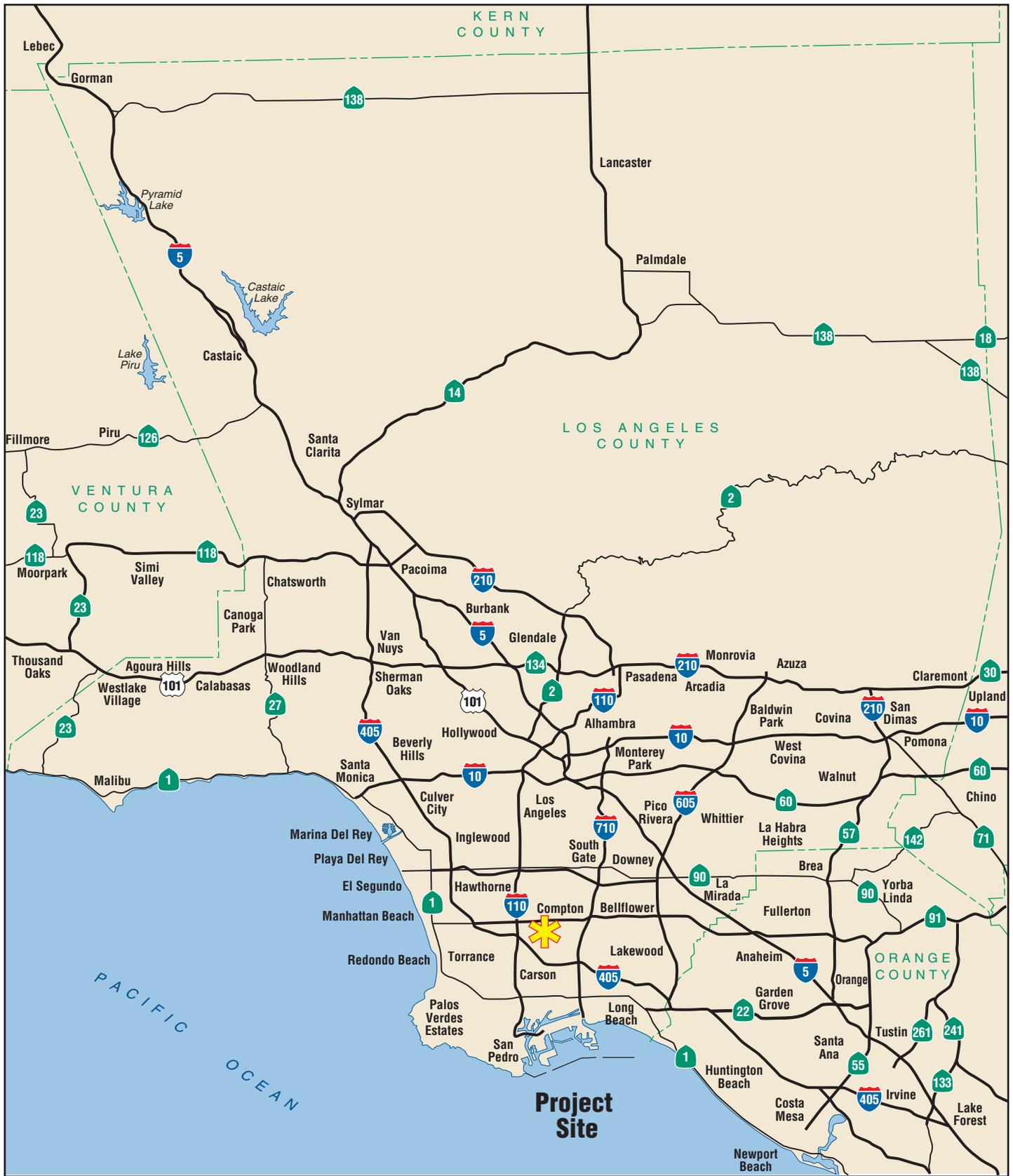
GENERAL PLAN LAND USE DESIGNATION AND ZONING

Based on the *Carson General Plan* (General Plan) Land Use Map, the project site is designated High Density Residential (HD). Based on the City's Zoning Map, the project site is zoned Dominguez Hills Village Specific Plan (SP-4).

SURROUNDING LAND USES

Surrounding land uses include a mixture of residential and public facility uses. Specifically, land uses surrounding the project site are as follows:

- **North:** Single-family residential uses zoned SP-4 are located to the north of the project site;
- **East:** Cedarbluff Way bounds the project site to the east with multi-family residential uses, zoned SP-4, located east of Cedarbluff Way;
- **South:** East Victoria Street bounds the project site to the south with California State University Dominguez Hills (CSU Dominguez Hills), zoned Special Use – College (SU-COL), located south of the East Victoria Street; and
- **West:** Single-family residential uses zoned Residential, Single-Family (RS) are located to the west of the project site.



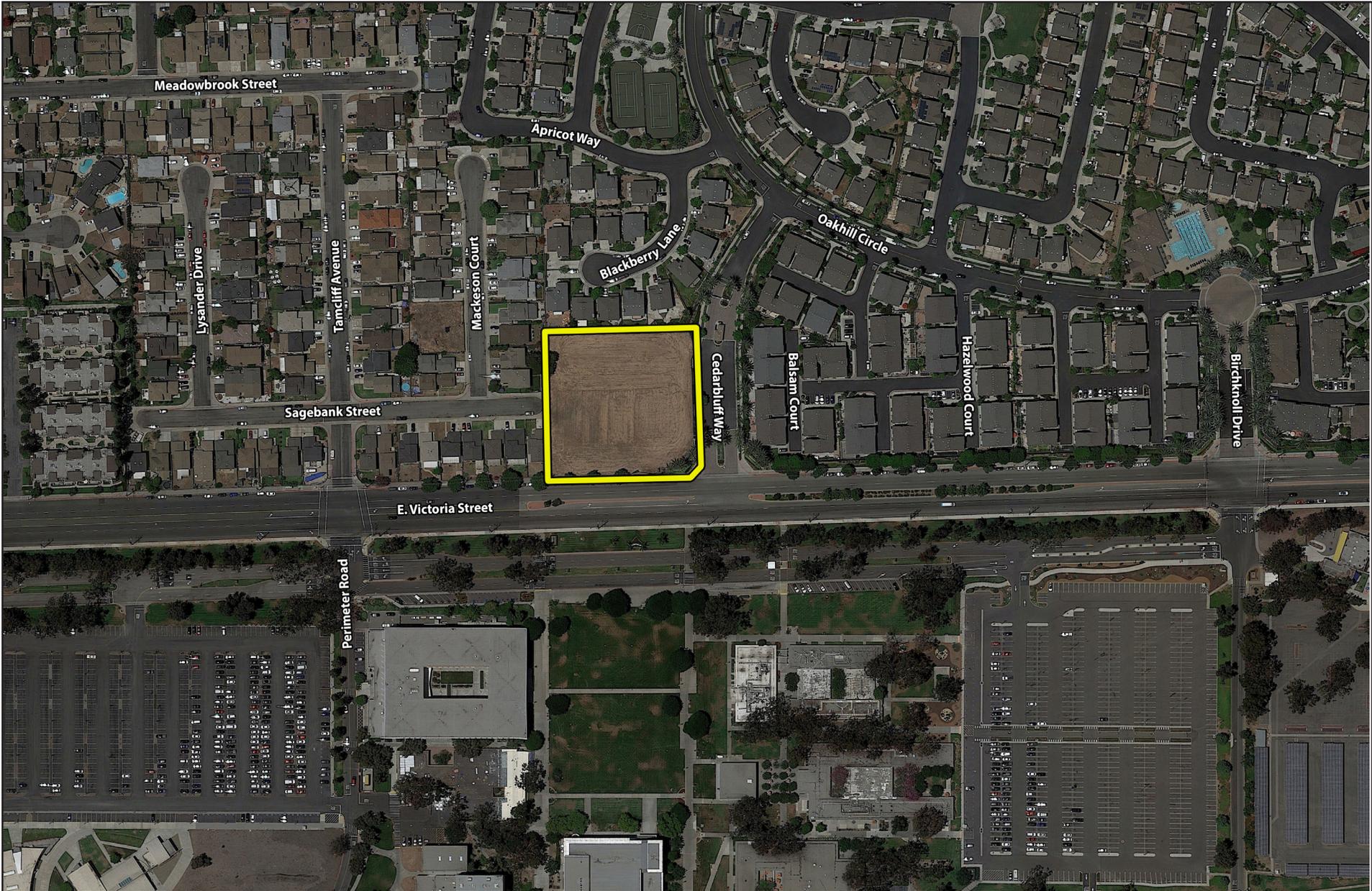
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1007 EAST VICTORIA STREET PROJECT
Regional Vicinity Map



Source: Google Earth Pro, 2019.
- Project Boundary

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INITIAL STUDY/MITIGATED NEGATIVE DECLARATION
1007 EAST VICTORIA STREET PROJECT
Site Vicinity

Exhibit 2-2



2.3 BACKGROUND AND HISTORY

The project site is located within DHV-Residential (formerly referred to as Parcel 1) of Specific Plan No. 493 Dominguez Hills Village (Specific Plan); refer to [Appendix A, Amended Specific Plan No. 493](#). Approved on January 23, 1996 via Ordinance No. 96-1084, the 100.23-acre Specific Plan provides the framework for development of residential, child care, neighborhood residential, industrial, and open space uses. Dominguez Hills Village is located at the northwest corner (DHV-Residential, formerly referred to as Parcel 1) and northeast corner (DHV-Commercial/Industrial, formerly referred to as Parcel 2) of the intersection of Victoria Street and Central Avenue. It is noted that Parcel 2 is currently undergoing entitlement processing for high density residential uses (Housing Type D). The Specific Plan encompasses 100.23 acres, of which 72.74 acres are on DHV-Residential, and 27.49 acres are DHV-Commercial/Industrial, located to the east of Central Avenue. Ordinance No. 96-1084 allowed for the following land use controls:

- Change in General Plan land use designation from “Low Density Residential” to “High Density Residential” for a maximum of 893 dwelling units in the Specific Plan;
- Change in zoning from RS to Residential, Multi-family 25 dwelling units per acre (RM-25); and
- Specific Plan land use designation “Planning Area Lot 12 – Child Care Center.”

The Specific Plan approved up to a maximum of 893 dwelling units within DHV-Residential (located west of Central Avenue), consisting of the following housing types:

- Housing Type A – A total of 272 single family detached residences were approved for 25.6 acres. The number of dwelling units actually constructed was 367.
- Housing Type B – A total of 65 single family duplex residences were approved for 4.1 acres. A total of 81 dwelling units were actually constructed.
- Housing Type C – A total of 418 town home residences were approved for 23.2 acres. The total number of dwelling units actually constructed was 173.
- Housing Type D – A total of 138 town home residences were approved for 6.0 acres. To date, no Housing Type D dwelling units have been constructed.

Because the maximum densities were not achieved, the maximum number of 893 dwelling units was not constructed within the Specific Plan. The Specific Plan contains a provision that allows the proposed number of dwelling units for certain planning areas to exceed its designated maximum number of dwelling units by up to 10 percent, provided that an equal number of units went unused in a previously approved application with the Specific Plan. Similarly, the Specific Plan allows for unit floor areas to increase up to 10 percent for each housing type. In 1999, the Specific Plan was amended to allow for a total of 650 dwelling units with an overall density of 8.9 dwelling units per acre for the DHV-Residential site.

The project site is identified as Lot 11 of the Specific Plan and was previously evaluated as a future child care center for approximately 150 children.¹ Lot 11 is the final remaining undeveloped lot of DHV-Residential, as the balance of the DHV-Residential’s proposed uses were developed in the early 2000s. Lot 11 was reverted to City ownership upon execution of a power of termination recorded in December 2016. The entitlement rights for development of a child care center also expired with this termination.

¹ The Specific Plan was last amended on January 5, 1999. As part of this effort, Planning Area Lot 12 – Child Care Center was renamed Planning Area Lot 11.



Based on review of historic aerial photographs, topographic maps, and City directories, the project site was developed with orchards until 2002 when it was developed with small structures likely related to construction of adjacent residential uses associated with the Specific Plan. The project site has been vacant since 2009.

2.4 PROJECT CHARACTERISTICS

As discussed, the project site is identified as Lot 11 of the Specific Plan and was previously evaluated as a future child care center as part of the Specific Plan EIR. Since certification of the Specific Plan EIR, the project site is now evaluated as a 38-unit townhome community distributed among six separate three-story buildings (Building Numbers 1 through 6); refer to [Exhibit 2-3, *Conceptual Site Plan*](#). A total of four separate building types (Building Types A through D) are considered for Building Numbers 1 through 6; refer to [Exhibit 2-4a, *Proposed Elevations – Building Type A*](#), [Exhibit 2-4b, *Proposed Elevations – Building Type B*](#), [Exhibit 2-4c, *Proposed Elevations – Building Type C*](#), and [Exhibit 2-4d, *Proposed Elevations – Building Type D*](#). Building Types A through D would range in size from 12,315 to 14,859 square feet and would have a maximum building height of approximately 35 feet. Each unit would include two to four bedrooms and would range in size between 1,239 to 1,872 square feet. The exterior building colors would include a variety of neutral earth tones (beiges, browns, grays, and blues), while the project's exterior building materials would include composite shingle roofing, stucco, fiber cement trim and sliding, metal garage doors, wood railings, decorative shutters, light fixtures, and vinyl shutters. Project characteristics are described in further detail below.

SITE ACCESS

The site's existing driveways along East Victoria Street and Cedarbluff Way would be abandoned and a new central private driveway/fire lane would be constructed along Cedarbluff Way. Construction of the new private driveway/fire lane would require the reconstruction of existing median islands within Cedarbluff Way.

PARKING

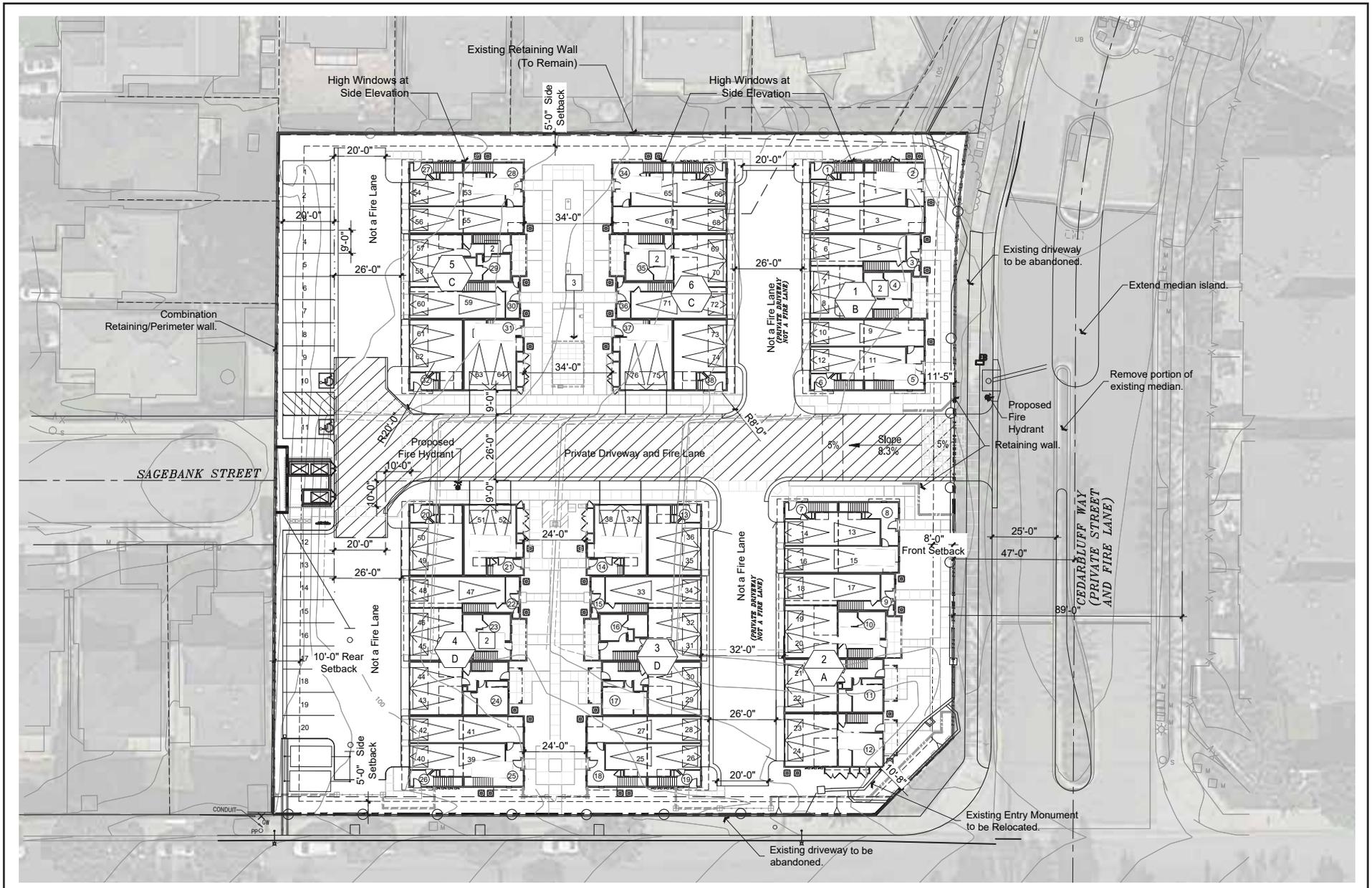
The project would provide a total of 96 parking spaces, including 76 spaces provided by private garages located on the first floors of Buildings 1 through 6 and 20 surface-level guest spaces located along the site's western boundary.

OPEN SPACE

The project would include approximately 18,650 square feet of open space, including approximately 3,966 square feet of private open space (patios and balconies) and a central community open space/pocket park between Building Numbers 3 and 4 and Building Numbers 5 and 6. The central community open space/pocket park would include several amenities for use by the residents, including a shade structure, freestanding barbeque, picnic table, and lawn area for social gatherings.

LANDSCAPING AND TREE REMOVAL

Ornamental landscaping would be installed throughout the project site. Planting materials would include a mix of trees, shrubs, and groundcover, and may include fruitless olive trees, "little gem" magnolia, shoestring acacia, Brisbane box trees, strawberry trees, Australian willow, paperback melaleuca, and Italian cypress; refer to [Exhibit 2-5, *Conceptual Landscape Plan*](#). The new project driveway would result in the removal of one existing street tree along Cedarbluff Way, as well as the relocation of two existing palm trees. However, the four existing palm trees at the project's southeastern boundary and street trees along East Victoria Street would be protected in place.



Source: KTG Architecture + Planning, 1007 East Victoria Street Sheet A1.0, Architectural Site Plan, March 8, 2019

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1007 EAST VICTORIA STREET PROJECT
Conceptual Site Plan

Exhibit 2-3



Utility Cabinet Doors

South Elevation



East Elevation



North Elevation



West Elevation

Source: KTG Architecture + Planning, 1007 East Victoria Street Sheet A2.0, Townhome Elevation Building A, March 8, 2019.

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1007 EAST VICTORIA STREET PROJECT

Proposed Elevations – Building Type A

Exhibit 2-4a



South Elevation



East Elevation



North Elevation



West Elevation

Source: KTG Architecture + Planning, 1007 East Victoria Street Sheet A2.0, Townhome Elevation Building B, March 8, 2019.

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Proposed Elevations – Building Type B

Exhibit 2-4b



South Elevation



East/West Elevation



North Elevation



East/West Elevation

Source: KTG Architecture + Planning, 1007 East Victoria Street Sheet A2.0, Townhome Elevation Building C, March 8, 2019.

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1007 EAST VICTORIA STREET PROJECT

Proposed Elevations – Building Type C

Exhibit 2-4c



South Elevation



East/West Elevation



North Elevation



East/West Elevation

Source: KTG Architecture + Planning, 1007 East Victoria Street Sheet A2.0, Townhome Elevation Building C, March 8, 2019.

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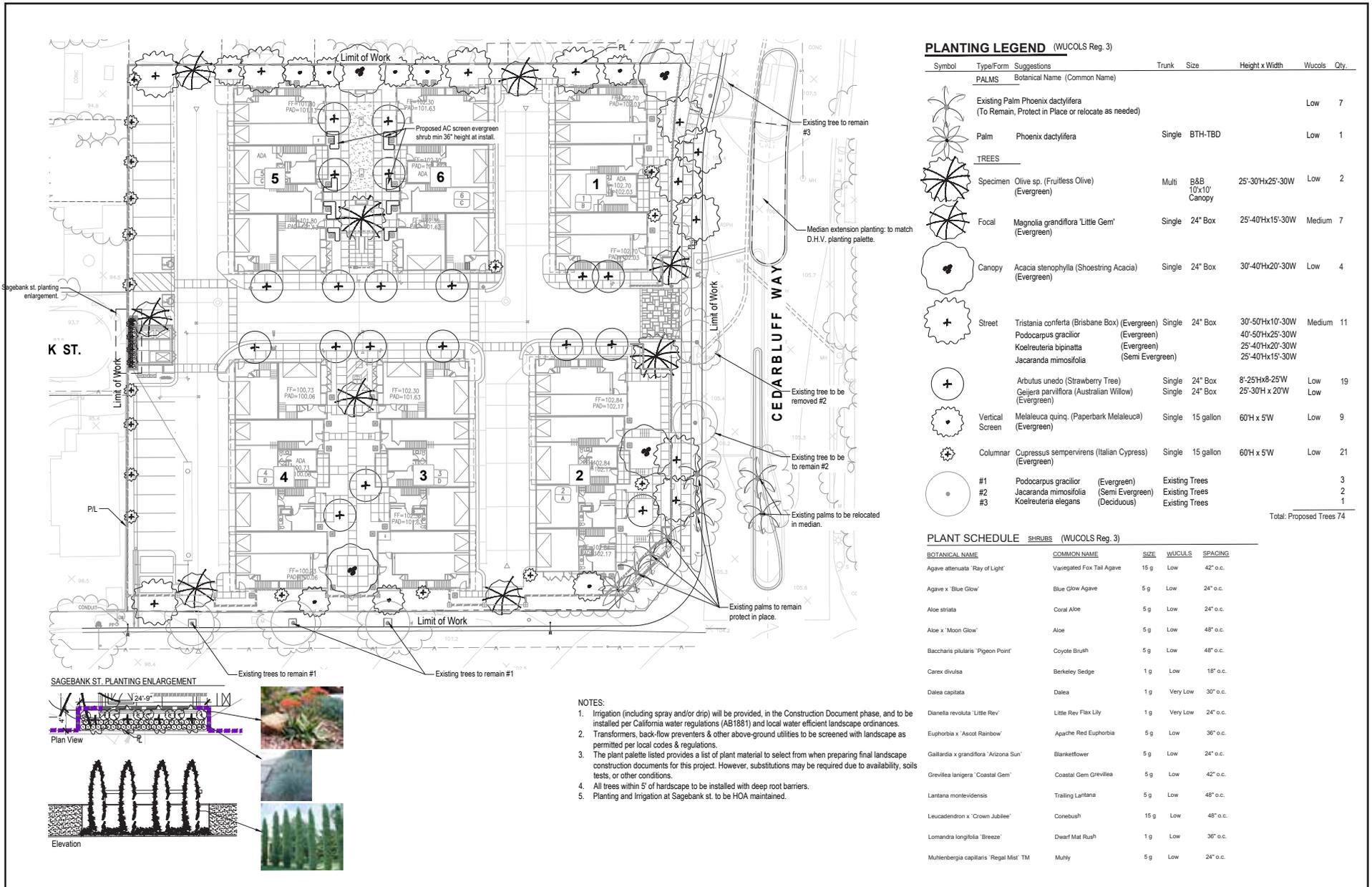
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Proposed Elevations – Building Type D

Exhibit 2-4d



Source: Studio PAD Landscape Architecture, 1007 East Victoria Street Sheet L-4, Schematic Planting Plan, March 18, 2019.





SIGNAGE

The project would relocate the existing “Dominguez Hills Village” entry monument southeast closer towards the intersection of East Victoria Street and Cedarbluff Way. In addition, a new community entry monument would be installed at the project’s entrance at Cedarbluff Way.

SPECIFIC PLAN AMENDMENT

As discussed, the Specific Plan previously evaluated the project site as a future child care center. Thus, the project site would require a Specific Plan Amendment to modify the land use controls of Specific Plan No. 493 to allow for a change in land use for Specific Plan Planning Area 12 from “Child Care Center” to “Housing Type D.”

UTILITIES AND SERVICES

The following utilities and services would serve the project site:

- Water. The project site would be served by Golden State Water Company’s (GSWC) Southwest District water system from existing water facilities within East Victoria Street.
- Sewer. The Sanitation Districts of Los Angeles County (Districts) would provide sanitary sewer service to the project site. The project applicant would construct a private 4-inch building lateral sewer system connecting to a new public sewer mainline on the main east/west drive, also to be constructed by the project applicant. This sewer would tie into the public sewer located in East Victoria Street at Manhole No. 129, and would flow west in East Victoria Street toward Avalon Street, then north to tie into the Districts’-owned 15-inch Victoria Street Trunk Sewer for treatment at the Districts’ Joint Water Pollution Control Plant (JWPCP) in the City of Carson. If connection to the public sewer in East Victoria Street is infeasible, the project applicant may instead modify the western retaining wall and connect to the existing public sewer in within Sagebank Street, after receiving approval of a supplemental sewer capacity study for this point of connection. This alternative would use the locally-maintained line to flow westerly for conveyance to the Districts-owned 15-inch diameter Victoria Street Trunk Sewer, located in Albertoni Street at Avalon Boulevard, for treatment at the JWPCP.
- Drainage. The proposed project would install an onsite infiltration system designed to capture a 50-year storm event located in the southwest portion of the project site. Any flow in excess of the onsite infiltration system’s capacity would bypass the filters and flow to public right-of-way via an under walk drain. Once in public right-of-way, stormwater runoff would flow to a County-maintained storm drain that ultimately outlets to the San Gabriel River.

2.5 PHASING/CONSTRUCTION

Project earthwork includes approximately 6,453 cubic yards of cut and 5,792 cubic yards of soils export and would occur for a duration of two weeks beginning in October 2019. Paving would begin in January 2020 and would occur over a duration of one week. Project construction would occur over three phases (Phases 1 through 3). Phase 1 would begin in October 2019 and would involve construction of the project’s model units over a duration of 103 days. Phase 2 would begin in December 2019 and would involve construction of first production condominium units over a duration of 163 days. Phase 3 would begin in April 2020 and would involve construction of second production condominium units over a duration of 240 days. Project construction would cease in April 2021.



2.6 AGREEMENTS, PERMITS, AND APPROVALS

The proposed project would require agreements, permits, and approvals from the City of Carson and other agencies prior to construction. These agreements, permits, and approvals are described below and may change as the project entitlement process proceeds.

City of Carson

- California Environmental Quality Act Clearance
- Vesting Tentative Tract Map
- Design Overlay Review
- Specific Plan Amendment



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3.0 INITIAL STUDY CHECKLIST

3.1 BACKGROUND

1. Project Title:

1007 East Victoria Street Project

2. Lead Agency Name and Address:

City of Carson
701 East Carson Street
Carson, California 90745

3. Contact Person and Phone Number:

Nancy Mith, Planner
310.952.1761

4. Project Location:

The proposed project is located at 1007 East Victoria Street in the City of Carson, California.

5. Project Sponsor's Name and Address:

Brandywine Homes, Inc.
16580 Aston
Irvine, California 92606

6. General Plan Designation:

High Density Residential (HD)

7. Zoning:

Dominguez Hills Specific Plan (SP-4)

8. Description of Project:

Refer to [Section 2.4, *Project Characteristics*](#).

9. Surrounding Land Uses and Setting:

Surrounding land uses include a mixture of residential and public facility uses. Specifically, land uses surrounding the project site are as follows:

- North: Single-family residential uses zoned SP-4 are located to the north of the project site;
- East: Cedarbluff Way bounds the project site to the east with multi-family residential uses, zoned SP-4, are located east of Cedarbluff Way;
- South: East Victoria Street bounds the project site to the south with California State University Dominguez Hills (CSU Dominguez Hills), zoned Special Use – College (SU-COL), located south of the East Victoria Street; and,



- West: Single-family residential uses zoned Residential, Single-Family (RS) are located to the west of the project site.

10. Other public agencies whose approval is required:

No other public agencies whose approval is required are expected at this time.

11. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?

In compliance with AB 52 and SB 18, the City distributed letters to applicable Native American tribes informing them of the project on January 23, 2019. The Gabrieleno Band of Mission Indians - Kizh Nation requested consultation on March 4, 2019. Given the level of previous disturbance within the project site, it is not expected that any tribal cultural resources as defined in Public Resources Code Section 21074 would occur within the project area. Nonetheless, mitigation measures have been incorporated into this Initial Study to ensure the proposed project would not have a significant impact to an historical resource, as defined in PRC Section 5020.1(k). Thus, impacts to a listed or eligible resource under the California Register of Historical Resources or a local register as defined under Public Resources Code section 5020.1(k) are anticipated to be less than significant.

3.2 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

<input type="checkbox"/>	Aesthetics	<input type="checkbox"/>	Agriculture and Forestry	<input type="checkbox"/>	Air Quality
<input type="checkbox"/>	Biological Resources	<input checked="" type="checkbox"/>	Cultural Resources	<input type="checkbox"/>	Energy
<input checked="" type="checkbox"/>	Geology and Soils	<input type="checkbox"/>	Greenhouse Gas Emissions	<input checked="" type="checkbox"/>	Hazards and Hazardous Materials
<input checked="" type="checkbox"/>	Hydrology and Water Quality	<input type="checkbox"/>	Land Use and Planning	<input type="checkbox"/>	Mineral Resources
<input checked="" type="checkbox"/>	Noise	<input type="checkbox"/>	Population and Housing	<input type="checkbox"/>	Public Services
<input type="checkbox"/>	Recreation	<input type="checkbox"/>	Transportation	<input checked="" type="checkbox"/>	Tribal Cultural Resources
<input type="checkbox"/>	Utilities and Service Systems	<input type="checkbox"/>	Wildfire	<input checked="" type="checkbox"/>	Mandatory Findings of Significance



3.3 EVALUATION OF ENVIRONMENTAL IMPACTS

This section analyzes the potential environmental impacts associated with the proposed project. The issue areas evaluated in this Initial Study include:

- Aesthetics
- Agriculture and Forestry Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Energy
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Noise
- Population and Housing
- Public Services
- Recreation
- Transportation
- Tribal Cultural Resources
- Utilities and Service Systems
- Wildfire
- Mandatory Findings of Significance

The environmental analysis in this section is patterned after the Initial Study Checklist recommended by the CEQA Guidelines Appendix G and used by the City of Carson in its environmental review process. For the preliminary environmental assessment undertaken as part of this Initial Study's preparation, a determination that there is a potential for significant effects indicates the need to more fully analyze the development's impacts and to identify mitigation.

For the evaluation of potential impacts, the questions in the Initial Study Checklist are stated and an answer is provided according to the analysis undertaken as part of the Initial Study. The analysis considers the long-term, direct, indirect, and cumulative impacts of the development. To each question, there are four possible responses:

- No Impact. The development will not have any measurable environmental impact on the environment.
- Less Than Significant Impact. The development will have the potential for impacting the environment, although this impact will be below established thresholds that are considered to be significant.
- Less Than Significant Impact With Mitigation Incorporated. The development will have the potential to generate impacts which may be considered as a significant effect on the environment, although mitigation measures or changes to the development's physical or operational characteristics can reduce these impacts to levels that are less than significant.
- Potentially Significant Impact. The development will have impacts which are considered significant, and additional analysis is required to identify mitigation measures that could reduce these impacts to less than significant levels.

Where potential impacts are anticipated to be significant, mitigation measures will be required, so that impacts may be avoided or reduced to insignificant levels.



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4.0 ENVIRONMENTAL ANALYSIS

4.1 AESTHETICS

<i>Except as provided in Public Resources Code Section 21099, would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Have a substantial adverse effect on a scenic vista?				✓
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				✓
c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?			✓	
d. Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?			✓	

a) Have a substantial adverse effect on a scenic vista?

No Impact. The General Plan does not designate any scenic resources within the City of Carson. Further, the project site is relatively flat and is surrounded in all directions by urbanized uses. As such, the project site does not include any scenic vistas. No impact would occur in this regard.

Mitigation Measures: No mitigation is required.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?

No Impact. There are no officially-designated State scenic highways in the City of Carson.¹ Further, the General Plan does not identify any scenic highways, roadways, or corridors within the City. The nearest scenic highway is State Route 1 (SR-1) (designated as eligible for listing), which is located approximately 12 miles to the southeast of the project site. Thus, the project would not substantially damage scenic resources within a State scenic highway. No impact would occur in this regard.

Mitigation Measures: No mitigation is required.

c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

Less Than Significant Impact. The project site is surrounded in all directions by urbanized uses. As a result, project implementation would not substantially degrade the existing visual character or quality of the site and its surroundings.

¹ California Scenic Highway Mapping System, Los Angeles County, http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/, accessed January 24, 2019.



The following discussion analyzes the project's potential to conflict with applicable zoning and other regulations governing scenic quality.

The project site is located within Lot 11 of Specific Plan No. 493 Dominguez Hills Village (Specific Plan). A discussion of the project's consistency with the City of Carson Zoning Code is presented in Response 4.11(b). As discussed, project implementation would require a Specific Plan Amendment to modify the land use controls of Specific Plan No. 493 to allow for a change in land use for Specific Plan Planning Area 11 from "Child Care Facility" to "Housing Type D." Assuming the project site's land use is amended to Housing Type D, development of the proposed project would not conflict with applicable Specific Plan development standards; refer to Section 4.11, *Land Use and Planning*.

Further, due to the age and obsolescence of the original Specific Plan design guidelines, the City of Carson Design Overlay Review process shall supersede and replace the Landscape and Architectural Design Guidelines included in Specific Plan No. 4-93. This will allow for implementation of current construction techniques, materials, and design standards. The project's design, including its architectural features, landscaping, signage, and secondary functional and accessory features would be reviewed for approval as part of this process. This regulatory procedure would verify that the project's design is compatible with development in the surrounding vicinity. As a result, implementation of the proposed project would not conflict with applicable zoning and other regulations governing scenic quality. Impacts would be less than significant.

Mitigation Measures: No mitigation is required.

d) *Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?*

Less Than Significant Impact. A potentially significant impact would occur if a new source of substantial light or glare causes an adverse effect on day or nighttime views. Light impacts are typically associated with the use of artificial light during the evening and nighttime hours. Glare may be a daytime occurrence caused by the reflection of sunlight or artificial light from highly polished surfaces, such as window glass and reflective cladding materials, and may interfere with the safe operation of a motor vehicle on adjacent streets. Daytime glare generation is common in urban areas and is typically associated with mid- to high-rise buildings with exterior façades largely or entirely comprising highly reflective glass or mirror-like materials. Nighttime glare is primarily associated with bright point source lighting that contrasts with existing low ambient light conditions.

The proposed project is located within an urbanized area of the City. The only existing lighting source within the project boundaries include minimal landscape lighting at the existing "Dominguez Hills Village" entry monument located at the southeast corner of the site. Existing sources of light and glare in the project vicinity are produced by residential uses to the north, east, and west, public facility uses to the south, and street lighting along East Victoria Street and Cedarbluff Way.

The types of land uses that are typically sensitive to excess light and glare include residential uses, hospitals, senior housing, and other types of uses where excessive light may disrupt sleep. The closest light sensitive receptors to the project site include residential uses to the north, east, and west of the project site.

Short-Term Impacts

Project construction could involve temporary glare impacts as a result of construction equipment and materials. However, based on the project's limited scope of activities, these sources of glare would not be substantial. The project would comply with the Municipal Code Section 4104(i) and 4101(j) for allowable construction hours, which are limited to between 7:00 a.m. and 6:00 p.m. on weekdays. Construction is not allowed on Sundays and City holidays. Thus, as no construction activities would be permitted after 6:00 p.m. on weekdays or on Sundays or City holidays, no short-term construction-related increase in nighttime lighting would occur.



Long-Term Impacts

Project implementation would increase lighting at the project site compared to existing conditions. The project would be required to comply with all exterior lighting requirements included in the Specific Plan and Municipal Code Section 9127.1, *Exterior Lighting*, which requires exterior lighting to be directed away from all adjoining and nearby residential property. Conformance with Municipal Code Sections 9127.1 would reduce the project's operational lighting impacts to less than significant.

Vehicle headlights entering and exiting the project's entrance at Cedarbluff Way would also occur. However, vehicle headlights resulting from vehicle entering and exiting the project's entrance at Cedarbluff Way would be screened from surrounding residential uses by the existing concrete block walls along the project's northern and western boundary and landscaped fencing along residential uses to the east. As a result, vehicle headlights are not anticipated to result in a significant increase in lighting conditions in the immediate project vicinity.

Interior lighting associated with the project may be visible for surrounding uses. However, these lighting conditions would appear similar in character to those emitted from residential uses to the north, east, and west of the project site. Impacts would be less than significant in this regard.

The proposed project's exterior building materials would include composite shingle roofing, stucco, fiber cement trim and siding, metal garage doors, wood railings, decorative shutters, light fixtures, and vinyl shutters. If not properly treated, these materials could cause increased daytime glare. Due to the age and obsolescence of the original design guidelines for SP 4-93, the City of Carson Design Overlay Review process shall supersede and replace the Architectural Design Guidelines in SP 4-93. This will allow for implementation of current construction techniques, materials, and design standards. The City of Carson Design Overlay Review Process would review the project's building materials to ensure neighboring uses are not exposed to substantial daytime glare. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.



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4.2 AGRICULTURE AND FORESTRY RESOURCES

<p><i>In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:</i></p>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				✓
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?				✓
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?				✓
d. Result in the loss of forest land or conversion of forest land to non-forest use?				✓
e. Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?				✓

- a) **Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?**

No Impact. The project site is not designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance.¹ No Farmland exists within the site vicinity. Thus, no impact would occur in this regard.

Mitigation Measures: No mitigation is required.

¹ California Department of Conservation, *California Important Farmland Finder*, <https://maps.conservation.ca.gov/DLRP/CIFF/>, accessed January 25, 2019.



b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Impact. The project site is zoned Dominguez Hills Specific Plan (SP-4) and is not covered under an existing Williamson Act contract.² Thus, project implementation would not conflict with existing zoning for agricultural use, or a Williamson Act contract. No impact would occur in this regard.

Mitigation Measures: No mitigation is required.

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

No Impact. The project site is zoned SP-4 and is not occupied or used by forest land or timberland. Further, project implementation would not result in the rezoning of forest land, timberland, or timberland zoned Timberland Production. No impacts would occur.

Mitigation Measures: No mitigation is required.

d) Result in the loss of forest land or conversion of forest land to non-forest use?

No Impact. Refer to Response 4.2(c). No impacts would occur.

Mitigation Measures: No mitigation is required.

e) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

No Impact. Refer to Response 4.2(a) through 4.2(d). No impacts would occur.

Mitigation Measures: No mitigation is required.

² California Department of Conservation, *Los Angeles County Williamson Act FY 2015/2016*, http://ftp.consrv.ca.gov/pub/dlrp/wa/LA_15_16_WA.pdf, accessed January 25, 2019.



4.3 AIR QUALITY

<i>Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Conflict with or obstruct implementation of the applicable air quality plan?			✓	
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?			✓	
c. Expose sensitive receptors to substantial pollutant concentrations?			✓	
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?			✓	

a) Conflict with or obstruct implementation of the applicable air quality plan?

Less Than Significant Impact. The project is located within the South Coast Air Basin (Basin), which is governed by the South Coast Air Quality Management District (SCAQMD). Consistency with the SCAQMD 2016 Air Quality Management Plan for the South Coast Air Basin (2016 AQMP) means that a project is consistent with the goals, objectives, and assumptions set forth in the 2016 AQMP that are designed to achieve Federal and State air quality standards. According to the SCAQMD CEQA Air Quality Handbook, in order to determine consistency with the 2016 AQMP, two main criteria must be addressed:

Criterion 1:

With respect to the first criterion, SCAQMD methodologies require that an air quality analysis for a project include forecasts of project emissions in relation to contributing to air quality violations and delay of attainment.

a) Would the project result in an increase in the frequency or severity of existing air quality violations?

Since the consistency criteria identified under the first criterion pertains to pollutant concentrations, rather than to total regional emissions, an analysis of the project's pollutant emissions relative to localized pollutant concentrations is used as the basis for evaluating project consistency. As discussed in Response 4.3(c) below, localized concentrations of carbon monoxide (CO), nitrogen oxides (NO_x), particulate matter less than 10 microns in diameter (PM₁₀), and particulate matter less than 2.5 microns in diameter (PM_{2.5}) would be less than significant during project construction and operations. Therefore, the proposed project would not result in an increase in the frequency or severity of existing air quality violations.¹

¹ Because reactive organic gases (ROGs) are not a criteria pollutant, there is no ambient standard or localized threshold for ROGs. Due to the role ROG plays in ozone formation, it is classified as a precursor pollutant and only a regional emissions threshold has been established.



b) *Would the project cause or contribute to new air quality violations?*

As discussed in Response 4.3(b), the proposed project would result in emissions that are below the SCAQMD thresholds. Therefore, the project would not have the potential to cause or affect a violation of the ambient air quality standards.

c) *Would the project delay timely attainment of air quality standards or the interim emissions reductions specified in the AQMP?*

The proposed project would result in less than significant impacts with regard to localized concentrations during project construction and operations. As such, the project would not delay the timely attainment of air quality standards or 2016 AQMP emissions reductions.

Criterion 2:

With respect to the second criterion for determining consistency with SCAQMD and Southern California Association of Governments (SCAG) air quality policies, it is important to recognize that air quality planning within the Basin focuses on attainment of ambient air quality standards at the earliest feasible date. Projections for achieving air quality goals are based on assumptions regarding population, housing, and growth trends. Thus, the SCAQMD's second criterion for determining project consistency focuses on whether or not the proposed project exceeds the assumptions utilized in preparing the forecasts presented in the 2016 AQMP. Determining whether or not a project exceeds the assumptions reflected in the 2016 AQMP involves the evaluation of the three criteria outlined below. The following discussion provides an analysis of each of these criteria.

a) *Would the project be consistent with the population, housing, and employment growth projections utilized in the preparation of the AQMP?*

In the case of the 2016 AQMP, three sources of data form the basis for the projections of air pollutant emissions: the *Carson General Plan* (General Plan), SCAG's *Growth Management Chapter of the Regional Comprehensive Plan* (RCP), and SCAG's *2016-2040 Regional Transportation Plan/Sustainable Communities Strategy* (RTP/SCS). The RTP/SCS also provides socioeconomic forecast projections of regional population growth. The project site is designated High Density Residential (HD) by the General Plan and is zoned as Dominguez Hills Village Specific Plan (SP-4). More specifically, the project site is located within DHV-Residential and identified as Lot 11. The project proposes a 38-unit townhome residential development which would require a Specific Plan amendment to allow for a change in land use for Lot 11 from "Child Care Center" to "Housing Type D. According to the General Plan, the HD designation is intended to provide for multiple dwelling units, combinations of multiple and single-family residential units, and other development considered harmonious with such high-density residential development (maximum density of 25 dwelling units per acre). As proposed, the 38-unit townhome community with a density of 24.2 dwelling units per acre is an allowed use under the site's existing HD land use designation. Thus, the proposed project would be consistent with the types, intensity, and patterns of land use envisioned for the site vicinity in the RTP/SCS. Additionally, as the SCAQMD has incorporated these same projections into the 2016 AQMP, it can be concluded that the proposed project would be consistent with the projections included in the 2016 AQMP.

b) *Would the project implement all feasible air quality mitigation measures?*

The proposed project would result in less than significant air quality impacts. Compliance with all feasible emission reduction measures identified by the SCAQMD would be required as identified in Response 4.3(b) and 4.3(c). As such, the proposed project meets this 2016 AQMP consistency criterion.



c) *Would the project be consistent with the land use planning strategies set forth in the AQMP?*

The proposed project would serve to implement various City and SCAG policies and would be considered an infill development. The project consists of a 38-unit townhome residential development in the vicinity of a mix of residential and educational uses. In addition, the project would be consistent with the General Plan HD land use designation for the site. As such, the proposed project meets this AQMP consistency criterion.

In conclusion, the determination of 2016 AQMP consistency is primarily concerned with the long-term influence of a project on air quality in the Basin. The proposed project would not result in a long-term impact on the region's ability to meet State and Federal air quality standards. Also, the proposed project would be consistent with the goals and policies of the 2016 AQMP for control of fugitive dust. As discussed above, the proposed project's long-term influence would also be consistent with the SCAQMD and SCAG's goals and policies and is considered consistent with the 2016 AQMP.

Mitigation Measures: Not mitigation is required.

b) *Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?*

Less Than Significant Impact.

Criteria Pollutants

Carbon Monoxide (CO). CO is an odorless, colorless toxic gas that is emitted by mobile and stationary sources as a result of incomplete combustion of hydrocarbons or other carbon-based fuels. In cities, automobile exhaust can cause as much as 95 percent of all CO emissions. CO replaces oxygen in the body's red blood cells. Individuals with a deficient blood supply to the heart, patients with diseases involving heart and blood vessels, fetuses (unborn babies), and patients with chronic hypoxemia (oxygen deficiency) as seen in high altitudes are most susceptible to the adverse effects of CO exposure. People with heart disease are also more susceptible to developing chest pains when exposed to low levels of carbon monoxide.

Ozone (O₃). O₃ occurs in two layers of the atmosphere. The layer surrounding the earth's surface is the troposphere. The troposphere extends approximately 10 miles above ground level, where it meets the second layer, the stratosphere. The stratospheric (the "good" ozone layer) extends upward from about 10 to 30 miles and protects life on earth from the sun's harmful ultraviolet rays. "Bad" O₃ is a photochemical pollutant, and needs volatile organic compounds (VOCs), NO_x, and sunlight to form; therefore, VOCs and NO_x are O₃ precursors. To reduce O₃ concentrations, it is necessary to control the emissions of these ozone precursors. Significant O₃ formation generally requires an adequate amount of precursors in the atmosphere and a period of several hours in a stable atmosphere with strong sunlight. High O₃ concentrations can form over large regions when emissions from motor vehicles and stationary sources are carried hundreds of miles from their origins.

While O₃ in the upper atmosphere (stratosphere) protects the earth from harmful ultraviolet radiation, high concentrations of ground-level O₃ (in the troposphere) can adversely affect the human respiratory system and other tissues. O₃ is a strong irritant that can constrict the airways, forcing the respiratory system to work hard to deliver oxygen. Individuals exercising outdoors, children, and people with pre-existing lung disease such as asthma and chronic pulmonary lung disease are considered to be the most susceptible to the health effects of O₃. Short-term exposure (lasting for a few hours) to O₃ at elevated levels can result in aggravated respiratory diseases such as emphysema, bronchitis and asthma, shortness of breath, increased susceptibility to infections, inflammation of the lung tissue, increased fatigue, as well as chest pain, dry throat, headache, and nausea.

Nitrogen Dioxide (NO₂). NO_x are a family of highly reactive gases that are a primary precursor to the formation of ground-level ozone and react in the atmosphere to form acid rain. NO₂ (often used interchangeably with NO_x) is a



reddish-brown gas that can cause breathing difficulties at elevated levels. Peak readings of NO₂ occur in areas that have a high concentration of combustion sources (e.g., motor vehicle engines, power plants, refineries, and other industrial operations). NO₂ can irritate and damage the lungs and lower resistance to respiratory infections such as influenza. The health effects of short-term exposure are still unclear. However, continued or frequent exposure to NO₂ concentrations that are typically much higher than those normally found in the ambient air may increase acute respiratory illnesses in children and increase the incidence of chronic bronchitis and lung irritation. Chronic exposure to NO₂ may aggravate eyes and mucus membranes and cause pulmonary dysfunction.

Coarse Particulate Matter (PM₁₀). PM₁₀ refers to suspended particulate matter, which is smaller than 10 microns or ten one-millionths of a meter. PM₁₀ arises from sources such as road dust, diesel soot, combustion products, construction operations, and dust storms. PM₁₀ scatters light and significantly reduces visibility. In addition, these particulates penetrate into lungs and can potentially damage the respiratory tract. On June 19, 2003, the California Air Resources Board (CARB) adopted amendments to the Statewide 24-hour particulate matter standards based upon requirements set forth in the Children's Environmental Health Protection Act (Senate Bill 25).

Fine Particulate Matter (PM_{2.5}). Due to recent increased concerns over health impacts related to fine particulate matter (particulate matter 2.5 microns in diameter or less), both State and Federal PM_{2.5} standards have been created. Particulate matter impacts primarily affect infants, children, the elderly, and those with pre-existing cardiopulmonary disease. In 1997, the U.S. Environmental Protection Agency (EPA) announced new PM_{2.5} standards. Industry groups challenged the new standard in court and the implementation of the standard was blocked. However, upon appeal by the EPA, the United States Supreme Court reversed this decision and upheld the EPA's new standards. On January 5, 2005, the EPA published a Final Rule in the Federal Register that designates the Basin as a nonattainment area for Federal PM_{2.5} standards. On June 20, 2002, CARB adopted amendments for Statewide annual ambient particulate matter air quality standards. These standards were revised/established due to increasing concerns by CARB that previous standards were inadequate, as almost everyone in California is exposed to levels at or above the current State standards during some parts of the year, and the Statewide potential for significant health impacts associated with particulate matter exposure was determined to be large and wide-ranging.

Sulfur Dioxide (SO₂). SO₂ is a colorless, irritating gas with a rotten egg smell; it is formed primarily by the combustion of sulfur-containing fossil fuels. Sulfur dioxide is often used interchangeably with SO_x and lead. Exposure of a few minutes to low levels of SO₂ can result in airway constriction in some asthmatics.

Volatile Organic Compounds (VOC). VOC's are hydrocarbon compounds (any compound containing various combinations of hydrogen and carbon atoms) that exist in the ambient air. VOCs contribute to the formation of smog through atmospheric photochemical reactions and/or may be toxic. Compounds of carbon (also known as organic compounds) have different levels of reactivity; that is, they do not react at the same speed or do not form ozone to the same extent when exposed to photochemical processes. VOCs often have an odor, and some examples include gasoline, alcohol, and the solvents used in paints. Exceptions to the VOC designation include: carbon monoxide, carbon dioxide, carbonic acid, metallic carbides or carbonates, and ammonium carbonate. VOCs are a criteria pollutant since they are a precursor to O₃, which is a criteria pollutant. The SCAQMD uses the terms VOC and ROG (see below) interchangeably.

Reactive Organic Gases (ROG). Similar to VOC, ROG are also precursors in forming ozone and consist of compounds containing methane, ethane, propane, butane, and longer chain hydrocarbons, which are typically the result of some type of combustion/decomposition process. Smog is formed when ROG and nitrogen oxides react in the presence of sunlight. ROG's are a criteria pollutant since they are a precursor to O₃, which is a criteria pollutant. The SCAQMD uses the terms ROG and VOC interchangeably.



Short-Term Construction Emissions

The project involves construction activities associated with grading, paving, construction, and architectural coating applications. The project would be constructed over approximately 18 months, beginning in October 2019. Construction activities would require approximately 5,792 cubic yards of soil to be exported from the project site to a nearby dump site during the grading phase; refer to Section 2.0, Project Description. Exhaust emission factors for typical diesel-powered heavy equipment are based on the California Emissions Estimator Model version 2016.3.2 (CalEEMod) program defaults. Variables factored into estimating the total construction emissions include the level of activity, length of construction period, number of pieces and types of equipment in use, site characteristics, weather conditions, number of construction personnel, and the amount of materials to be transported on- or off-site. The analysis of daily construction emissions has been prepared utilizing CalEEMod. Refer to Appendix B Air Quality/Greenhouse Gas Analysis and Energy Consumption Data, for the CalEEMod outputs and results. Table 4.3-1, Construction Related Emissions, presents the anticipated daily short-term construction emissions.

**Table 4.3-1
Construction Related Emissions**

Emissions Source	Pollutant (pounds/day) ^{1,2}					
	ROG	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Year 1						
Construction Emissions ²	4.46	60.83	28.38	0.11	6.10	3.20
SCAQMD Thresholds	75	100	550	150	150	55
Threshold Exceeded?	No	No	No	No	No	No
Year 2						
Construction Emissions ²	38.67	46.42	38.54	0.9	2.95	2.24
SCAQMD Thresholds	75	100	550	150	150	55
Threshold Exceeded?	No	No	No	No	No	No
Year 3						
Construction Emissions ²	3.33	30.86	20.89	0.06	2.02	1.48
SCAQMD Thresholds	75	100	550	150	150	55
Threshold Exceeded?	No	No	No	No	No	No
Notes:						
1. Emissions were calculated using CalEEMod version 2016.3.2, as recommended by the SCAQMD.						
2. The reduction/credits for construction emissions are based on "mitigation" included in CalEEMod and are required by the SCAQMD Rules. The "mitigation" applied in CalEEMod includes the following: properly maintain mobile and other construction equipment; replace ground cover in disturbed areas quickly; water exposed surfaces three times daily; cover stock piles with tarps; water all haul roads twice daily; and limit speeds on unpaved roads to 15 miles per hour. The emissions results in this table represent the "mitigated" emissions shown in <u>Appendix B</u> .						
Refer to <u>Appendix B, Air Quality/Greenhouse Gas Analysis and Energy Consumption Data</u> , for assumptions used in this analysis.						

Fugitive Dust Emissions

Construction activities are a source of fugitive dust emissions that may have a substantial, temporary impact on local air quality. In addition, fugitive dust may be a nuisance to those living and working in the project area. Fugitive dust emissions are associated with land clearing, ground excavation, cut-and-fill, and truck travel on unpaved roadways (including demolition as well as construction activities). Fugitive dust emissions vary substantially from day to day, depending on the level of activity, specific operations, and weather conditions. Fugitive dust from grading, excavation and construction is expected to be short-term and would cease upon project completion. Most of this material is inert silicates, rather than the complex organic particulates released from combustion sources, which are more harmful to health.



Dust (larger than 10 microns) generated by such activities usually becomes more of a local nuisance than a serious health problem. Of particular health concern is the amount of PM₁₀ generated as a part of fugitive dust emissions. PM₁₀ poses a serious health hazard alone or in combination with other pollutants. PM_{2.5} is mostly produced by mechanical processes. These include automobile tire wear, industrial processes such as cutting and grinding, and re-suspension of particles from the ground or road surfaces by wind and human activities such as construction or agriculture. PM_{2.5} is mostly derived from combustion sources, such as automobiles, trucks, and other vehicle exhaust, as well as from stationary sources. These particles are either directly emitted or are formed in the atmosphere from the combustion of gases such as NO_x and sulfur oxides (SO_x) combining with ammonia. PM_{2.5} components from material in the earth's crust, such as dust, are also present, with the amount varying in different locations.

The project would implement all required SCAQMD dust control techniques (i.e., daily watering), limitations on construction hours, and adhere to SCAQMD Rules 402 and 403 (which require watering of inactive and perimeter areas, track out requirements, etc.), to reduce PM₁₀ and PM_{2.5} concentrations. As depicted in Table 4.3-1, total PM₁₀ and PM_{2.5} emissions would not exceed the SCAQMD thresholds during construction. Thus, construction air quality impacts would be less than significant.

Construction Equipment and Worker Vehicle Exhaust

Exhaust emissions from construction activities include emissions associated with the transport of machinery and supplies to and from the project site, employee commutes to the project site, emissions produced on-site as the equipment is used, and emissions from trucks transporting materials to/from the site. As presented in Table 4.3-1, construction equipment and worker vehicle exhaust emissions would not exceed the established SCAQMD threshold for all criteria pollutants. Therefore, impacts in this regard would be less than significant.

ROG Emissions

In addition to gaseous and particulate emissions, the application of asphalt and surface coatings creates ROG emissions, which are O₃ precursors. In accordance with the methodology prescribed by the SCAQMD, the ROG emissions associated with paving and architectural coating have been quantified with the CalEEMod model. As required by SCAQMD Regulation XI, Rule 1113 – *Architectural Coating*, all architectural coatings for the proposed structures would comply with specifications on painting practices as well as regulation on the ROG content of paint.² ROG emissions associated with the proposed project would be less than significant; refer to Table 4.3-1.

Naturally Occurring Asbestos

Asbestos is a term used for several types of naturally occurring fibrous minerals that are a human health hazard when airborne. The most common type of asbestos is chrysotile, but other types such as tremolite and actinolite are also found in California. Asbestos is classified as a known human carcinogen by State, Federal, and international agencies and was identified as a toxic air contaminant by the California Air Resources Board in 1986.

Asbestos can be released from serpentinite and ultramafic rocks when the rock is broken or crushed. At the point of release, the asbestos fibers may become airborne, causing air quality and human health hazards. These rocks have been commonly used for unpaved gravel roads, landscaping, fill projects, and other improvement projects in some localities. Asbestos may be released to the atmosphere due to vehicular traffic on unpaved roads, during grading for development projects, and at quarry operations. All of these activities may have the effect of releasing potentially harmful asbestos into the air. Natural weathering and erosion processes can act on asbestos bearing rock and make it easier for asbestos fibers to become airborne if such rock is disturbed. According to the Department of Conservation Division of Mines and Geology, *A General Location Guide for Ultramafic Rocks in California – Areas More Likely to*

² South Coast Air Quality Management District, *Rule 1113. Architectural Coatings*, <http://www.aqmd.gov/docs/default-source/rule-book/reg-xi/r1113.pdf>, accessed February 26, 2019.



Contain Naturally Occurring Asbestos Report (August 2000), serpentinite and ultramafic rocks are not known to occur within the project area. Thus, there would be no impact in this regard.

Long-Term (Operational) Emissions

Long-term air quality impacts would consist of mobile source emissions generated from project-related traffic, and emissions from stationary area and energy sources. Emissions associated with each of these sources were calculated and are discussed below.

Mobile Source

Mobile sources are emissions from motor vehicles, including tailpipe and evaporative emissions. Depending upon the pollutant being discussed, the potential air quality impact may be of either regional or local concern. For example, ROG, NO_x, SO_x, PM₁₀, and PM_{2.5} are all pollutants of regional concern (NO_x and ROG react with sunlight to form O₃ [photochemical smog], and wind currents readily transport SO_x, PM₁₀, and PM_{2.5}). However, CO tends to be a localized pollutant, dispersing rapidly at the source.

Project-generated vehicle emissions have been estimated using CalEEMod. According to the *1007 East Victoria Street Townhomes Trip Generation Analysis Memorandum* (Trip Generation Memo) prepared by Ganddini Group, Inc. (dated January 31, 2019), the proposed project would generate approximately 278 total daily trips. Table 4.3-2, Long-Term Air Emissions, presents the anticipated mobile source emissions.

Table 4.3-2
Long-Term Air Emissions

Emissions Source	Pollutant (pounds/day) ¹					
	ROG	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Project Summer Emissions						
Area	1.58	2.72	4.29	0.02	0.23	0.23
Energy	0.01	0.09	0.04	0.00	0.00	0.00
Mobile	0.54	2.54	7.40	0.03	2.04	0.56
Total Summer Emissions²	2.13	5.34	11.73	0.4	2.28	0.80
SCAQMD Threshold	55	55	550	150	150	55
Is Threshold Exceeded? (Significant Impact?)	No	No	No	No	No	No
Project Winter Emissions						
Area	1.58	2.72	4.29	0.02	0.23	0.23
Energy	0.01	0.09	0.04	0.00	0.00	0.00
Mobile	0.52	2.60	7.02	0.02	2.04	0.56
Total Winter Emissions³	2.12	5.41	11.34	0.04	2.28	0.80
SCAQMD Threshold	55	55	550	150	150	55
Is Threshold Exceeded? (Significant Impact?)	No	No	No	No	No	No
Notes:						
1. Emissions were calculated using CalEEMod version 2016.3.2, as recommended by the SCAQMD.						
2. The numbers may be slightly off due to rounding.						
Refer to Appendix B, <i>Air Quality/Greenhouse Gas Analysis and Energy Consumption Data</i> , for assumptions used in this analysis.						



Area Source Emissions

Area source emissions would be generated due to an increased demand for natural gas associated with the development of the proposed project; refer to Table 4.3-2. The primary use of natural gas producing area source emissions by the project would be for consumer products, architectural coating, and landscaping.

Energy Source Emissions

Energy source emissions would be generated as a result of electricity and natural gas usage associated with the proposed project; refer to Table 4.3-2. The primary use of electricity and natural gas by the project would be for space heating and cooling, water heating, ventilation, lighting, appliances, and electronics.

Total Operational Emissions

As shown in Table 4.3-2 the total operational mitigated emissions for both summer and winter would not exceed established SCAQMD thresholds. Therefore, impacts in this regard would be less than significant.

Air Quality Health Impacts

Adverse health effects induced by criteria pollutant emissions are highly dependent on a multitude of interconnected variables (e.g., cumulative concentrations, local meteorology and atmospheric conditions, and the number and character of exposed individual [e.g., age, gender]). In particular, ozone precursors VOCs and NO_x affect air quality on a regional scale. Health effects related to ozone are therefore the product of emissions generated by numerous sources throughout a region. Existing models have limited sensitivity to small changes in criteria pollutant concentrations, and, as such, translating project-generated criteria pollutants to specific health effects or additional days of nonattainment would produce meaningless results. In other words, the project's less than significant increases in regional air pollution from criteria air pollutants would have nominal or negligible impacts on human health.

Further, as noted in the Brief of Amicus Curiae by the SCAQMD (April 6, 2015), the SCAQMD acknowledged it would be extremely difficult, if not impossible to quantify health impacts of criteria pollutants for various reasons including modeling limitations as well as where in the atmosphere air pollutants interact and form. Furthermore, as noted in the Brief of Amicus Curiae by the San Joaquin Valley Air Pollution Control District (SJVAPCD) (April 13, 2015), SJVAPCD has acknowledged that currently available modeling tools are not equipped to provide a meaningful analysis of the correlation between an individual development project's air emissions and specific human health impacts.

The SCAQMD acknowledges that health effects quantification from ozone, as an example is correlated with the increases in ambient level of ozone in the air (concentration) that an individual person breathes. SCAQMD's Brief of Amicus Curiae states that it would take a large amount of additional emissions to cause a modeled increase in ambient ozone levels over the entire region. The SCAQMD states that based on their own modeling in the SCAQMD's 2012 *Air Quality Management Plan*, a reduction of 432 tons (864,000 pounds) per day of NO_x and a reduction of 187 tons (374,000 pounds) per day of VOCs would reduce ozone levels at highest monitored site by only nine parts per billion. As such, the SCAQMD concludes that it is not currently possible to accurately quantify ozone-related health impacts caused by NO_x or VOC emissions from relatively small projects (defined as projects with regional scope) due to photochemistry and regional model limitations. Thus, as the project would not exceed SCAQMD thresholds for construction and operational air emissions, the project would have a less than significant impact for air quality health impacts.

Cumulative Construction Impacts

With respect to the proposed project's construction-period air quality emissions and cumulative Basin-wide conditions, the SCAQMD has developed strategies to reduce criteria pollutant emissions outlined in the 2016 AQMP pursuant to Federal Clean Air Act mandates. As such, the proposed project would comply with SCAQMD Rule 403 requirements



and implement all feasible SCAQMD rules to reduce construction air emissions to the extent feasible. Rule 403 requires that fugitive dust be controlled with the best available control measures in order to reduce dust so that it does not remain visible in the atmosphere beyond the property line of the proposed project. In addition, the proposed project would comply with adopted 2016 AQMP emissions control measures. Pursuant to SCAQMD rules and mandates, as well as the CEQA requirement that significant impacts be mitigated to the extent feasible, these same requirements (i.e., Rule 403 compliance, implementation of all feasible mitigation measures, and compliance with adopted AQMP emissions control measures) would also be imposed on construction projects throughout the Basin, which would include related projects.

As discussed above, the project's short-term construction emissions would be below the SCAQMD thresholds and would result in a less than significant impact. Thus, it can be reasonably inferred that the project's construction emissions would not contribute to a cumulatively considerable air quality impact for nonattainment criteria pollutants in the Basin. Thus, a less than significant impact would occur in this regard.

Cumulative Long-Term Impacts

As discussed previously, the proposed project would not result in long-term air quality impacts, as emissions would not exceed SCAQMD adopted operational thresholds. Additionally, adherence to SCAQMD rules and regulations would alleviate potential impacts related to cumulative conditions on a project-by-project basis. Emission reduction technology, strategies, and plans are constantly being developed. As a result, the proposed project would not contribute a cumulatively considerable net increase of any nonattainment criteria pollutant. Therefore, cumulative operational impacts associated with implementation of the proposed project would be less than significant.

Mitigation Measures: No mitigation measures are required.

c) *Expose sensitive receptors to substantial pollutant concentrations?*

Less Than Significant Impact. Sensitive receptors are defined as facilities or land uses that include members of the population that are particularly sensitive to the effects of air pollutants, such as children, the elderly, and people with illnesses. Examples of these sensitive receptors are residences, schools, hospitals, and daycare centers. The California Air Resources Board (CARB) has identified the following groups of individuals as the most likely to be affected by air pollution: the elderly over 65, children under 14, athletes, and persons with cardiovascular and chronic respiratory diseases such as asthma, emphysema, and bronchitis.

Sensitive receptors near the project site include surrounding residences to the north, east, and west. In order to identify impacts to sensitive receptors, the SCAQMD recommends addressing localized significance thresholds for construction and operations impacts (stationary sources only).

Localized Significance Thresholds

Localized Significance Thresholds (LSTs) were developed in response to SCAQMD Governing Boards' Environmental Justice Enhancement Initiative (I-4). The SCAQMD provided the *Final Localized Significance Threshold Methodology* (dated June 2003 [revised 2008]) for guidance. The LST methodology assists lead agencies in analyzing localized air quality impacts. The SCAQMD provides the LST lookup tables for one-, two-, and five-acre projects emitting CO, NO_x, PM_{2.5}, or PM₁₀. The LST methodology and associated mass rates are not designed to evaluate localized impacts from mobile sources traveling over the roadways. The SCAQMD recommends that any project over five acres should perform air quality dispersion modeling to assess impacts to nearby sensitive receptors. The project is located within Source Receptor Area (SRA) 4, South Coastal LA County.



Construction LST

The SCAQMD guidance on applying CalEEMod to LSTs specifies the number of acres a particular piece of equipment would likely disturb per day. Based on the SCAQMD guidance, the project would disturb approximately 0.5 acres of land per day during the grading phase. Therefore, the LST thresholds for one acre were utilized for the construction LST analysis. The closest sensitive receptors to the project site are residential uses adjacent to the north and west. These sensitive land uses may be potentially affected by air pollutant emissions generated during on-site construction activities. LST thresholds are provided for distances to sensitive receptors of 25, 50, 100, 200, and 500 meters. As the nearest sensitive uses adjoin the project site, the lowest available LST values for 25 meters were used.

Table 4.3-3, *Localized Significance of Emissions*, shows the localized unmitigated and mitigated construction-related emissions for NO_x, CO, PM₁₀, and PM_{2.5} compared to the LSTs for SRA 4, South Coastal LA County. It is noted that the localized emissions presented in Table 4.3-3 are less than those in Table 4.3-1 because localized emissions include only on-site emissions (i.e., from construction equipment and fugitive dust), and do not include off-site emissions (i.e., from hauling activities). As shown in Table 4.3-3, the project's localized construction emissions would not exceed the LSTs for SRA 4. Therefore, localized significance impacts from construction would be less than significant.

**Table 4.3-3
Localized Significance of Emissions**

Source	Pollutant (pounds/day) ³			
	NO _x	CO	PM ₁₀	PM _{2.5}
Construction (Grading Phase)				
On-Site Emissions ¹	38.31	21.91	9.15	4.40
On-Site Emissions with SCAQMD Rules Applied ¹²	38.31	21.91	4.68	2.74
Localized Significance Threshold ²	47	789	13	5
Thresholds Exceeded?	No	No	No	No
Notes:				
1. The grading phase emissions are presented as the worst-case scenario for NO _x , CO, PM ₁₀ , and PM _{2.5} .				
2. The reduction/credits for construction emissions applied in CalEEMod are based on the application of dust control techniques as required by SCAQMD Rule 403. The dust control techniques include the following: properly maintain mobile and other construction equipment; replace ground cover in disturbed areas quickly; water exposed surfaces twice daily; cover stock piles with tarps; water all haul roads three times daily; and limit speeds on unpaved roads to 15 miles per hour.				
3. The Localized Significance Threshold was determined using Appendix C of the SCAQMD Final Localized Significant Threshold Methodology guidance document for pollutants NO _x , CO, PM ₁₀ , and PM _{2.5} . The Localized Significance Threshold was based on the anticipated daily acreage disturbance for construction (approximately 1.0 acre; therefore the 1-acre threshold was used) and the source receptor area (SRA 4).				
Refer to Appendix B, <i>Air Quality/Greenhouse Gas Analysis and Energy Consumption Data</i> , for assumptions used in this analysis.				

Operational LST

According to SCAQMD localized significance threshold methodology, LSTs would apply to the operational phase of a proposed project if the project includes stationary sources or attracts mobile sources that may spend extended periods queuing and idling at the site (e.g., warehouse or transfer facilities). The proposed project does not include such uses. Thus, due to the lack of such emissions, no long-term localized significance threshold analysis is needed. Operational LST impacts would be less than significant in this regard.



Carbon Monoxide Hotspots

CO emissions are a function of vehicle idling time, meteorological conditions, and traffic flow. Under certain extreme meteorological conditions, CO concentrations near a congested roadway or intersection may reach unhealthful levels (i.e., adversely affecting residents, school children, hospital patients, the elderly, etc.).

The SCAQMD requires a quantified assessment of CO hotspots when a project increases the volume-to-capacity ratio (also called the intersection capacity utilization) by 0.02 (two percent) for any intersection with an existing level of service LOS D or worse. Because traffic congestion is highest at intersections where vehicles queue and are subject to reduced speeds, these hot spots are typically produced at intersections.

The Basin is designated as an attainment/maintenance area for the Federal CO standards and an attainment area for State standards. There has been a decline in CO emissions even though vehicle miles traveled on U.S. urban and rural roads have increased. On-road mobile source CO emissions have declined 24 percent between 1989 and 1998, despite a 23 percent rise in motor vehicle miles traveled over the same 10 years. California trends have been consistent with national trends; CO emissions declined 20 percent in California from 1985 through 1997 while vehicle miles traveled increased 18 percent in the 1990s. Three major control programs have contributed to the reduced per-vehicle CO emissions: exhaust standards, cleaner burning fuels, and motor vehicle inspection/maintenance programs.

A detailed CO analysis was conducted in the *Federal Attainment Plan for Carbon Monoxide (CO Plan)* for the SCAQMD's 2003 *Air Quality Management Plan*. The locations selected for microscale modeling in the CO Plan are worst-case intersections in the Basin, and would likely experience the highest CO concentrations. Thus, CO analysis within the CO Plan is utilized in a comparison to the proposed project, since it represents a worst-case scenario with heavy traffic volumes within the Basin.

Of these locations, the Wilshire Boulevard/Veteran Avenue intersection in Los Angeles experienced the highest CO concentration (4.6 parts per million [ppm]), which is well below the 35-ppm 1-hr CO Federal standard. The Wilshire Boulevard/Veteran Avenue intersection is one of the most congested intersections in Southern California with an average daily traffic (ADT) volume of approximately 100,000 vehicles per day. As the CO hotspots were not experienced at the Wilshire Boulevard/Veteran Avenue intersection, it can be reasonably inferred that CO hotspots would not be experienced at any intersections within the City of Carson near the project site due to net increase in volume of traffic of 278 daily trips that would occur as a result of project implementation. Therefore, impacts would be less than significant in this regard.

Air Quality Health Impacts

As evaluated above, the project's air emissions would not exceed the SCAQMD's LST thresholds, and CO hotspots would not occur as a result of the proposed project. Therefore, the project would not exceed the most stringent applicable Federal or State ambient air quality standards for emissions of CO, NO_x, PM₁₀, or PM_{2.5}. It should be noted that the ambient air quality standards are developed and represent levels at which the most susceptible persons (children and the elderly) are protected. In other words, the ambient air quality standards are purposefully set in a stringent manner to protect children, elderly, and those with existing respiratory problems. Thus, an air quality health impact would be less than significant in this regard.

Mitigation Measures: No mitigation measures are required.



d) **Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?**

Less Than Significant Impact. According to the SCAQMD *CEQA Air Quality Handbook*, land uses associated with odor complaints typically include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. The proposed project does not include any uses identified by the SCAQMD as being associated with odors.

Construction activities associated with the project may generate detectable odors from heavy-duty equipment exhaust. Construction-related odors would be short-term in nature and cease upon project completion. Any impacts to existing adjacent land uses would be short-term and are less than significant.

Mitigation Measures: No mitigation is required.



4.4 BIOLOGICAL RESOURCES

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				✓
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				✓
c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				✓
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?		✓		
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				✓
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				✓

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

No Impact. According to the General Plan EIR, the City of Carson does not support any sensitive or special status species. Thus, project implementation would not adversely affect any candidate, sensitive, or special status species. No impact would occur in this regard.

Mitigation Measures: No mitigation is required.

- b) ***Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?***

No Impact. According to the General Plan EIR, riparian habitat within the City of Carson is limited to the Carson Harbor Village Mobile Home Park located at the northwest portion of the City. As discussed, the project site is disturbed and is located within an urbanized area of the City. Thus, project implementation would not adversely affect riparian habitat or other sensitive natural communities. No impact would occur in this regard.



Mitigation Measures: No mitigation is required.

- c) ***Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?***

No Impact. According to the General Plan EIR, wetland habitat within the City of Carson is limited to the Harbor Village Mobile Home Park located at the northwest portion of the City. As discussed, the project site is disturbed and is located within an urbanized area of the City. Thus, project implementation would not adversely affect State or federally protected wetlands. No impact would occur in this regard.

Mitigation Measures: No mitigation is required.

- d) ***Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?***

Less Than Significant Impact With Mitigation Incorporated. The project site is disturbed and is located within an urbanized area of the City. Based on the lack of suitable habitat within the project site and surrounding vicinity, there are no areas within the project vicinity which could function as wildlife corridors or nursery sites. As discussed in Section 2.0, Project Description, the new project driveway would remove one street tree along Cedarbluff Way (the two existing palm trees in the median island of Cedarbluff Way would be relocated); refer to Exhibit 2-5, Conceptual Landscape Plan. These trees have the potential to provide suitable nesting opportunities for nesting birds. The Migratory Bird Treaty Act (MBTA) governs the taking, killing, possession, transportation, and importation of migratory birds, their eggs, parts, and nests. To reduce potential impacts to nesting birds, Mitigation Measure BIO-1 requires a pre-construction nesting bird clearance survey to determine the presence/ absence, location, and status of any active nests on or adjacent to the project site. If the nesting bird clearance survey indicates the presence of nesting birds, Mitigation Measure BIO-1 requires buffers to ensure that any nesting birds are protected pursuant to the MBTA. With implementation of Mitigation Measure BIO-1, the project's potential construction-related impacts to migratory birds would be reduced to a less than significant level.

Mitigation Measures:

- BIO-1 If project construction is scheduled within the avian nesting season (nesting season generally extends from January 1 through July 31 for raptors and February 1 through August 31 for all other birds), a pre-construction clearance survey for nesting birds shall be conducted by qualified biologist in all work areas and within 500 feet of the general construction zone no more than one week prior to construction. The biologist conducting the clearance survey shall document the negative results if no active bird nests are observed on the project site or within the vicinity during the clearance survey with a brief letter report, submitted to the City of Carson Planning Department prior to construction, indicating that no impacts to active bird nests would occur before construction can proceed. If an active avian nest is discovered during the pre-construction clearance survey, construction activities shall stay outside of a buffer around the active nest to be determined by the qualified biologist. For listed and raptor species, this buffer shall be determined by the qualified biologist. A biological monitor shall be present to delineate the boundaries of the buffer area and to monitor the active nest to ensure that nesting behavior is not adversely affected by the construction activity. Results of the pre-construction survey and any subsequent monitoring shall be provided to the City of Carson Planning Department and any other appropriate agencies.



e) ***Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?***

No Impact. According to the General Plan EIR, the City of Carson does not have any local policies or ordinances protecting biological resources or a tree preservation policy or ordinance. Thus, project implementation would not conflict with any local policies or ordinances protecting biological resources. No impact would occur in this regard.

Mitigation Measures: No mitigation is required.

f) ***Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?***

No Impact. According to the General Plan EIR, no areas within the City of Carson are located within an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan. Thus, project implementation would not conflict with the provisions of any such plans. No impact would occur in this regard.

Mitigation Measures: No mitigation is required.



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4.5 CULTURAL RESOURCES

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Cause a substantial adverse change in the significance of a historical resource pursuant to in Section 15064.5?				✓
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?		✓		
c. Disturb any human remains, including those interred outside of dedicated cemeteries?		✓		

a) Cause a substantial adverse change in the significance of a historical resource pursuant to in Section 15064.5?

No Impact. The project site is vacant and disturbed with no structures on-site. According to the General Plan EIR, only two historic resources exist within the City: the initial United States Air Meet near 18501 South Wilmington Avenue, and a Dominguez Rancho Adobe home located at 18127 Alameda Street (in Carson’s Sphere of Influence). These historic resources are not located on-site or near the project site and would not be disturbed by project construction or operations. Therefore, the project would not cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5 of the CEQA Guidelines, and no impacts would occur.

Mitigation Measures: No mitigation measures are required.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?

Less Than Significant Impact With Mitigation Incorporated. As detailed in the General Plan EIR, no archaeological sites or resources are known to exist within the City with the exception of the Suangna Village, which was at one time located near the southeast corner of 239th Street and Utility Way, approximately four miles south of the project site. Although the project site is not located within a general area of sensitivity for archaeological resources, grading activities associated with could uncover previously undiscovered archaeological resources. In the unlikely event that archaeological resources are encountered during project construction, the project would be required to comply with Mitigation Measures CUL-1 through CUL-4. Mitigation Measure CUL-1 would ensure Workers Environmental Awareness Program (WEAP) training is implemented to address cultural resources issues anticipated at the site; Mitigation Measure CUL-2 would require archaeological and Native American monitoring on-site; and Mitigation Measures CUL-3 and CUL-4 establish protocol should any archaeological resources or tribal cultural resources be identified during grading and ground-disturbing activities. Thus, with adherence to Mitigation Measure CUL-1 through CUL-4, impacts would be reduced to less than significant levels.

Mitigation Measures:

CUL-1 Workers Environmental Awareness Program. The Project Applicant shall prepare and implement a Workers Environmental Awareness Program (WEAP) training to address cultural resources issues anticipated at the site. The WEAP shall include information of the laws and regulations that protect cultural resources, the penalties for a disregard of those laws and regulations, what to do if cultural resources are unexpectedly uncovered during demolition and construction, and contact information for a qualified archaeologist, defined as an archaeologist who meets the Secretary of the Interior’s Professional Qualification Standards for archaeology, who shall be contacted in the case of unanticipated discoveries. The WEAP shall also include



Project-specific information regarding the potential for and types of prehistoric and historic resources that may potentially be encountered.

- CUL-2 Archaeological and Native American Monitoring. The project applicant shall retain and compensate for services a qualified archaeologist, defined as an archaeologist who meets the Secretary of the Interior's Professional Qualification Standards for archaeology, and a qualified Native American monitor, approved by the Gabrieleno Band of Mission Indians – Kizh Nation Tribal Government and listed under the Native American Heritage Commission's (NAHC) Tribal Contact list for the region, to perform all mitigation measures related to prehistoric and historic cultural resources for the project. An archaeologist and Native American monitor shall be present to monitor all initial ground disturbing activities associated with the project, including but not limited to: demolition, removal of building foundations and asphalt, pot-holing or auguring, grubbing, tree removals/weed abatement, boring/grading of soils, drilling/trenching for utilities, excavations associated with development, etc. The monitors shall complete daily monitoring logs. The logs will provide descriptions of the daily activities, including construction activities, locations, soil, and any cultural materials identified. In addition, the monitors are required to provide insurance certificates, including liability insurance, for any archaeological resource(s) encountered during grading and excavation activities pertinent to the provisions outlined in the California Environmental Quality Act, California Public Resources Code Division 13, Section 21083.2 (a) through (k).

If, during initial ground disturbance, the monitors determine that the ground disturbing activities have little or no potential to impact cultural resources, and/or the monitors determine that ground disturbances would occur within previously disturbed and non-native soils, the qualified archaeologist may recommend that monitoring may be reduced or eliminated. This decision will be made in consultation with the Native American monitor and the City of Carson. The final decision to reduce or eliminate monitoring shall be at the discretion of the City of Carson. If cultural resources are encountered during ground disturbing activities, work within the immediate area must halt and the find must be evaluated for local and/or State significance.

- CUL-3 Unanticipated Discovery of Cultural Resources. If cultural resources are encountered during demolition and ground-disturbing activities, work in the immediate area shall halt and a qualified archaeologist, defined as an archaeologist who meets the Secretary of the Interior's Professional Qualification Standards for archaeology, shall be contacted immediately to evaluate the find. If the discovery proves to be significant under CEQA, additional work such as data recovery excavation and Native American consultation may be warranted to mitigate any significant impacts.
- CUL-4 Unanticipated Discovery of Tribal Cultural Resources. If any archaeological resources are unearthed during project demolition and construction activities, the resource shall be evaluated by the qualified archaeologist and Native American monitor approved by the Gabrieleno Band of Mission Indians – Kizh Nation. If the resources are Native American in origin, the Gabrieleno Band of Mission Indians – Kizh Nation shall coordinate with the property owner regarding treatment and curation of the resource(s). Typically, the Native American tribe will request reburial or preservation for educational purposes. If a resource is determined by the qualified archaeologist to constitute a "historical resource" pursuant to CEQA Guidelines Section 15064.5(a) or as a "unique archaeological resource" pursuant to Public Resources Code Section 21083.2(g), the qualified archaeologist and Native American monitor shall coordinate with the project applicant and the City to develop a formal treatment plan that would serve to reduce impacts to the resources. The treatment plan established for the resource(s) shall be in accordance with CEQA Guidelines Section 15064.5(f) for historical resources and Public Resources Code Sections 21083.2(b) for unique archaeological resources. Preservation in place (i.e., avoidance) is the preferred manner of treatment. If preservation in place is not feasible, treatment may include implementation of archaeological data recovery excavations to remove the resource along with subsequent laboratory processing and analysis. Any historic archaeological material that is not Native American in origin shall be curated at a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County or the Fowler Museum, if such an



institution agrees to accept the material. If no institution accepts the archaeological material, they shall be donated to a local school or historical society in the area for educational purposes.

c) *Disturb any human remains, including those interred outside of dedicated cemeteries?*

Less Than Significant Impact With Mitigation Incorporated. Based on review of historic aerial photographs, topographic maps, and City directories, the project site was developed with orchards until 2002 and has been vacant since 2009. Additionally, the project area, including the Specific Plan No. 493 Dominguez Hills Village (Specific Plan) area, is developed with urban uses. Due to the level of disturbance on-site and in the site vicinity, it is not anticipated that human remains, including those interred outside of dedicated cemeteries, would be encountered during earth removal or disturbance activities. Nonetheless, if human remains are found, those remains would require proper treatment, in accordance with applicable laws. State of California Public Resources Health and Safety Code Section 7050.5 through 7055 describe the general provisions for human remains. Specifically, Health and Safety Code Section 7050.5 describes the requirements if any human remains are accidentally discovered during excavation of a site. As required by State law, the requirements and procedures set forth in Section 5097.98 of the California Public Resources Code would be implemented, including notification of the County Coroner, notification of the Native American Heritage Commission and consultation with the individual identified by the Native American Heritage Commission to be the most likely descendant. If human remains are found during excavation, excavation must stop near the find and any area that is reasonably suspected to overlay adjacent remains until the County Coroner has been called out, the remains have been investigated, and appropriate recommendations have been made for the treatment and disposition of the remains. Following compliance with the aforementioned regulations (included as Mitigation Measure CUL-5), impacts related to the disturbance of human remains are less than significant.

Mitigation Measures:

CUL-5 Unanticipated Discovery of Human Remains and Associated Funerary Objects. If human remains or associated funerary objects are discovered on-site, work shall be diverted a minimum of 150 feet from the find and an exclusion zone shall be placed around the burial. The qualified archaeologist and/or Native American monitor shall notify the construction manager who shall call the County Coroner. If the County Coroner determines the remains to be Native American, the County Coroner shall contact, by telephone within 24 hours, the Native American Heritage Commission (NAHC) as mandated by State law who shall then appoint a Most Likely Descendent (MLD).

The discovery is to be kept confidential and secure to prevent any further disturbance. Prior to the continuation of ground disturbing activities, the property owner shall arrange a designated location with the project footprint for the respectful reburial of the human remains and/or ceremonial objects. In the case where discovered human remains cannot be fully documented and recovered on the same day, the remains shall be covered with muslin cloth and a steel plate that can be moved by heavy equipment placed over the excavation opening to protect the remains. If this type of steel plate is not available, a 24-hour guard shall be posted outside of working hours. Preservation in place (i.e., avoidance) is the preferred manner of treatment. If preservation in place is not feasible, it may be determined that burials should be removed. The applicable Native American tribe will work closely with the qualified archaeologist to ensure that the excavation is treated carefully, ethically and respectfully. If data recovery is approved by the tribe, documentation shall be taken which includes at a minimum detailed descriptive notes and sketches. Cremations shall either be removed in bulk or by means as necessary to ensure completely recovery of all material. If the discovery of human remains includes four or more burials, the location is considered a cemetery and a separate treatment plan shall be created. The project applicant shall consult with the tribe regarding avoidance of all cemetery sites. Once complete, a final report of all activities shall be submitted to the NAHC. No scientific study or utilization of any invasive diagnostics on human remains is allowed.



Each occurrence of human remains and associated funerary objects shall be stored using opaque cloth bags. All human remains, funerary objects, sacred objects and objects of cultural patrimony shall be removed to a secure container on-site if possible. These items should be retained and reburied within six months of recovery. The site of reburial/repatriation shall be on the project site but at a location mitigated between the tribe and the property owner at the site to be protected in perpetuity. There shall be no publicity regarding any cultural materials recovered.



4.6 ENERGY

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?			✓	
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?			✓	

a) *Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?*

Less Than Significant Impact.

California Building Energy Efficiency Standards (Title 24)

The 2016 Building Energy Efficiency Standards for Residential and Nonresidential Buildings (California Code of Regulations, Title 24, Part 6), commonly referred to as “Title 24,” became effective on January 1, 2017. In general, Title 24 requires the design of building shells and building components to conserve energy. The standards are updated periodically to allow consideration and possible incorporation of new energy efficiency technologies and methods. The 2016 Title 24 standards are 28 percent more efficient than previous standards for residential development.¹ The standards offer developers better windows, insulation, lighting, ventilation systems, and other features that reduce energy consumption in homes and businesses.

California Green Building Standards (CALGreen)

The 2016 California Green Building Standards Code (California Code of Regulations, Title 24, Part 11), commonly referred to as CALGreen, went into effect on January 1, 2017. CALGreen requires that new buildings employ water efficiency and conservation, increase building system efficiencies, divert construction waste from landfills, and incorporate electric vehicles charging infrastructure.

City of Carson Energy Efficiency Climate Action Plan

The City of Carson’s *2015 Energy Efficiency Climate Action Plan* (EECAP) includes goals and policies to incorporate environmental responsibility into its daily management of its community and municipal operations. The EECAP includes a list of emission reduction actions organized by sector and a time frame for implementation. The EECAP classifies the reduction targets into two separate categories, community and municipal emissions. Energy efficiency strategies were outlined in the EECAP, with goals and measures defined for each of the two categories.

Project-Related Sources of Energy Consumption

This analysis focuses on three sources of energy that are relevant to the proposed project: electricity, natural gas, and transportation fuel for vehicle trips associated with new development and for project construction. The analysis of operational electricity/natural gas usage is based on the California Emissions Estimator Model version 2016.3.2

¹ California Energy Commission, *2016 Energy Standards Overview*, <https://www.lgc.org/wordpress/wp-content/uploads/2016/02/2016-Energy-Standards-Overview-California-Energy-Commission.pdf>, accessed February 19, 2019.



(CalEEMod) modeling results for the project, which quantifies energy use for occupancy. The project’s estimated electricity/natural gas consumption is based primarily on CalEEMod’s default settings for Los Angeles County, and consumption factors provided by Southern California Edison (SCE) and the Southern California Gas Company (SoCalGas) (the electricity and natural gas providers for the City of Carson and the project site). The results of the CalEEMod modeling are included in Appendix B, Air Quality/Greenhouse Gas Analysis and Energy Consumption Data. The amount of operational fuel consumption was estimated using the California Air Resources Board’s Emissions Factor 2014 (EMFAC2014) computer program which provides projections for typical daily fuel usage in Los Angeles County, and the project’s annual vehicle miles traveled (VMT) outputs from CalEEMod. The estimated construction fuel consumption is based on the project’s construction equipment list timing/phasing, and hours of duration for construction equipment.

The project’s estimated energy consumption is summarized in Table 4.6-1, Energy Consumption. As shown in Table 4.6-1, the project’s electricity usage would constitute an approximate 0.0002 percent increase over Los Angeles County’s typical annual electricity and an approximate 0.0001 percent increase over Los Angeles County’s typical annual natural gas consumption. The project’s construction and operational vehicle fuel consumption would increase Los Angeles County’s consumption by 0.015 percent and 0.001 percent, respectively.

**Table 4.6-1
Energy Consumption**

Energy Type	Project Annual Energy Consumption ¹	Los Angeles County Annual Energy Consumption ²	Percentage Increase Countywide ²
Electricity Consumption	135 MWh	67,569,000 MWh	0.0002%
Natural Gas Consumption	2,949 therms	2,956,000,000 therms	0.0001%
Fuel Consumption			
• Construction (Heavy-Duty Diesel Vehicle) Fuel Consumption ³	84,532 gallons	575,557,071 gallons	0.015%
• Operational Automotive Fuel Consumption ³	54,518 gallons	3,866,914,629 gallons	0.001%
Notes:			
1. As modeled in CalEEMod version 2016.3.2.			
2. The project increases in electricity and natural gas consumption are compared to the total consumption in Los Angeles County in 2018. The project increases in automotive fuel consumption are compared with the projected Countywide fuel consumption in 2018. Los Angeles County electricity consumption data source: California Energy Commission, <i>Electricity Consumption by County</i> , http://www.ecdms.energy.ca.gov/elecbycounty.aspx , accessed February 20, 2019. Los Angeles County natural gas consumption data source: California Energy Commission, <i>Gas Consumption by County</i> , http://www.ecdms.energy.ca.gov/gasbycounty.aspx , accessed February 20, 2019.			
3. Project fuel consumption calculated based on CalEEMod results. Countywide fuel consumption is from the California Air Resources Board EMFAC2014 model.			
Refer to Appendix B, <i>Air Quality/Greenhouse Gas Analysis and Energy Consumption Data</i> , for assumptions used in this analysis.			

Construction-Related Energy Consumption

Project construction would consume energy in two general forms: (1) the fuel energy consumed by construction vehicles and equipment; and (2) bound energy in construction materials, such as asphalt, steel, concrete, pipes, and manufactured or processed materials such as lumber and glass.

Fossil fuels used for construction vehicles and other energy-consuming equipment would be used during site clearing, grading, and construction. Fuel energy consumed during construction would be temporary and would not represent a significant demand on energy resources. In addition, some incidental energy conservation would occur during construction through compliance with State requirements that equipment not in use for more than five minutes be turned off. Project construction equipment would also be required to comply with the latest U.S. Environmental Protection Agency (EPA) and California Air Resources Board (CARB) engine emissions standards. These emissions standards require highly efficient combustion systems that maximize fuel efficiency and reduce unnecessary fuel



consumption. Due to increasing transportation costs and fuel prices, contractors and owners have a strong financial incentive to avoid wasteful, inefficient, and unnecessary consumption of energy during construction. There is growing recognition among developers and retailers that sustainable construction is not prohibitively expensive, and that there is a significant cost-savings potential in green building practices and materials.

Substantial reductions in energy inputs for construction materials can be achieved by selecting building materials composed of recycled materials that require substantially less energy to produce than non-recycled materials. The project-related incremental increase in the use of energy bound in construction materials such as asphalt, steel, concrete, pipes and manufactured or processed materials (e.g., lumber and gas) would not substantially increase demand for energy compared to overall local and regional demand for construction materials. It is reasonable to assume that production of building materials such as concrete, steel, etc., would employ all reasonable energy conservation practices in the interest in minimizing the cost of doing business. As indicated in [Table 4.6-1](#), the project's fuel consumption from construction would be approximately 84,532 gallons, which would increase fuel use in the County by 0.015 percent. As such, construction would have a nominal effect on the local and regional energy supplies. It is noted that construction fuel use is temporary and would cease upon completion of construction activities. There are no unusual project characteristics that would necessitate the use of construction equipment that would be less energy-efficient than at comparable construction sites in the region or State. Therefore, construction fuel consumption would not be any more inefficient, wasteful, or unnecessary than other similar development projects of this nature. As such, a less than significant impact would occur in this regard.

Operational Energy Consumption

Transportation Energy Demand

Pursuant to the Federal Energy Policy and Conservation Act of 1975, the National Highway Traffic and Safety Administration (NTSA) is responsible for establishing additional vehicle standards and for revising existing standards. Compliance with Federal fuel economy standards is not determined for each individual vehicle model. Rather, compliance is determined based on each manufacturer's average fuel economy for the portion of their vehicles produced for sale in the United States. [Table 4.6-1](#) provides an estimate of the daily fuel consumed by vehicles traveling to and from the site. As indicated in [Table 4.6-1](#), project operations are estimated to consume approximately 54,518 gallons of fuel per year, which would increase the Los Angeles County's automotive fuel consumption by 0.001 percent. The project would not result in any unusual characteristics that would result in excessive operational fuel consumption. Fuel consumption associated with project-related vehicle trips would not be considered inefficient, wasteful, or unnecessary in comparison to other similar developments in the region. As such, a less than significant impact would occur in this regard.

Electricity Demand

The project would consume energy for interior and exterior lighting, heating/ventilation and air conditioning (HVAC), refrigeration, electronics systems, appliances, and security systems, among other common household features. The project would be required to comply with Title 24 Building Energy Efficiency Standards, which provide minimum efficiency standards related to various building features, including appliances, water and space heating and cooling equipment, building insulation and roofing, and lighting. Implementation of the Title 24 standards significantly reduces energy usage. Furthermore, the electricity provider, SCE, is subject to California's Renewables Portfolio Standard (RPS). The RPS requires investor-owned utilities, electric service providers, and community choice aggregators to increase procurement from eligible renewable energy resources to 33 percent of total procurement by 2020 and to 50 percent of total procurement by 2030. As indicated in [Table 4.6-1](#), operational energy consumption would represent an approximate 0.0001 percent increase in electricity consumption over the current Countywide usage. Therefore, the project would not result in the inefficient, wasteful, or unnecessary consumption of building energy, and impacts in this regard would be less than significant.



As indicated in [Table 4.6-1](#), operational energy consumption would represent an approximate 0.0002 percent increase in electricity consumption and a 0.0001 percent increase in natural gas consumption over the current Countywide usage. The project would adhere to all Federal, State, and local requirements for energy efficiency, including the Title 24 standards. Additionally, the project would not result in a substantial increase in demand or transmission service, resulting in the need for new or expanded sources of energy supply or new or expanded energy delivery systems or infrastructure. The project would not result in the inefficient, wasteful, or unnecessary consumption of building energy. A less than significant impact would occur in this regard.

Mitigation Measures: No mitigation measures are required.

b) Conflict with or obstruct a State or local plan for renewable energy or energy efficiency?

Less than Significant Impact. The project would comply with all applicable goals and measures identified in the City’s EECAP, as listed in [Table 4.6-2, Community-Oriented EECAP Strategies](#). The EECAP contains energy efficient goals and measures that would help implement energy efficient measures and would subsequently reduce GHG emissions within the City. Compliance with Title 24 and CALGreen standards would ensure the project incorporates energy efficient windows, insulation, lighting, ventilation systems, as well as water efficient fixtures and electric vehicles charging infrastructure. Adherence to the Title 24 energy requirements will ensure conformance with the State’s goal of promoting energy and lighting efficiency, and the City’s EECAP. Therefore, the proposed project would result in less than significant impacts associated with renewable energy or energy efficiency plans.

**Table 4.6-2
Community-Oriented EECAP Strategies**

Goal	Measure	Project Compliance
Goal 2: Increase Energy Efficiency in New Residential Development	Measure 2.1: Encourage or Require Energy Efficiency Standards Exceeding Title 24	The project would comply with the 2016 Title 24 standards, which are 28 percent more efficient than the previous standard.
Goal 5: Increase Energy Efficiency through Water Efficiency	Measure 5.1: Promote or Require Water Efficiency through The Water Conservation Act of 2009 (SB X7-7)	Irrigation (including spray and/or drip) will be provided, in the Construction Document phase, and to be installed per California water regulations (AB1881) and local water efficient landscape ordinances.
	Measure 5.2: Promote WE Standards Exceeding SB X7-7	
Goal 6: Decrease Energy Demand through Reducing urban Heat Island Effect	Measure 6.1: Promote Tree Planting for Shading and Energy Efficiency	Ornamental landscaping would be installed throughout the project site. Planting materials would include a mix of trees, shrubs, and groundcover, and may include fruitless olive trees, “little gem” magnolia, shoestring acacia, Brisbane box trees, strawberry trees, Australian willow, paperback melaleuca, and Italian cypress
	Measure 6.2: Incentivize or Require Light-Reflecting Surfaces	

Source: City of Carson, *Energy Efficiency Climate Action Plan*, December 2015.

Mitigation Measures: No mitigation measures are required.



4.7 GEOLOGY AND SOILS

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
1) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.				✓
2) Strong seismic ground shaking?			✓	
3) Seismic-related ground failure, including liquefaction?				✓
4) Landslides?				✓
b. Result in substantial soil erosion or the loss of topsoil?			✓	
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on-or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			✓	
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?		✓		
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				✓
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?		✓		

This section is primarily based upon the Report of Preliminary Geotechnical Investigation (Geotechnical Investigation) prepared for the proposed project, prepared by Associated Soils Engineering, Inc. (dated July 24, 2018); refer to Appendix C, Preliminary Geotechnical Investigation.

a) *Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:*

1) *Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.*

No Impact. The project site, like the rest of Southern California, is located within a seismically active margin between the North American and Pacific tectonic plates. According to the General Plan EIR, the Newport-Inglewood Fault Hazard Zone is located in the northernmost portion of the City and has been mapped in accordance with the Alquist-Priolo Earthquake Fault Zoning Act. According to the Geotechnical Investigation, the project site is not within an



Alquist-Priolo earthquake fault zone. Further, the project site is not located within the Newport-Inglewood Fault Zone as mapped by the California Geologic Survey.¹ No impacts would occur in this regard.

Mitigation Measures: No mitigation measures are required.

2) ***Strong seismic ground shaking?***

Less Than Significant Impact. According to the Geotechnical Investigation, the project would likely be subjected to strong seismic ground shaking associated with the Newport-Inglewood (LA Basin) Fault, located approximately 0.5-mile southwest of the site. Other nearby active faults include the Palos Verdes Fault and the Puente Hills Blind Thrust Fault, located approximately 6.9 miles and 9.2 miles away, respectively. Based on the site's proximity to several known active faults, severe ground shaking should be expected during the project's lifetime. In conformance with the General Plan and the existing seismic design requirements of the California Building Code and Title 26, *Building Code*, of the Los Angeles County Code, as incorporated by reference in Municipal Code Section 8100, *Adoption of Building Code*, the project would be subject to the site-specific seismic design recommendations identified in the Geotechnical Investigation to minimize the potential for damage and major injury during a seismic event; refer to Section 6.0, *Geotechnical Considerations and Recommendations*, of the Geotechnical Investigation. Following conformance with the seismic design recommendations identified in the Geotechnical Investigation, as required by the Municipal Code, impacts related to seismic ground shaking would be less than significant.

Mitigation Measures: No mitigation measures are required.

3) ***Seismic-related ground failure, including liquefaction?***

No Impact. Liquefaction and seismically-induced settlement or ground failure is generally related to strong seismic shaking events where the groundwater occurs at shallow depth (generally within 50 feet of the ground surface) or where lands are underlain by loose, cohesionless deposits. Liquefaction typically results in the loss of shear strength of a soil, which occurs due to the increase of pore water pressure caused by the rearrangement of soil particles induced by shaking or vibration. During liquefaction, soil strata behave similarly to a heavy liquid. According to the Geotechnical Investigation, the proposed project is not located within an area that is susceptible to liquefaction and the likelihood of occurrence of seismically-induced liquefaction is considered negligible. No impacts would occur in this regard.

Mitigation Measures: No mitigation measures are required.

4) ***Landslides?***

No Impact. According to the Geotechnical Investigation, there is no indication of recent landslides or unstable slope conditions onsite or adjacent to the project site. Further, according to the General Plan EIR, there are no areas known to exist within the City of Carson where previous occurrence of landslide movement has occurred. No impact would occur in this regard.

Mitigation Measures: No mitigation measures are required.

b) ***Result in substantial soil erosion or the loss of topsoil?***

Less Than Significant Impact. As the project would disturb more than one acre of soil, the project would be subject to the requirements of the National Pollutant Discharge Elimination System (NPDES) Construction General Permit, which would require preparation of a Storm Water Pollution Prevention Plan (SWPPP) for approval by the Los Angeles

¹ California Geologic Survey, *Earthquake Zones of Required Investigation*, <https://maps.conservation.ca.gov/cgs/EQZApp/app/>, accessed January 28, 2019.



Regional Water Quality Control Board prior to construction. The SWPPP would identify best management practices (BMPs) to be implemented with the project in order to prevent erosion, minimize siltation impacts, and protect water quality. In addition, Municipal Code Chapter 8, *Storm Water and Urban Runoff Pollution Control*, contains the City's Storm Water Management and Discharge Control Ordinance. The City's Storm Water Management and Discharge Control Ordinance is the City's tool to ensure the future health, safety, and general welfare of the citizens of the City and the water quality of the receiving waters of the County of Los Angeles and surrounding coastal areas by: 1) reducing pollutants in storm water discharges to the maximum extent practicable; 2) regulating illicit connections and illicit discharges and thereby reducing the level of contamination of storm water and urban runoff into the Municipal Separate Storm Sewer System; and 3) regulating non-storm water discharges to the Municipal Separate Storm Sewer System. Thus, following conformance with the NPDES and Municipal Code requirements, impacts concerning substantial soil erosion and loss of topsoil would be less than significant.

Mitigation Measures: No mitigation measures are required.

- c) ***Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on-or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?***

Less Than Significant Impact. Refer to Responses 4.7(a)(3), 4.7(a)(4), and 4.7(d) for a discussion concerning liquefaction, landslides, and expansive soils. The General Plan EIR defines lateral spreading as limited displacement ground failure, often associated with liquefaction. Lateral spreading is typically exemplified by the formation of vertical cracks on the surface of liquefied soils, and usually takes place on gently sloping ground or level ground with nearby free surface such as a drainage or stream channel. According to the Geotechnical Investigation, the probability of lateral spreading occurring at the project site during a seismic event is considered to be unlikely since there are no free surfaces on or near the site (i.e., drainages or stream channels), and since likelihood of occurrence of seismically-induced liquefaction is considered negligible. No impacts would occur in this regard.

Mitigation Measures: No mitigation measures are required.

- d) ***Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?***

Less Than Significant Impact With Mitigation Incorporated. Expansive soils are those that undergo volume changes as moisture content fluctuates, swelling substantially when wet or shrinking when dry. Soil expansion can damage structures by cracking foundations, causing settlement, and distorting structural elements. According to the Geotechnical Investigation, laboratory testing results on a near surface soil sample indicate a "Medium" soil expansion potential as defined by the 2016 California Building Standards Code. For slabs and structural elements supported by approved fill materials complying with the criteria defined in Sections 6.2.3 and 6.2.6 of the Geotechnical Investigation, the overall soil expansion is anticipated to be reduced from the present soil expansion potential.

Lightly loaded structural elements such as shallow foundations and slabs are likely to undergo significant movements due to the "Medium" expansion potential of site surficial soils. Such magnitude of movement could potentially cause distress such as cracks, deformation and/or misalignments to the overlying foundations, slabs, or walls. It should be noted that design provisions, such as the use of "Very Low" to "Low" expansive fill beneath lightly loaded structural elements, adequate reinforcements, deeper foundations or other measures, as presented in Sections 6.2 and 6.3 of the Geotechnical Investigation, may help to alleviate the effects of "Medium" soils expansion on the foundations and structures but may not completely eliminate the problem. In accordance with Municipal Code Section 8100, the project would comply with the site-specific design recommendations identified in the Geotechnical Investigation to minimize the potential for risk of life or property as a result of expansive soils.



Pursuant to Mitigation Measure GEO-1, a quantitative expansive soils evaluation shall be prepared by a registered geologist to verify the design adequacy of the project's foundation or slab-on-grade against the re-tested soil expansion. The soils evaluation shall include recommendations for design and construction to reduce potential risk of life or property as a result of expansive soils to less than significant. Following conformance with the site-specific design recommendations identified in the Geotechnical Investigation, as required by the Municipal Code, as well as Mitigation Measure GEO-1, impacts related to expansive soils would be less than significant.

Mitigation Measures:

GEO-1 Following the project's rough grading activities, a quantitative expansive soils evaluation shall be prepared by a registered geologist. The expansive soils evaluation shall verify the design adequacy of the project's foundation or slab-on-grade against the re-tested soil expansion and shall include recommendations for design and construction necessary to mitigate potential expansive soils hazards, as necessary. The project's final plans shall be reviewed by the City of Carson Building and Safety Department to verify that the expansive soils evaluation's recommendations have been incorporated into the Structural Plans, as necessary.

e) ***Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?***

No Impact. No septic tanks or alternative wastewater systems would be constructed as part of the project. No impacts would occur in this regard.

Mitigation Measures: No mitigation measures are required.

f) ***Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?***

Less Than Significant Impact With Mitigation Incorporated. According to the General Plan EIR, there are no known paleontological resources or unique geologic features within the City of Carson. The project site has been graded in the past and was previously developed with orchards until 2002 when it was developed with small structures likely related to construction of adjacent uses associated with the Specific Plan. As a result, it is not expected that paleontological resources would be encountered during project construction. Nonetheless, in the unlikely event that paleontological resources are encountered during project construction, Mitigation Measure GEO-2 would require all revised project construction activities to halt until a paleontologist identifies the paleontological significance of the find and recommends a course of action. Thus, following implementation of Mitigation Measure GEO-2, impacts would be less than significant.

Mitigation Measures:

GEO-2 If evidence of subsurface paleontological resources is found during construction, excavation and other construction activity in that area shall cease and the construction contractor shall contact the City of Carson Community Development Director. With direction from the Community Development Director, a paleontologist certified by the County of Los Angeles shall evaluate the find prior to resuming grading in the immediate vicinity of the find. If warranted, the paleontologist shall prepare and complete a standard Paleontological Resources Mitigation Program for the salvage and curation of identified resources.



4.8 GREENHOUSE GAS EMISSIONS

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			✓	
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			✓	

a) *Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?*

Less Than Significant Impact.

Global Climate Change

California is a substantial contributor of global greenhouse gases (GHGs), emitting over 440 million tons of carbon dioxide (CO₂) per year.¹ Climate studies indicate that California is likely to see an increase of three to four degrees Fahrenheit over the next century. Methane (CH₄) is also an important GHG that potentially contributes to global climate change. GHGs are global in their effect, which is to increase the earth's ability to absorb heat in the atmosphere. As primary GHGs have a long lifetime in the atmosphere, accumulate over time, and are generally well-mixed, their impact on the atmosphere is mostly independent of the point of emission.

The impact of human activities on global climate change is apparent in the observational record. Air trapped by ice has been extracted from core samples taken from polar ice sheets to determine the global atmospheric variation of CO₂, CH₄, and nitrous oxide (N₂O) from before the start of industrialization (approximately 1750), to over 650,000 years ago. For that period, it was found that CO₂ concentrations ranged from 180 to 300 parts per million. For the period from approximately 1750 to the present, global CO₂ concentrations increased from a pre-industrialization period concentration of 280 to 379 parts per million in 2005, with the 2005 value far exceeding the upper end of the pre-industrial period range.

Regulations and Significance Criteria

The Intergovernmental Panel on Climate Change (IPCC) constructed several emission trajectories of GHGs needed to stabilize global temperatures and climate change impacts. It concluded that a stabilization of GHGs at 400 to 450 ppm carbon dioxide equivalent (CO₂eq)² concentration is required to keep global mean warming below 2 degrees Celsius (°C), which in turn is assumed to be necessary to avoid dangerous climate change.

Federal

To date, no national standards have been established for nationwide GHG reduction targets, nor have any regulations or legislation been enacted specifically to address climate change and GHG emissions reduction at the project level.

¹ California Environmental Protection Agency, *California Greenhouse Gas Emissions for 2000 to 2016*, https://www.arb.ca.gov/cc/inventory/pubs/reports/2000_2016/ghg_inventory_trends_00-16.pdf, accessed March 6, 2019.

² Carbon Dioxide Equivalent (CO₂eq) – A metric measure used to compare the emissions from various greenhouse gases based upon their global warming potential.



Various efforts have been promulgated at the Federal level to improve fuel economy and energy efficiency to address climate change and its associated effects.

Energy Independence and Security Act of 2007. The Energy Independence and Security Act of 2007 (December 2007), among other key measures, requires the following, which would aid in the reduction of national GHG emissions:

- Increase the supply of alternative fuel sources by setting a mandatory Renewable Fuel Standard requiring fuel producers to use at least 36 billion gallons of biofuel in 2022.
- Set a target of 35 miles per gallon for the combined fleet of cars and light trucks by model year 2020 and direct the National Highway Traffic Safety Administration (NHTSA) to establish a fuel economy program for medium- and heavy-duty trucks and create a separate fuel economy standard for work trucks.
- Prescribe or revise standards affecting regional efficiency for heating and cooling products and procedures for new or amended standards, energy conservation, energy efficiency labeling for consumer electronic products, residential boiler efficiency, electric motor efficiency, and home appliances.

U.S. Environmental Protection Agency Endangerment Finding. The U.S. Environmental Protection Agency's (EPA) authority to regulate GHG emissions stems from the U.S. Supreme Court decision in *Massachusetts v. EPA* (2007). The Supreme Court ruled that GHGs meet the definition of air pollutants under the existing Clean Air Act and must be regulated if these gases could be reasonably anticipated to endanger public health or welfare. Responding to the Court's ruling, the EPA finalized an endangerment finding in December 2009. Based on scientific evidence it found that six GHGs (CO₂, CH₄, N₂O, hydrofluorocarbons [HFCs], perfluorocarbons [PFCs], and sulfur hexafluoride [SF₆]) constitute a threat to public health and welfare. Thus, it is the Supreme Court's interpretation of the existing Act and the EPA's assessment of the scientific evidence that form the basis for the EPA's regulatory actions.

State

Various Statewide and local initiatives to reduce the State's contribution to GHG emissions have raised awareness that, even though the various contributors to and consequences of global climate change are not yet fully understood, global climate change is under way, and there is a real potential for severe adverse environmental, social, and economic effects in the long term. Every nation emits GHGs and as a result makes an incremental cumulative contribution to global climate change; therefore, global cooperation will be required to reduce the rate of GHG emissions enough to slow or stop the human-caused increase in average global temperatures and associated changes in climatic conditions.

Assembly Bill 1493. AB 1493 (also known as the Pavley Bill) requires that the California Air Resources Board (CARB) develop and adopt, by January 1, 2005, regulations that achieve "the maximum feasible reduction of GHG emitted by passenger vehicles and light-duty trucks and other vehicles determined by CARB to be vehicles whose primary use is noncommercial personal transportation in the State."

To meet the requirements of AB 1493, CARB approved amendments to the California Code of Regulations (CCR) in 2004 by adding GHG emissions standards to California's existing standards for motor vehicle emissions. Amendments to CCR Title 13, Sections 1900 and 1961 and adoption of 13 CCR Section 1961.1 require automobile manufacturers to meet fleet-average GHG emissions limits for all passenger cars, light-duty trucks within various weight criteria, and medium-duty weight classes for passenger vehicles (i.e., any medium-duty vehicle with a gross vehicle weight rating less than 10,000 pounds that is designed primarily to transport people), beginning with the 2009 model year. Emissions limits are reduced further in each model year through 2016. When fully phased in, the near-term standards will result in a reduction of about 22 percent in GHG emissions compared to the emissions from the 2002 fleet, while the mid-term standards will result in a reduction of about 30 percent.



Assembly Bill 32 (California Global Warming Solutions Act of 2006). California passed the California Global Warming Solutions Act of 2006 (AB 32; California Health and Safety Code Division 25.5, Sections 38500 - 38599). AB 32 establishes regulatory, reporting, and market mechanisms to achieve quantifiable reductions in GHG emissions and establishes a cap on Statewide GHG emissions. AB 32 requires that Statewide GHG emissions be reduced to 1990 levels by 2020. AB 32 specifies that regulations adopted in response to AB 1493 should be used to address GHG emissions from vehicles. However, AB 32 also includes language stating that if the AB 1493 regulations cannot be implemented, then CARB should develop new regulations to control vehicle GHG emissions under the authorization of AB 32.

Senate Bill 375. SB 375, signed in September 2008 (Chapter 728, Statutes of 2008), aligns regional transportation planning efforts, regional GHG reduction targets, and land use and housing allocation. SB 375 requires Metropolitan Planning Organizations (MPOs) to adopt a sustainable communities' strategy (SCS) or alternative planning strategy (APS) that will prescribe land use allocation in that MPOs regional transportation plan. CARB, in consultation with MPOs, will provide each affected region with reduction targets for GHGs emitted by passenger cars and light trucks in the region for the years 2020 and 2035. These reduction targets will be updated every eight years but can be updated every four years if advancements in emissions technologies affect the reduction strategies to achieve the targets. CARB is also charged with reviewing each MPO's SCS or APS for consistency with its assigned targets. If MPOs do not meet the GHG reduction targets, transportation projects may not be eligible for funding programmed after January 1, 2012.

Executive Order S-1-07. Executive Order S-1-07 proclaims that the transportation sector is the main source of GHG emissions in California, generating more than 40 percent of Statewide emissions. It establishes a goal to reduce the carbon intensity of transportation fuels sold in California by at least ten percent by 2020. This order also directs CARB to determine whether this Low Carbon Fuel Standard could be adopted as a discrete early-action measure as part of the effort to meet the mandates in AB 32.

Executive Order S-3-05. Executive Order S-3-05 set forth a series of target dates by which Statewide emissions of GHGs would be progressively reduced, as follows:

- By 2010, reduce GHG emissions to 2000 levels;
- By 2020, reduce GHG emissions to 1990 levels; and
- By 2050, reduce GHG emissions to 80 percent below 1990 levels.

The Executive Order directed the secretary of the California Environmental Protection Agency (Cal/EPA) to coordinate a multi-agency effort to reduce GHG emissions to the target levels. The secretary will also submit biannual reports to the governor and California Legislature describing the progress made toward the emissions targets, the impacts of global climate change on California's resources, and mitigation and adaptation plans to combat these impacts. To comply with the executive order, the secretary of Cal/EPA created the California Climate Action Team, made up of members from various State agencies and commissions. The team released its first report in March 2006. The report proposed to achieve the targets by building on the voluntary actions of California businesses, local governments, and communities and through State incentive and regulatory programs.

Executive Order S-13-08. Executive Order S-13-08 seeks to enhance the State's management of climate impacts including sea level rise, increased temperatures, shifting precipitation, and extreme weather events by facilitating the development of State's first climate adaptation strategy. This will result in consistent guidance from experts on how to address climate change impacts in the State of California.

Executive Order S-14-08. Executive Order S-14-08 expands the State's Renewable Energy Standard to 33 percent renewable power by 2020. Additionally, Executive Order S-21-09 (signed on September 15, 2009) directs CARB to adopt regulations requiring 33 percent of electricity sold in the State come from renewable energy by 2020. CARB



adopted the “Renewable Electricity Standard” on September 23, 2010, which requires 33 percent renewable energy by 2020 for most publicly owned electricity retailers.

Executive Order S-20-04. Executive Order S-20-04, the California Green Building Initiative, (signed into law on December 14, 2004), establishes a goal of reducing energy use in State-owned buildings by 20 percent from a 2003 baseline by 2015. It also encourages the private commercial sector to set the same goal. The initiative places the California Energy Commission (CEC) in charge of developing a building efficiency benchmarking system, commissioning and retro-commissioning (commissioning for existing commercial buildings) guidelines and developing and refining building energy efficiency standards under Title 24 to meet this goal.

Title 24, Part 6. California’s Energy Efficiency Standards for Residential and Nonresidential Buildings, located at Title 24, Part 6 of the CCR and commonly referred to as “Title 24,” were established in 1978 in response to a legislative mandate to reduce California’s energy consumption. Title 24 requires the design of building shells and building components to conserve energy. The standards are updated periodically to allow consideration and possible incorporation of new energy efficiency technologies and methods. The CEC adopted the 2016 Title 24 standards, which became effective on January 1, 2017, and are applicable to the project.³ The 2016 standards continue to improve upon the 2013 Title 24 standards for new construction of, and additions and alterations to, residential and non-residential buildings.⁴ Compliance with Title 24 is enforced through the building permit process.

Title 24, Part 11. The California Green Building Standards Code (CCR, Title 24, Part 11), commonly referred to as the CALGreen Code, went into effect on January 1, 2017. Most mandatory measure changes in the 2016 CALGreen Code from the previous 2013 CALGreen Code were related to the definitions and to the clarification or addition of referenced manuals, handbooks, and standards. For example, several definitions related to energy that were added or revised affect electric vehicles chargers and charging and hot water recirculation systems. For new multi-family dwelling units, the residential mandatory measures were revised on July 1, 2018 to provide additional electric vehicle charging space requirements, including quantity, location, size, single electrical vehicle (EV) space, multiple EV spaces, and identification. New multifamily residential projects with 17 or more dwelling units are required to provide three percent of total parking space with electric vehicle charging stations. For nonresidential mandatory measures, the number of required EV charging spaces has been revised in its entirety.⁵ Compliance with Title 24 is enforced through the building permit process.

Executive Order S-21-09. Executive Order S-21-09, 33 percent Renewable Energy for California, directs CARB to adopt regulations to increase California’s Renewable Portfolio Standard (RPS) to 33 percent by 2020. This builds upon SB 1078 (2002) which established the California RPS program, requiring 20 percent renewable energy by 2017, and SB 107 (2006) which advanced the 20 percent deadline to 2010, a goal which was expanded to 33 percent by 2020 in the 2005 Energy Action Plan II.

Senate Bill 97. On June 19, 2008, the Office of Planning and Research (OPR) released a technical advisory on addressing climate change. This guidance document outlines suggested components to CEQA disclosure, including quantification of GHG emissions from a project’s construction and operation; determination of significance of the project’s impact to climate change; and if the project is found to be significant, the identification of suitable alternatives and mitigation measures.

SB 97, passed in August 2007, is designed to work in conjunction with CEQA and AB 32. SB 97 requires OPR to prepare and develop guidelines for the mitigation of GHG emissions or the effects thereof, including, but not limited to, the effects associated with transportation and energy consumption. The Draft Guidelines Amendments for Greenhouse

³ California Energy Commission, 2016 Building Energy Efficiency Standards, www.energy.ca.gov/title24/2016standards/, accessed March 6, 2019.

⁴ Ibid.

⁵ Ibid.



Gas Emissions (“Guidelines Amendments”) were adopted on December 30, 2009 and address the specific obligations of public agencies when analyzing GHG emissions under CEQA to determine a project’s effects on the environment.

However, neither a threshold of significance nor any specific mitigation measures are included or provided in the Guidelines Amendments.⁶ The Guidelines Amendments require a lead agency to make a good-faith effort, based on the extent possible on scientific and factual data, to describe, calculate, or estimate the amount of GHG emissions resulting from a project. The Guidelines Amendments give discretion to the lead agency whether to: (1) use a model or methodology to quantify GHG emissions resulting from a project, and which model or methodology to use; or (2) rely on a qualitative analysis or performance-based standards. Furthermore, the Guidelines Amendments identify three factors that should be considered in the evaluation of the significance of GHG emissions:

1. The extent to which a project may increase or reduce GHG emissions as compared to the existing environmental setting;
2. Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project; and
3. The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions.⁷

The administrative record for the Guidelines Amendments also clarifies “that the effects of greenhouse gas emissions are cumulative and should be analyzed in the context of California Environmental Quality Act’s requirements for cumulative impact analysis.”⁸

The California Natural Resources Agency is required to periodically update the Guidelines Amendments to incorporate new information or criteria established by CARB pursuant to AB 32. Senate Bill 97 applies to any environmental impact report (EIR), negative declaration, mitigated negative declaration, or other document required by CEQA, which has not been finalized.

Senate Bills 1078 and 107. SB 1078 (Chapter 516, Statutes of 2002) requires retail sellers of electricity, including investor-owned utilities and community choice aggregators, to provide at least 20 percent of their supply from renewable sources by 2017. SB 107 (Chapter 464, Statutes of 2006) changed the target date to 2010.

Senate Bill 1368. SB 1368 (Chapter 598, Statutes of 2006) is the companion bill of AB 32 and was signed into law in September 2006. SB 1368 required the California Public Utilities Commission to establish a performance standard for baseload generation of GHG emissions by investor-owned utilities by February 1, 2007. SB 1368 also required the CEC to establish a similar standard for local publicly owned utilities by June 30, 2007. These standards could not exceed the GHG emissions rate from a baseload combined-cycle, natural gas fired plant. Furthermore, the legislation states that all electricity provided to California, including imported electricity, must be generated by plants that meet the standards set by California Public Utilities Commission and CEC.

Senate Bill 32 (SB 32). Signed into law on September 2016, SB 32 codifies the 2030 GHG reduction target in Executive Order B-30-15 (40 percent below 1990 levels by 2030). The bill authorizes CARB to adopt an interim GHG emissions level target to be achieved by 2030. CARB also must adopt rules and regulations in an open public process to achieve the maximum, technologically feasible, and cost-effective GHG reductions.

⁶ See 14 California Code of Regulations Section 15064.7 (generally giving discretion to lead agencies to develop and publish thresholds of significance for use in the determination of the significance of environmental effects), 15064.4 (giving discretion to lead agencies to determine the significance of impacts from GHGs).

⁷ 14 California Code of Regulations Section 15064.4(b).

⁸ Letter from Cynthia Bryant, Director of the Governor’s Office of Planning and Research to Mike Chrisman, California Secretary for Natural Resources, dated April 13, 2009.



CARB Scoping Plan. On December 11, 2008, CARB adopted its Climate Change Scoping Plan (Scoping Plan), which functions as a roadmap to achieve GHG reductions in California required by AB 32 through subsequently enacted regulations. CARB's Scoping Plan contains the main strategies California will implement to reduce CO₂eq emissions by 174 million metric tons (MT), or approximately 30 percent, from the State's projected 2020 emissions level of 596 million MT CO₂eq under a business as usual (BAU)⁹ scenario. This is a reduction of 42 million MT CO₂eq, or almost ten percent, from 2002 to 2004 average emissions, but requires the reductions in the face of population and economic growth through 2020.

CARB's Scoping Plan calculates 2020 BAU emissions as the emissions that would be expected to occur in the absence of any GHG reduction measures. The 2020 BAU emissions estimate was derived by projecting emissions from a past baseline year using growth factors specific to each of the different economic sectors (e.g., transportation, electrical power, commercial and residential, industrial, etc.). CARB used three-year average emissions, by sector, for 2002 to 2004 to forecast emissions to 2020. The measures described in CARB's Scoping Plan are intended to reduce the projected 2020 BAU to 1990 levels, as required by AB 32.

AB 32 requires CARB to update the Scoping Plan at least once every five years. CARB adopted the first major update to the Scoping Plan on May 22, 2014. The updated Scoping Plan summarizes recent science related to climate change, including anticipated impacts to California and the levels of GHG reduction necessary to likely avoid risking irreparable damage. It identifies the actions California has already taken to reduce GHG emissions and focuses on areas where further reductions could be achieved to help meet the 2020 target established by AB 32. The Scoping Plan update also looks beyond 2020 toward the 2050 goal, established in Executive Order S-3-05, and observes that "a mid-term statewide emission limit will ensure that the State stays on course to meet our long-term goal." The Scoping Plan update did not establish or propose any specific post-2020 goals, but identified such goals adopted by other governments or recommended by various scientific and policy organizations.

In December 2017, CARB approved the *California's 2017 Climate Change Scoping Plan: The Strategy for Achieving California's 2030 Greenhouse Gas Target*. This update focuses on implementation of a 40 percent reduction in GHGs by 2030 compared to 1990 levels. To achieve this the updated Scoping Plan draws on a decade of successful programs that addresses the major sources of climate changing gases in every sector of the economy:

- ***More Clean Cars and Trucks:*** The plan sets out far-reaching programs to incentivize the sale of millions of zero-emission vehicles, drive the deployment of zero-emission trucks, and shift to a cleaner system of handling freight statewide.
- ***Increased Renewable Energy:*** California's electric utilities are ahead of schedule meeting the requirement that 33 percent of electricity come from renewable sources by 2020. The Scoping Plan guides utilities to 50 percent renewables, as required under SB 350.
- ***Slashing Super-Pollutants:*** The plan calls for a significant cut in super-pollutants such as methane and HFC refrigerants, which are responsible for as much as 40 percent of global warming.
- ***Cleaner Industry and Electricity:*** California's renewed cap-and-trade program extends the declining cap on emissions from utilities and industries and the carbon allowance auctions. The auctions will continue to fund investments in clean energy and efficiency, particularly in disadvantaged communities.
- ***Cleaner Fuels:*** The Low Carbon Fuel Standard will drive further development of cleaner, renewable transportation fuels to replace fossil fuels.

⁹ "Business as Usual" refers to emissions that would be expected to occur in the absence of GHG reductions; refer to <http://www.arb.ca.gov/cc/inventory/data/bau.htm>. Note that there is significant controversy as to what BAU means. In determining the GHG 2020 limit, CARB used the above as the "definition." It is broad enough to allow for design features to be counted as reductions.



- Smart Community Planning: Local communities will continue developing plans which will further link transportation and housing policies to create sustainable communities.
- Improved Agriculture and Forests: The Scoping Plan also outlines innovative programs to account for and reduce emissions from agriculture, as well as forests and other natural lands.

Regional

City of Carson Climate Action Plan

In December 2017, the City of Carson adopted a comprehensive climate action plan (CAP). The City's CAP was created in partnership with the South Bay Cities Council of Governments (SBCCOG) and Southern California Edison (SCE) and was prepared to follow the guidance of California's Long Term Energy Efficiency Strategic Plan. The CAP identifies a comprehensive set of electricity-related energy efficiency targets, goals, policies, and actions to help the community and the City become more energy-efficient. The CAP also provides policies and actions to assist with the implementation of energy efficiency strategy, and summarizes the policies, benefits, implementation time frame, and responsible departments for implementing the components of the energy efficiency strategy. The CAP's energy reduction targets will set the groundwork for any GHG reduction targets found in a future climate action plan; however, the City has not yet adopted a qualified GHG reduction plan under CEQA that would be applicable to the proposed project.

SCAQMD Thresholds

The SCAQMD has formed a GHG CEQA Significance Threshold Working Group (Working Group) to provide guidance to local lead agencies on determining significance for GHG emissions in their CEQA documents. As of the last Working Group meeting (Meeting No. 15) held in September 2010, the SCAQMD is proposing to adopt a tiered approach for evaluating GHG emissions for development projects where SCAQMD is not the lead agency.¹⁰

With the tiered approach, the project is compared with the requirements of each tier sequentially and would not result in a significant impact if it complies with any tier. Tier 1 excludes projects that are specifically exempt from SB 97 from resulting in a significant impact. Tier 2 excludes projects that are consistent with a GHG reduction plan that has a certified final CEQA document and complies with AB 32 GHG reduction goals. Tier 3 excludes projects with annual emissions lower than a screening threshold. For all non-industrial projects, the SCAQMD is proposing a screening threshold of 3,000 MTCO₂eq per year. SCAQMD concluded that projects with emissions less than the screening threshold would not result in a significant cumulative impact.

Tier 4 consists of three decision tree options. Under the Tier 4 first option, the project would be excluded if design features and/or mitigation measures resulted in emissions 30 percent lower than business as usual emissions. Under the Tier 4 second option the project would be excluded if it had early compliance with AB 32 through early implementation of CARB's Scoping Plan measures. Under the Tier 4 third option, the project would be excluded if it was below an efficiency-based threshold of 4.8 MTCO₂eq per service population (SP) per year.¹¹ Tier 5 would exclude projects that implement offsite mitigation (GHG reduction projects) or purchase offsets to reduce GHG emission impacts to less than the proposed screening level.

¹⁰ The most recent SCAQMD GHG CEQA Significance Threshold Working Group meeting was held on September 2010.

¹¹ The project-level efficiency-based threshold of 4.8 MTCO₂eq per SP per year is relative to the 2020 target date. The SCAQMD has also proposed efficiency-based thresholds relative to the 2035 target date to be consistent with the GHG reduction target date of SB 375. GHG reductions by the SB 375 target date of 2035 would be approximately 40 percent. Applying this 40 percent reduction to the 2020 targets results in an efficiency threshold for plans of 4.1 MTCO₂eq per SP per year and an efficiency threshold at the project level of 3.0 MTCO₂eq/year.



GHG efficiency metrics are utilized as thresholds to assess the GHG efficiency of a project on a per capita basis or on a “service population” basis (the sum of the number of jobs and the number of residents provided by a project) such that the project would allow for consistency with the goals of AB 32 (i.e., 1990 GHG emissions levels by 2020 and 2035). GHG efficiency thresholds can be determined by dividing the GHG emissions inventory goal of the State, by the estimated 2035 population and employment. This method allows highly efficient projects with higher mass emissions to meet the overall reduction goals of AB 32, and is appropriate, because the threshold can be applied evenly to all project types (residential or commercial/retail only and mixed-use).

The 3,000 MTCO₂eq per year threshold has been selected as the significance threshold, as it is most applicable to the proposed project. The 3,000 MTCO₂eq per year threshold is used in addition to the qualitative thresholds of significance set forth below from section VII of Appendix G to the CEQA Guidelines.

Project-Related Sources of Greenhouse Gases

Project-related GHG emissions would include emissions from direct and indirect sources. The proposed project would result in direct and indirect emissions of CO₂, N₂O, and CH₄, and would not result in other GHGs that would facilitate a meaningful analysis. Therefore, this analysis focuses on these three forms of GHG emissions. Direct project-related GHG emissions include emissions from construction activities, area sources, and mobile sources, while indirect sources include emissions from electricity consumption, water demand, and solid waste generation. Operational GHG estimations are based on energy emissions from natural gas usage and automobile emissions. The California Emissions Estimator Model version 2016.3.2 (CalEEMod) relies upon trip generation rates from the *1007 East Victoria Street Townhomes Trip Generation Analysis Memorandum* (Trip Generation Memo) (January 31, 2019), and project specific land use data to calculate emissions; refer to Appendix G, Trip Generation Memo. Accordingly, the proposed project would generate a net increase of approximately 278 total daily trips. Table 4.8-1, Estimated Greenhouse Gas Emissions, presents the estimated CO₂, N₂O, and CH₄ emissions of the proposed project. The CalEEMod outputs are contained within the Appendix B, Air Quality/Greenhouse Gas Analysis and Energy Consumption Data.

**Table 4.8-1
Estimated Greenhouse Gas Emissions**

Source	CO ₂	CH ₄		N ₂ O		Total Metric Tons of CO ₂ eq ^{2,3}
	Metric Tons/yr ¹	Metric Tons/yr ¹	Metric Tons of CO ₂ eq ¹	Metric Tons/yr ¹	Metric Tons of CO ₂ eq ¹	
Direct Emissions						
• Construction (amortized over 30 years)	25.29	0.01	0.18	0.00	0.00	25.48
• Area Source	39.42	0.00	0.03	0.00	0.21	39.66
• Mobile Source ⁴	413.32	0.02	0.55	0.00	0.00	413.87
Indirect Emissions						
• Energy	125.59	0.00	0.12	0.00	0.38	126.09
• Water Demand	18.02	0.08	2.04	0.00	0.61	20.67
• Waste	3.55	0.21	5.25	0.00	0.00	8.81
Total Project-Related Emissions²	636.58 MTCO₂eq/yr					
SCAQMD GHG Threshold	3,000 MTCO₂eq/yr					
Project Exceed SCAQMD GHG Threshold?	No					
Notes:						
1. Emissions were calculated using CalEEMod version 2016.3.2, as recommended by the SCAQMD.						
2. Totals may be slightly off due to rounding.						
3. Carbon dioxide equivalent values calculated using the United States Environmental Protection Agency Website, <i>Greenhouse Gas Equivalencies Calculator</i> , http://www.epa.gov/energy/greenhouse-gas-equivalencies-calculator , accessed March 5, 2019.						
Refer to <u>Appendix B, Air Quality/Greenhouse Gas Analysis and Energy Consumption Data</u> , for detailed model input/output data.						



Direct Project-Related Sources of Greenhouse Gases

- Construction Emissions. Construction GHG emissions are typically summed and amortized over the lifetime of the project (assumed to be 30 years), then added to the operational emissions.¹² As seen in Table 4.8-1, the proposed project would result in 764.24 MTCO₂eq/yr, which represents 25.47 MTCO₂eq when amortized over 30 years.
- Area Source. The project would directly result in 39.66 MTCO₂eq/yr from area source emissions; refer to Table 4.8-1.
- Mobile Source. CalEEMod relies upon trip generation rates from the project Traffic Impact Study, and project specific land use data to calculate mobile source emissions. The project would directly result in 413.87 MTCO₂eq/yr of mobile source-generated GHG emissions; refer to Table 4.8-1.

Indirect Project-Related Sources of Greenhouse Gases

- Energy Consumption. Energy Consumption emissions were calculated using CalEEMod and project-specific land use data. SCE would provide electricity to the project site. The project would indirectly result in 126.09 MTCO₂eq/year due to energy consumption; refer to Table 4.8-1.
- Water Demand. The project operations would result in a demand of approximately 4.44 million gallons of water per year. Emissions from indirect energy impacts due to water supply would result in 20.67 MTCO₂eq/year; refer to Table 4.8-1.
- Solid Waste. Solid waste associated with operations of the proposed project would result in 8.81 MTCO₂eq/year; refer to Table 4.8-1.

Total Project-Related Sources of Greenhouse Gases

As shown in Table 4.8-1, the total amount of proposed project-related GHG emissions from direct and indirect sources combined would total 636.58 MTCO₂eq/yr.

Conclusion

As shown in Table 4.8-1, the total amount of proposed project-related GHG emissions from direct and indirect sources combined would total 636.58 MTCO₂eq/yr, which is below the SCAQMD GHG threshold of 3,000 MTCO₂eq/yr. Thus, impacts in this regard would be less than significant.

Mitigation Measures: No mitigation measures are required.

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Less Than Significant Impact. As a high-density infill project, the project would comply with Goal LUT: G- Land Use Strategies from the City's CAP. Goal LUT: G encourages higher density through the General Plan and Zoning Code, and also encourages high-density land uses near transit. The project would also comply with the goals and measures listed in the City's Energy Efficiency Climate Action Plan (EECAP) which would further reduce the project's energy-related GHG emissions; refer to Section 4.6, Energy. The project would also be consistent with the Scoping Plan measures listed in Table 4.8-2, Project Consistency with Scoping Plan, and would be subject to future applicable

¹² The project lifetime is based on the standard 30-year assumption of the South Coast Air Quality Management District (South Coast Air Quality Management District, *Draft Guidance Document – Interim CEQA Greenhouse Gas (GHG) Significance Threshold*, October 2008).



Federal, State, and local regulatory requirements for GHG emissions. Further, as shown in [Table 4.8-1](#), the project would not exceed the SCAQMD GHG screening threshold of 3,000 MTCO₂eq/yr. Therefore, the project would not conflict with or impede implementation of reduction goals identified in the City’s CAP, the Scoping Plan, and other Federal, State, and Regional strategies to help reduce GHG emissions. As such, the project would not conflict with an applicable GHG reduction plan, policy, or regulation. Impacts would be less than significant in this regard.

Table 4.8-2
Project Consistency with Scoping Plan

Scoping Plan Measure	Measure Number	Project Consistency
Low Carbon Fuel Standards	T-2	Consistent. Motor vehicles driven by the project’s residents would use CARB compliant fuels.
Energy Efficiency Measures (Electricity)	E-1	Consistent. The project would comply with current Title 24, Part 6, of the CCR energy efficiency standards for electrical appliances and other devices at the time of building construction.
Energy Efficiency (Natural Gas)	CR-1	Consistent. The project would comply with current Title 24, Part 6, of the CCR energy efficiency standards for natural gas appliances and other devices at the time of building construction.
Renewable Portfolios Standard (33% by 2020)	E-3	Consistent. The electricity used by the project would benefit from reduced GHG emissions resulting from increased use of renewable energy sources.
Water Use Efficiency	W-1	Consistent. The project would be required to comply with statewide water conservation requirements reducing water usage by 20 percent.
State Green Building Initiative: Leading the Way with State Buildings (Greening New and Existing State Buildings)	GB-1	Consistent. The project would be required to be constructed in compliance with State or local green building standards in effect at the time of building construction.
Green Building Standards Code (Greening New Public Schools, Residential and Commercial Buildings)	GB-1	Consistent. The project’s buildings would meet green building standards that are in effect at the time of design and construction.
Beyond Code: Voluntary Programs at the Local Level (Greening New Public Schools, Residential and Commercial Buildings)	GB-1	Consistent. The project would be required to be constructed in compliance with local green building standards in effect at the time of building construction.
Mandatory Commercial Recycling	RW-3	Consistent. During both construction and operation of the project, the project would comply with all State regulations related to solid waste generation, storage, and disposal, including the California Integrated Waste Management Act, as amended. During construction, all wastes would be recycled to the maximum extent possible.

Source: California Air Resources board, *Climate Change Scoping Plan*, December 2008.

Mitigation Measures: No mitigation measures are required.



4.9 HAZARDS AND HAZARDOUS MATERIALS

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			✓	
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?		✓		
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			✓	
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				✓
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?			✓	
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			✓	
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?				✓

This section is based upon the following documentation for the project site; refer to [Appendix D, Hazardous Materials Documentation](#):

Stantec, Phase I Environmental Site Assessment and Limited Subsurface Investigation 1007 East Victoria Street, Carson, California 90746, July 12, 2018 (Phase I ESA); and

Stantec, Summary of Preliminary Methane and VOC Assessment 1007 East Victoria Street, Carson, California, July 19, 2018 (Preliminary Assessment).

These two documents are collectively referred to as the “Hazardous Materials Documentation” in this IS/MND; refer to [Appendix D](#). The intent of the Hazardous Materials Documentation is to identify conditions indicative of releases or threatened releases of hazardous substances as defined in the Comprehensive Environmental Response, Compensation, and Liability Act of 1980 (CERCLA) section 101, and petroleum products at the project site. The Hazardous Materials Documentation included a search for recorded environmental cleanup liens; review of Federal, tribal, State, and local government records; visual inspection of the property and of adjoining properties; and interviews with current owners, operators, and occupants.



- a) **Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?**

Less Than Significant Impact. Exposure of the public or the environment to hazardous materials could occur through improper handling or use of hazardous materials or hazardous wastes particularly by untrained personnel, a transportation accident, environmentally unsound disposal methods, or fire, explosion, or other emergencies. The severity of potential effects varies with the activity conducted, the concentration and type of hazardous material or wastes present, and the proximity of sensitive receptors.

Construction

Project construction could expose construction workers and the public to temporary hazards related to the transport, use, and maintenance of construction materials (i.e., oil, diesel fuel, transmission fluid, etc.). These activities would be short-term, and the materials used would not be in such quantities or stored in such a manner as to pose a significant safety hazard. All project construction activities would demonstrate compliance with the applicable laws and regulations governing the use, storage, and transportation of hazardous materials, ensuring that all potentially hazardous materials are used and handled in an appropriate manner. Impacts concerning the routine transport, use, or disposal of hazardous materials during project construction would be less than significant.

Operations

Hazardous materials are not typically associated with residential uses. Compliance with applicable laws and regulations governing the use, storage, and transportation of hazardous materials would ensure that all potentially hazardous materials are used and handled in an appropriate manner, and would minimize the potential for safety impacts to occur. Impacts concerning the routine transport, use, or disposal of hazardous materials during project operations would be less than significant.

Mitigation Measures: No mitigation measures are required.

- b) **Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?**

Less Than Significant Impact With Mitigation Incorporated.

Construction

During project construction, there is a possibility of accidental release of hazardous substances such as petroleum-based fuels or hydraulic fluid used for construction equipment. The level of risk associated with the accidental release of hazardous substances is not considered significant due to the small volume and low concentration of hazardous materials utilized during construction. The construction contractor would be required to use standard construction controls and safety procedures that would avoid and minimize the potential for accidental release of such substances into the environment. Standard construction practices would be observed such that any materials released are appropriately contained and remediated as required by local, State, and Federal law. Impacts in this regard would be less than significant.

Historical Agricultural Operations

Based on the Phase I ESA, the project site appears to have been utilized for agricultural operations until 2003. Therefore, a combination of several commonly used pesticides (i.e., DDD, DDT, DDE), which are now banned, may have been historically used at the project site. Stantec advanced four shallow soil borings at the project site to evaluate whether residual pesticides or heavy metals associated with herbicide applications were present. Pesticides were not detected above laboratory detection limits in any of the shallow soil samples. Heavy metals (i.e. arsenic and lead)



were detected in all of the soil samples. However, arsenic concentrations were within the regional naturally occurring background levels and lead concentrations were reported below the U.S. Environmental Protection Agency's (EPA) regional screening level for residential uses. As such, residual pesticides and heavy metals associated with herbicide applications are below Federal regulatory levels and impacts are less than significant.

Historical Dominguez Oil Field

As described in the Phase I ESA, the project site is located within the Dominguez Oil Field and within 300 feet of plugged oil wells. Because the project site is located in close proximity to plugged oil wells, a Preliminary Assessment was conducted to evaluate the potential presence of methane and volatile organic compounds¹ (VOCs) at the project site. Based on the results of the Preliminary Assessment, VOCs detected in soil vapor samples were below the human health risk screening thresholds. Additionally, methane did not appear to be accumulating beneath the project site within levels of concern. However, an additional methane survey would need to be conducted closer to development of the proposed project in accordance with the City of Los Angeles Department of Building and Safety (LASDBS) Site Testing Standard for Methane (STSM). Compliance with LASDBS regulations would result in a less than significant impact.

Based on the analysis above, it is unlikely that significant hazards related to existing hazardous materials would be encountered during construction. However, in the event that any unknown waste materials or suspect materials are discovered by the contractor during construction, implementation of Mitigation Measure HAZ-1 would be required. Mitigation Measure HAZ-1 would immediately stop work in the vicinity of the suspected contaminant and remove all workers and the public, as well as notify the City and implementing agency's Hazardous Waste/Materials Coordinator. This measure would minimize impacts in this regard to a less than significant level.

Operations

Refer to Response 4.9(a), for a description of impacts related to project operations. Impacts in this regard would be less than significant.

Mitigation Measures:

HAZ-1 If unknown wastes or suspect materials are discovered during construction by the contractor which he/she believes may involve hazardous waste/materials, the contractor shall:

- Immediately stop work in the vicinity of the suspected contaminant, removing workers and the public from the area;
- Notify the City of Carson Director of Public Works;
- Secure the areas as directed by the City;
- Notify the implementing agency's Hazardous Waste/Materials Coordinator; and
- Perform remedial activities (as required per the implementing agency, and dependent upon the nature of the hazardous materials release) as required under existing regulatory agency standards.

¹ Volatile organic compounds (VOCs) are emitted as gases from certain solids or liquids. VOCs include a variety of chemicals, some of which may have short- and long-term adverse health effects. (Source: United States Environmental Protection Agency, *Volatile Organic Compounds' Impact on Indoor Air Quality*, <https://www.epa.gov/indoor-air-quality-iaq/volatile-organic-compounds-impact-indoor-air-quality>, accessed March 7, 2019.



- c) ***Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?***

Less Than Significant Impact. The proposed project would not result in hazardous emissions or hazardous materials that would pose a potential health hazard. The only emissions that would occur are those resulting from the use of construction equipment. However, these emissions would be primarily composed of particulates and criteria air pollutants that do not pose a significant health risk (refer to Section 4.3, Air Quality). The nearest school to the project site is California State University Dominguez Hills located approximately 100 feet south; however, as noted within Responses 4.9(a) and 4.9(b), above, the project would not result in significant hazardous materials impacts during the construction process or long-term operations. Thus, impacts would be less than significant in this regard.

Mitigation Measures: No mitigation measures are required.

- d) ***Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?***

No Impact. Government Code Section 65962.5 requires the Department of Toxic Substances Control (DTSC) and State Water Resources Control Board (SWRCB) to compile and update a regulatory sites list (pursuant to the criteria of the Section). The California Department of Health Services is also required to compile and update, as appropriate, a list of all public drinking water wells that contain detectable levels of organic contaminants and that are subject to water analysis pursuant to Health and Safety Code Section 116395. Government Code Section 65962.5 requires the local enforcement agency, as designated pursuant to Section 18051 of Title 14 of the California Code of Regulations, to compile, as appropriate, a list of all solid waste disposal facilities from which there is a known migration of hazardous waste.

The project site is not listed pursuant to Government Code Section 65962.5.² Thus, no impact would result in this regard.

Mitigation Measures: No mitigation measures are required.

- e) ***For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?***

Less Than Significant Impact. The nearest airport to the project site is the Compton/Woodley Airport located approximately 1.5 miles to the northeast. Based on the *Los Angeles County Airport Land Use Plan*, revised December 1, 2004, the project site is located outside of the Airport Influence Area. Additionally, the project site is not located within the vicinity of a private airstrip or related facilities. Therefore, project implementation would not expose people residing or working in the project area to excessive noise levels or safety hazards associated with aircraft. Impacts in this regard would be less than significant.

Mitigation Measures: No mitigation measures are required.

- f) ***Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?***

Less Than Significant Impact. The proposed project would not cause any permanent alterations to vehicular circulation routes and/or patterns, or obstruct public access or travel. Additionally, all construction staging would occur within the boundaries of the project site and would not interfere with circulation along Victoria Street, Cedarbluff Way,

² California Environmental Protection Agency, *Cortese Listing*, <https://calepa.ca.gov/sitecleanup/corteselist/>, accessed February 27, 2019.



or any other nearby roadways. Therefore, the proposed project would not be expected to interfere with any adopted emergency response plan or emergency evacuation plan. A less than significant impact would occur in this regard.

Mitigation Measures: No mitigation measures are required.

g) *Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?*

No Impact. The project site is surrounded by urban/developed land and no wildland areas are present in the project vicinity. According to the California Department of Forestry and Fire Protection's Fire Hazard Severity Zone (FHSZ) Map for Los Angeles County, the project site is not located in a high fire hazard area for either local or State or Federal responsibility.³ Therefore, project implementation would not expose people or structures to a significant risk involving wildland fires, and no impacts would occur in this regard

Mitigation Measures: No mitigation measures are required.

³ California Department of Forestry and Fire Protection, *Fire Hazard Severity Zone Map: Los Angeles County*, http://www.fire.ca.gov/fire_prevention/fhsz_maps_losangeles, accessed March 4, 2019.



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4.10 HYDROLOGY AND WATER QUALITY

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?		✓		
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?			✓	
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:		✓		
1) Result in substantial erosion or siltation on- or off-site?		✓		
2) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?			✓	
3) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?			✓	
4) Impede or redirect flood flows?			✓	
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?				✓
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?			✓	

The information presented in this analysis is based on the Hydrology and Hydraulic Study TTM 82395 (Hydrology Study), prepared by KES Technologies Inc., dated April 12, 2019; refer to [Appendix E, Hydrology and Hydraulics Study](#).

a) *Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?*

Less Than Significant Impact With Mitigation Incorporated. As authorized by the Clean Water Act, the National Pollutant Discharge Elimination System (NPDES) permit program controls water pollution by regulating point sources that discharge pollutants into waters of the United States. The NPDES permit program is administered by the California Regional Water Quality Control Board (RWQCB). There are nine RWQCBs, which are responsible for development and enforcement of water quality objectives and implementation plans. The project site is located in the jurisdiction of the Los Angeles RWQCB.

Impacts related to water quality typically range over three different periods: 1) during the earthwork and construction phase, when the potential for erosion, siltation, and sedimentation would be the greatest; 2) following construction, prior to the establishment of ground cover, when the erosion potential may remain relatively high; and 3) following completion of the project, when impacts related to sedimentation would decrease markedly, but those associated with urban runoff would increase.



Construction

The proposed project would be required to comply with the requirements of a Construction General Permit under the NPDES program. A Construction General Permit requires the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP is required to contain a site map(s) that depicts the construction site perimeter, existing and proposed buildings, lots, roadways, storm water collection and discharge points, general topography both before and after construction, and drainage patterns across the project site. The SWPPP must list Best Management Practices (BMPs) the discharger would use to protect storm water runoff and the placement of those BMPs. BMPs for construction activities may include measures to control pollutants at particular sources, such as fueling areas, trash storage areas, outdoor materials storage areas, and outdoor work areas. BMPs are also used during treatment of the pollutants at these particular source areas. In addition to the BMPs, the SWPPP must contain: a visual monitoring program; a chemical monitoring program for “non-visible” pollutants to be implemented if there is a failure of BMPs; and a sediment monitoring plan if the site discharges directly to a water body listed on the 303(d) list for sediment.

The project proposes the construction of a residential condominium community. Construction activities have the potential to produce limited quantities of typical pollutants such as nutrients, heavy metals, toxic chemicals, and waste materials. Impacts to storm water quality may occur from construction, and increased pollutant loadings could occur immediately off-site. The project’s Construction General Permit would require the preparation of an SWPPP prior to initiation of construction. The SWPPP would identify sources of sediments and pollutants that would affect stormwater quality, designate use of appropriate BMPs at the project site, and implement stormwater pollution prevention measures that would reduce water pollution associated with construction activities. The City would be required to submit a Notice of Intent (NOI) prior to construction activities, and then prepare, have on-site, and conform to an SWPPP during construction. Following conformance with NPDES requirements, short-term water quality impacts would be reduced to less than significant.

Operations

The proposed project is subject to the Los Angeles County Department of Public Works (LACDPW) requirements in the 2014 Low Impact Development (LID) Standards Manual under the “new development” category. As detailed in the LID Standards Manual, the proposed project would include a range of permanent Best Management Practices (BMPs) to control the off-site discharge of pollutants in accordance with NPDES requirements. The following materials are anticipated to be used in activities at the project site, which would potentially contribute to pollutants to stormwater runoff:

- Vehicle fluids, including oil, grease, petroleum, and coolants from personal vehicles;
- Landscaping materials and wastes (topsoil, plant materials, herbicides, fertilizers, mulch, pesticides); and
- General trash debris and litter.

Pursuant to Municipal Code Section 5809, *Storm Water Pollution Control Measures for New Development and Redevelopment Projects*, the proposed project would be required to implement low impact development (LID) structural and non-structural BMPs; 2) source control BMPs, and 3) structural and nonstructural BMPs for specific types of land uses in order to minimize operational impacts to water quality. In conformance with Municipal Code Section 5809, the City of Carson shall verify that the project plans identify stormwater quality BMPs that are designed to address the most likely sources of stormwater pollutants, consistent with the SUSMP. Following compliance with NPDES requirements and County LID standards, including Mitigation Measure HWQ-1, long-term water quality impacts would be less than significant.



Mitigation Measures:

HWQ-1 As part of the plan review process (prior to the issuance of grading permits), the City of Carson shall ensure that project plans include stormwater quality Best Management Practices (BMPs) that are designed to address the most likely sources of stormwater pollutants resulting from operation of the proposed project, consistent with the Low Impact Development Standards Manual. Pollutant sources to be addressed by these BMPs include, but are not necessarily limited to landscaped areas, trash storage locations, and storm drain inlets. The design and location of these BMPs will be subject to review and comment by the City but shall generally adhere to the standards associated with the Phase II NPDES stormwater permit program. Implementation of these BMPs shall be assured by the City's Public Works Department prior to the issuance of Grading or Building Permits.

b) *Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?*

Less Than Significant Impact. Although the project would increase impervious surfaces at the project site by 72 percent as compared to existing conditions, implementation of the proposed project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin. The project site is not currently used for groundwater extraction or groundwater recharge purposes. Further, the Golden State Water Company has confirmed that water services are available to serve the proposed project from existing commitments.¹ Accordingly, project implementation is not expected to impede sustainable groundwater management of the basin. A less than significant impact would occur in this regard.

Mitigation Measures: No mitigation measures are required.

c) *Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:*

1) *Result in substantial erosion or siltation on- or off-site?*

Less Than Significant Impact with Mitigation Incorporated. The proposed project would not result in substantial alteration of the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river. As discussed in Response 4.10(a), the project would comply with the requirements of the Construction General Permit under the NPDES program, which would result in preparation of a SWPPP that outlines necessary BMPs to minimize erosion and water quality impacts during construction. Construction-related erosion impacts would be reduced to a less than significant level.

Although the project would result in a 72 percent increase in impervious surfaces, drainage conditions at the project site would not be substantially altered as compared to the project's existing condition. The proposed project would install an on-site infiltration system designed to capture a 50-year storm event located in the southwest portion of the project site. Any flow in excess of the onsite infiltration system's capacity would bypass the filters and flow to public right-of-way via an under walk drain. Once in public right-of-way, stormwater runoff would flow to a County-maintained storm drain that ultimately outlets to the San Gabriel River.

Compliance with the recommended mitigation, which requires the implementation of operational BMPs and compliance with the County's SUSMP, would ensure project implementation does not result in substantial soil erosion on- or off-site.

¹ Golden State Water Company, *Will Serve Letter for 1007 E Victoria Street, Carson, CA 90746*, dated July 24, 2018.



Mitigation Measures: Refer to Mitigation Measure HWQ-1.

2) ***Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?***

Less Than Significant Impact. The project would not substantially alter the drainage pattern of the project site or surrounding area and would not alter the course of a stream or river; refer to Response 4.10(c)(1) above. As indicated above, the project's on-site infiltration system would be designed to capture a 50-year storm event. As a result, project implementation is not anticipated to substantially increase the rate of surface runoff in a manner which would result in flooding on- or off-site. Impacts would be less than significant in this regard.

Mitigation Measures: No mitigation measures are required.

3) ***Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?***

Less Than Significant Impact. As noted in Response 4.10(c)(1) above, although project implementation would result in a 72 percent increase in impervious area, the project's onsite infiltration system would be designed to capture a 50-year storm event. Therefore, the proposed project is not anticipated to exceed the capacity of the existing/planned stormwater drainage systems. Additionally, the project would not result in a substantial change in topography that would alter or change flow patterns in the project area. As indicated in Response 4.10(a), less than significant impacts related to potential polluted runoff from the site would occur. As a result, project implementation is not anticipated to create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. Impacts would be less than significant in this regard.

Mitigation Measures: No mitigation measures are required.

4) ***Impede or redirect flood flows?***

Less Than Significant Impact. Refer to Responses 4.10(c)(2) and 4.10(c)(3).

Mitigation Measures: No mitigation measures are required.

d) ***In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?***

No Impact.

Flood Hazard

According to the Flood Insurance Rate Map (FIRM) No. 06037C1935F, Panel 1935, and Exhibit 4.7-2, *Flood Hazard Map*, of the Carson General Plan, the project site is located outside of the 100-year flood hazard area.² As a result, no impacts would occur in this regard.

Tsunami

A tsunami is a great sea wave, commonly referred to as a tidal wave, produced by a significant undersea disturbance such as tectonic displacement of a sea floor associated with large, shallow earthquakes. The project site is located

² Federal Emergency Management Agency, *Flood Insurance Rate Map No. 06037C1935F, Panel 1935*, <https://msc.fema.gov/portal/search#searchresultsanchor>, accessed March 6, 2019.



over eight miles inland from the Pacific Ocean and is located at a sufficient distance so as not to be subject to tsunami impacts. No impacts would occur in this regard.

Seiche

A seiche is an oscillation of a body of water in an enclosed or semi-enclosed basin, such as a reservoir, harbor, lake, or storage tank. The project site is not in the vicinity of a reservoir, harbor, lake, or storage tank capable of creating a seiche. No impacts would occur in this regard.

Mitigation Measures: No mitigation measures are required.

e) ***Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?***

Less Than Significant Impact. The Basin Plan for the Coastal Watersheds of Los Angeles and Ventura Counties (Basin Plan) establishes water quality standards for ground and surface waters within the Los Angeles region, which includes the City, and is the basis for the Los Angeles RWQCB's regulatory programs.

The 2014 Sustainable Groundwater Management Act requires local public agencies and groundwater sustainability agencies in high- and medium-priority basins to develop and implement groundwater sustainability plans (GSPs) or prepare an alternative to a groundwater sustainability plan. The project is located within the Coastal Plan of Los Angeles – West Coast groundwater basin, which is designated as a Very Low priority basin.³ Therefore, there is no groundwater sustainability plan established for the basin. However, the Water Replenishment District of Southern California developed the Groundwater Basins Master Plan (GBMP), which identifies projects and programs to enhance basin replenishment, increase reliability of groundwater resources, and improve and protect groundwater quality in the Los Angeles West Coast and Central groundwater basins.⁴ As indicated in Response 4.10(b), the proposed project would not substantially deplete groundwater supplies or interfere with groundwater recharge. As a result, the proposed project is not anticipated to conflict with or obstruct with the projects or programs identified in the GBMP and impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

³ California Department of Water Resources, *SGMA Basin Prioritization Dashboard*, <https://gis.water.ca.gov/app/bp2018-dashboard/p1/>, accessed March 6, 2019.

⁴ Water Replenishment District of Southern California, *Groundwater Basins Master Plan*, September 2016, https://www.wrd.org/sites/pr/files/GBMP_FinalReport_Text%20and%20Appendices.pdf, accessed February 13, 2019.



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4.11 LAND USE AND PLANNING

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Physically divide an established community?				✓
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?			✓	

a) *Physically divide an established community?*

Less Than Significant Impact. Factors that could physically divide a community include, but are not limited to:

- Construction of major highways or roadways;
- Construction of storm channels;
- Closing bridges or roadways; and
- Construction of utility transmission lines.

The key factor with respect to this question is creating physical barriers that change the connectivity between areas of a community to the extent that persons are separated from other areas of the community. The proposed project would not physically divide an established community. As indicated in Section 2.0, *Project Description*, the project site is located within DHV-Residential (formerly referred to as Parcel 1) of Specific Plan No. 493 Dominguez Hills Village (Specific Plan). More specifically, the site is identified as Lot 11 of the Specific Plan and is the final remaining undeveloped lot of DHV-Residential. Rather than physically divide the existing Specific Plan residential community, project development would complete the DHV-Residential portion of the Specific Plan by converting the vacant lot into a townhome community. No impacts would occur in this regard.

Mitigation Measures: No mitigation measures are required.

b) *Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?*

Less Than Significant Impact.

General Plan Consistency

Based on the General Plan Land Use Map, the project site is designated High Density Residential (HD). HD areas are intended to provide for multiple dwelling units, combinations of multi- and single-family residential units, and other developments considered harmonious with such high density residential developments. The HD designation has a maximum permitted density of 25 dwelling units per acre. As proposed, the 38-unit townhome community with a density of 24.2 dwelling units per acre is an allowed use under the site's existing HD land use designation.

Table 4.11-1, *General Plan Consistency Analysis*, analyzes the project's consistency with relevant General Plan Land Use Element goals and policies. As demonstrated in Table 4.11-1, the project is consistent with the General Plan Land Use Element.



**Table 4.11-1
General Plan Land Use Consistency Analysis**

Relevant Policies	Project Consistency Analysis
<p><u>Goal LU-6:</u> A sustainable balance of residential and non-residential development and a balance of traffic circulation throughout the City.</p>	
<p><u>LU-6.2:</u> 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.</p>	<p><u>Consistent.</u> The proposed project would introduce a 38-unit townhome community in the City, providing multi-family housing types to existing and future residents. The project area is also developed with single-family residences and other multi-family residences, which together provide residents with a variety of housing types and affordability.</p>
<p><u>Goal LU-12:</u> Create a visually attractive appearance throughout Carson.</p>	
<p><u>LU-12.3:</u> Review landscape plans for new development to ensure that landscaping relates well to the proposed land use, the scale of structures, and the surrounding area.</p>	<p><u>Consistent.</u> The proposed landscape plan (<u>Exhibit 2-5, Conceptual Landscape Plan</u>) would be reviewed and approved during site plan and design overlay review to ensure applicable Specific Plan development standards and design guidelines are met.</p>
<p><u>LU-12.5:</u> Improve City appearance by requiring landscaping to screen, buffer and unify new and existing development. Mandate continued upkeep of landscaped areas.</p>	<p><u>Consistent.</u> As shown on <u>Exhibit 2-5</u>, trees would be planted along the site perimeter, along internal drive aisles, and near the guest parking areas. Planting materials would include a mix of trees, shrubs, and groundcover, and may include fruitless olive trees, "little gem" magnolia, shoestring acacia, Brisbane box trees, strawberry trees, Australian willow, paperback melaleuca, and Italian cypress. The project would relocate the existing "Dominguez Hills Village" entry monument southeast closer towards the intersection of East Victoria Street and Cedarbluff Way. Additionally, a new community entry monument would be installed at the project's entrance at Cedarbluff Way. These landscaping and signage improvements would unify the proposed development with the neighboring residential communities.</p>
<p><u>Goal LU-13:</u> Encourage interesting and attractive streetscapes throughout Carson.</p>	
<p><u>LU-13.4:</u> Encourage architectural variation of building and parking setbacks along the streetscape to create visual interest, avoid monotony and enhance the identity of individual areas. Encourage pedestrian orientation by appropriate placement of buildings.</p>	<p><u>Consistent.</u> The townhome community would include six separate three-story buildings; refer to <u>Exhibit 2-3, Conceptual Site Plan</u>. As shown on <u>Exhibit 2-4a, Proposed Elevations – Building Type A, Exhibit 2-4b, Proposed Elevations – Building Type B, Exhibit 2-4c, Proposed Elevations – Building Type C, and Exhibit 2-4d, Proposed Elevations – Building Type D</u>, a total of four building types (Building Types A through D) are proposed. Each building type would vary in range from 12,315 to 14,859 square feet and would have a maximum building height of approximately 35 feet. The exterior building colors would include a variety of neutral earth tones (beiges, browns, grays, and blues), while the project's exterior building materials would include composite shingle roofing, stucco, fiber cement trim and sliding, metal garage doors, wood railings, decorative shutters, light fixtures, and vinyl shutters. Additionally, each building would have architectural variations, including balconies and pitched roofs. Further, the project would provide private two-car parking garages on the first floors of each building (76 spaces) and 20 surface-level guest spaces along the site's western boundary to ensure parking is not sited along the project's southern frontage on East Victoria Street. The townhome buildings would be oriented with central community open space areas and pocket parks between Building Numbers 3 and 4 and Building Numbers 5 and 6, which would create a pedestrian scale environment and provide recreational amenities for residents and visitors; refer to <u>Exhibit 2-5</u>.</p>



Table 4.11-1, continued

Relevant Policies	Project Consistency Analysis
LU-13.5: Continue to require landscaping treatment along any part of a building site which is visible from City streets.	<u>Consistent.</u> The project would include landscaping improvements along East Victoria Street, including a mix of trees, shrubs, and groundcover, and may include fruitless olive trees, "little gem" magnolia, shoestring acacia, Brisbane box trees, strawberry trees, Australian willow, paperback melaleuca, and Italian cypress; refer to <u>Exhibit 2-5</u> .
Goal LU-15: Promote development in Carson which reflects the "Livable Communities" concepts.	
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.	<u>Consistent.</u> Refer to response to Policy LU-6.2.
LU-15.7: Provide for the efficient use of water through the use of natural drainage, drought tolerant landscaping, and use of reclaimed water, efficient appliances and water conserving plumbing fixtures.	<u>Consistent.</u> The proposed project would be required to comply with the latest Title 24 requirements as well as the California Green Building Code standards. Energy efficient lighting, water efficient irrigation systems, and water reducing features and fixtures would be incorporated into the townhome buildings.

Zoning Code Consistency

According to the *City of Carson Zoning Map* (Zoning Map), the project is zoned Dominguez Hills Village Specific Plan (SP-4). Within the Specific Plan, the project site is located within DHV-Residential and identified as Lot 11. The site was previously evaluated as a future child care center for approximately 150 children and is the final remaining undeveloped lot of DHV-Residential, as the balance of the DHV-Residential's proposed uses were developed in the early 2000s. Lot 11 was reverted to City ownership upon execution of a power of termination recorded in December 2016. The entitlement rights for development of a child care center also expired with this termination. The proposed project is now evaluating development of Lot 11 as a 38-unit townhome community. Thus, the project site would require a Specific Plan Amendment to change the land use for Lot 11 from "Child Care Center" to "Housing Type D." Assuming the project site's land use is amended to Housing Type D, Table 4.11-2, Specific Plan Development Standards Consistency Analysis, details the project's consistency with applicable development regulations, including those specific to Lot 11 and Housing Type D development.

As shown in Table 4.11-2, the project would be consistent with applicable Specific Plan development standards. Additionally, the following discretionary actions are required by the City:

- Vesting Tentative Tract Map. A Vesting Tentative Tract Map would be required to subdivide the site into a single lot for condominium purposes to develop the 38-unit townhome community.
- Design Overlay Review. A Design Overlay Review would be required to ensure the design of the proposed development complies with the Specific Plan's development standards and design guidelines.
- Specific Plan Amendment. A Specific Plan Amendment would be required to amend the Specific Plan land use for Lot 11 from "Child Care Center" to "Housing Type D."

Based on the analysis above and upon approval of the requested entitlements, the proposed project would not conflict with applicable goals and policies in the General Plan or applicable regulations under the Zoning Code. As such, the project would result in less than significant impacts in this regard.

Mitigation Measures: No mitigation measures are required.



Table 4.11-2
Specific Plan Development Standards Consistency Analysis

Development Standard	Specific Plan Housing Type D Zoning Requirement ¹	Proposed Project	Does Project Satisfy Requirement?
Housing Type D Development Standards			
Setbacks			
Front Yard	Buildings facing streets: 6 feet for one- and two-story buildings; 8 feet for three-story buildings Buildings facing motor courts: 5 feet for one- and two-story buildings; 6 feet for three-story buildings	10 feet provided along eastern (front yard) property line	Yes
Side Yard	4 feet for one- and two-story buildings; 5 feet for three-story buildings	10 feet provided along northern and southern (side yard) property lines	Yes
Rear Yard	8 feet minimum (10 feet average)	50 feet provided along western (rear yard) property line	Yes
Maximum Building Height	Three stories; 36 feet	Three stories; 35 feet	Yes
Maximum Lot Coverage	60 percent lot area	38 percent; 25,800 square feet	Yes
Parking Spaces	Two covered spaces, with one-half guest parking stall per unit	76 private covered garage spaces and 20 guest spaces	Yes
Lot 11 Development Standards			
Street Frontage/ Access	Primary access to Lot 11 to be provided via secondary entry from Victoria Street; access is prohibited directly off or onto Victoria Street	Access to the project site would be provided via a private driveway along Cedarbluff Way; no entryway is proposed along Victoria Street	Yes
Roadway Landscape Treatment	Specific Plan Figure VI-9, <i>Victoria Street Section</i> , illustrates a 15-foot landscape easement along Cedarbluff Way	15-foot easement already dedicated and landscaped with parkway and sidewalk	Yes
Walls	At north and west property lines, a decorative six-foot high masonry wall shall be built.	North property line: Existing six-foot high wall to be protected in place West property line: proposed six-foot high slump concrete masonry unit wall	Yes
Open Space and Recreation Plan Development Standards			
Common Open Space	For projects greater than 16 dwelling units per acre and less than 50 dwelling units: 140 square feet of common open space per dwelling unit with one of the following: spa, gazebo, outdoor cooking/dining area; and tables, chairs and benches	18,650 square feet of common open space and 900 square feet of amenity area (barbecue and dining)	Yes
Source: City of Carson, <i>Dominguez Hills Village Specific Plan</i> , 1999.			



4.12 MINERAL RESOURCES

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				✓
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				✓

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

No Impact. According to the General Plan EIR, no known mineral resources are located within the City. Thus, no impacts would occur in this regard.

Mitigation Measures: No mitigation measures are required.

b) *Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?*

No Impact. Refer to Response 4.11(a).

Mitigation Measures: No mitigation measures are required.



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4.13 NOISE

<i>Would the project result in:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?		✓		
b. Generation of excessive groundborne vibration or groundborne noise levels?		✓		
c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				✓

Sound is mechanical energy transmitted by pressure waves in a compressible medium such as air, and is characterized by both its amplitude and frequency (or pitch). The human ear does not hear all frequencies equally. In particular, the ear de-emphasizes low and very high frequencies. To better approximate the sensitivity of human hearing, the A-weighted decibel scale (dBA) has been developed. On this scale, the human range of hearing extends from approximately three dBA to around 140 dBA.

Noise is generally defined as unwanted or excessive sound, which can vary in intensity by over one million times within the range of human hearing; therefore, a logarithmic scale, known as the decibel scale (dB), is used to quantify sound intensity. Noise can be generated by a number of sources, including mobile sources such as automobiles, trucks, and airplanes, and stationary sources such as construction sites, machinery, and industrial operations. Noise generated by mobile sources typically attenuates (is reduced) at a rate between three dBA and 4.5 dBA per doubling of distance. The rate depends on the ground surface and the number or type of objects between the noise source and the receiver. Hard and flat surfaces, such as concrete or asphalt, have an attenuation rate of three dBA per doubling of distance. Soft surfaces, such as uneven or vegetated terrain, have an attenuation rate of about 4.5 dBA per doubling of distance. Noise generated by stationary sources typically attenuates at a rate between 6 dBA and about 7.5 dBA per doubling of distance.

There are a number of metrics used to characterize community noise exposure, which fluctuate constantly over time. One such metric, the equivalent sound level (L_{eq}), represents a constant sound that, over the specified period, has the same sound energy as the time-varying sound. Noise exposure over a longer period of time is often evaluated based on the Day-Night Sound Level (L_{dn}). This is a measure of 24-hour noise levels that incorporates a 10-dBA penalty for sounds occurring between 10:00 p.m. and 7:00 a.m. The penalty is intended to reflect the increased human sensitivity to noises occurring during nighttime hours, particularly at times when people are sleeping and there are lower ambient noise conditions. Typical L_{dn} noise levels for light and medium density residential areas range from 55 dBA to 65 dBA.

REGULATORY FRAMEWORK

State Level

The State Office of Planning and Research Noise Element Guidelines include recommended exterior and interior noise level standards for local jurisdictions to identify and prevent the creation of incompatible land uses due to noise. The



Noise Element Guidelines contain a land use compatibility table that describes the compatibility of various land uses with a range of environmental noise levels in terms of the Community Noise Equivalent Level (CNEL).

California Department of Transportation

The *Transportation and Construction Vibration Guidance Manual* prepared by the California Department of Transportation (Caltrans) identifies various vibration damage criteria for different building classes. As the nearest structures to project construction are residences, the architectural damage criterion for continuous vibrations at older residential structures of 0.3 inch-per-second peak particle velocity (PPV) is utilized.¹

Local Level

City of Carson General Plan

The General Plan Noise Element provides guidance for the control of noise to protect residents, workers, and visitors from potentially adverse noise impacts. The City of Carson has adopted local guidelines based on the community noise compatibility guidelines established by the California Department of Health Services, for use in assessing the compatibility of various land use types with a range of noise levels; refer to Table 4.13-1, Land Use Compatibility for Community Noise Environments.

**Table 4.13-1
Land Use Compatibility for Community Noise Environments**

Land Use Category	Community Noise Exposure (L _{dn} or CNEL, dBA)			
	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Residential – Low Density, Single-Family, Duplex, Mobile Homes	50 – 60	55 – 70	70 – 75	75 – 85
Residential – Multiple Family	50 – 65	60 – 70	70 – 75	70 – 85
Transient Lodging - Motel, Hotels	50 – 65	60 – 70	70 – 80	80 – 85
Schools, Libraries, Churches, Hospitals, Nursing Homes	50 – 70	60 – 70	70 – 80	80 – 85
Auditoriums, Concert Halls, Amphitheaters	NA	50 – 70	NA	65 – 85
Sports Arenas, Outdoor Spectator Sports	NA	50 – 75	NA	70 – 85
Playgrounds, Neighborhood Parks	50 – 70	NA	67.5 – 75	72.5 – 85
Golf Courses, Riding Stables, Water Recreation, Cemeteries	50 – 70	NA	70 – 80	80 – 85
Office Buildings, Business Commercial and Professional	50 – 70	67.5 – 77.5	75 – 85	NA
Industrial, Manufacturing, Utilities, Agriculture	50 – 75	70 – 80	75 – 85	NA

Notes: NA = Not Applicable; L_{dn} = Day/Night Average; CNEL = community noise equivalent level; dBA = A-weighted decibels

Normally Acceptable - Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.

Conditionally Acceptable - New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.

Normally Unacceptable - New Construction or development should be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.

Clearly Unacceptable – New construction or development should generally not be undertaken.

Source: Office of Planning and Research, California, *General Plan Guidelines*, October 2003.

¹ California Department of Transportation, *Transportation and Construction Vibration Guidance Manual*, Table 19, September 2013.



Further, the General Plan includes interior and exterior noise standards as summarized in Table 4.13-2, Interior and Exterior Noise Standards. Table 4.13-2 shows standards and criteria that specify acceptable limits of noise for various land uses throughout the City of Carson. The City uses the standards identified in Table 4.13-1 and Table 4.13-2 as the primary tools to ensure compatibility between land uses and outdoor ambient noise.

**Table 4.13-2
Interior and Exterior Noise Standards**

Categories	Type Uses	CNEL	
		Interior ^{1,3}	Exterior ^{2,4}
Residential	Single family Duplex, Multiple Family	45 - 55	50 - 60
	Mobile Home	45	65
Commercial Industrial Institutional	Hotel, Motel, Transient Lodging	45	--
	Commercial Retail, Bank, Restaurant	55	--
	Office Building, Research and Development, Professional Offices, City Office Building	50	--
	Amphitheater, Concert Hall, Auditorium, Meeting Hall	45	--
	Gymnasium (Multipurpose)	50	--
	Sports Club	55	--
	Manufacturing, Warehousing, Wholesale, Utilities	65	--
	Movie Theaters	45	--
Institutional	Hospital, Schools Classrooms	45	65
	Church, Library	45	--
Open Space	Parks	--	65
Notes:			
1. Indoor environment including: Bedrooms, living areas, bathrooms, toilets, closets, corridors.			
2. Outdoor environment limited to: Private yard of single family Multi-family private patio or balcony which is served by a mans of exit from inside the dwelling Balconies 6 feet deep or less are exempt Mobile home park Park's picnic area School's playground			
3. Noise level requirement with closed windows. Mechanical ventilating system or other means of natural ventilation shall be provided as of Chapter 12, Section 1205 of UBC.			
4. Exterior noise levels should be such that interior noise levels will not exceed 45 CNEL.			
Source: City of Carson, <i>Carson General Plan</i> , 2004.			

The Noise Element of the General Plan includes the following policies that are applicable to the development of the proposed project:

Policy N-7.1 Incorporate noise considerations into land use planning decisions by establishing acceptable limits of noise for various land uses throughout the community.

Policy N-7.2 Continue to incorporate noise assessments into the environmental review process, as needed. Said assessments shall identify potential noise sources, potential noise impacts, and appropriate sound attenuation. In non-residential projects, potential noise sources shall include truck pick-up and loading areas, locations of mechanical and electrical equipment,



and similar noise sources. Require mitigation of all significant noise impacts as a condition of project approval.

Policy N-7.4 Ensure acceptable noise levels near schools, hospitals, convalescent homes, churches, and other noise sensitive areas in accordance with Table N-2 (refer to Table 4.13-1). To this end, require buffers or appropriate mitigation of potential noise sources. Such sources include, but are not limited to truck pickup and loading areas, mechanical and electrical equipment, exterior speaker boxes, and public address systems.

City of Carson Municipal Code

Chapter 5 of the Municipal Code contains noise control regulations. The City of Carson adopted the “Los Angeles County Noise Ordinance” as the City’s Noise Control Ordinance in 1995. The adopted Noise Ordinance Standards, derived from Los Angeles County Code Section 12.08.390 (Exterior Noise Standards) and Section 12.08.400 (Interior Noise Standards), establish exterior and interior noise standards to regulate operation intrusive noises within specific land use zones. These noise standards are summarized in Table 4.13-3, Noise Ordinance Standards.

**Table 4.13-3
Noise Ordinance Standards**

Noise Zone	Land Use (Receptor Property)	Time Interval	Noise Level (dBA)	
			Exterior	Interior
I	Noise Sensitive-Area	Anytime	45	---
II	Residential Properties	10:00 p.m. to 7:00 a.m. (nighttime)	45	---
		7:00 a.m. to 10:00 p.m. (daytime)	50	---
III	Commercial Properties	10:00 p.m. to 7:00 a.m. (nighttime)	55	---
		7:00 a.m. to 10:00 p.m. (daytime)	60	---
IV	Industrial Properties	Anytime	70	---
All Zones	Multi-family	10:00 p.m. – 7:00 a.m.	---	40
	Residential	7:00 a.m. – 10:00 p.m.	---	45

Source: Section 12.08.490 and 12.08.400 in County of Los Angeles County Code. Nov. 2001.

Section 5502 (c) of the Municipal Code provides exterior noise standards that regulate construction noise near residential uses. Noise standards for non-scheduled, intermittent, short-term operations (less than 20 days), as well as standards for repetitively scheduled and relatively long-term construction operations (periods of 21 days or more) of equipment are summarized in Table 4.13-4, Maximum Construction Noise Limits.



Table 4.13-4
Maximum Construction Noise Limits

Construction Time		Maximum Allowed Noise Level (dBA)	
		Single-Family Residential	Multi-Family Residential
a. Maximum noise levels for nonscheduled, intermittent, short-term operation of 20 days or less for construction equipment.	Daily, except Sundays and legal holidays, 7:00 a.m. to 8:00 p.m.	75	80
	Daily, except 8:00 p.m. to 7:00 a.m. and all day Sunday and legal holidays	60	64
b. Maximum noise level for repetitively scheduled and relatively long-term operation of 21 days or more for construction equipment.	Daily, except Sundays and legal holidays, 7:00 a.m. to 8:00 p.m.	65	70
	Daily, except 8:00 p.m. to 7:00 a.m. and all day Sunday and legal holidays	55	60

Source: Carson Municipal Code Section 5502(c).

EXISTING CONDITIONS

Stationary Sources

The project area is located within an urbanized area. The primary sources of stationary noise in the project vicinity are urban-related activities (i.e., mechanical equipment, commercial areas, parking areas, and pedestrians). The noise associated with these sources may represent a single-event noise occurrence, short-term, or long-term/continuous noise.

Mobile Sources

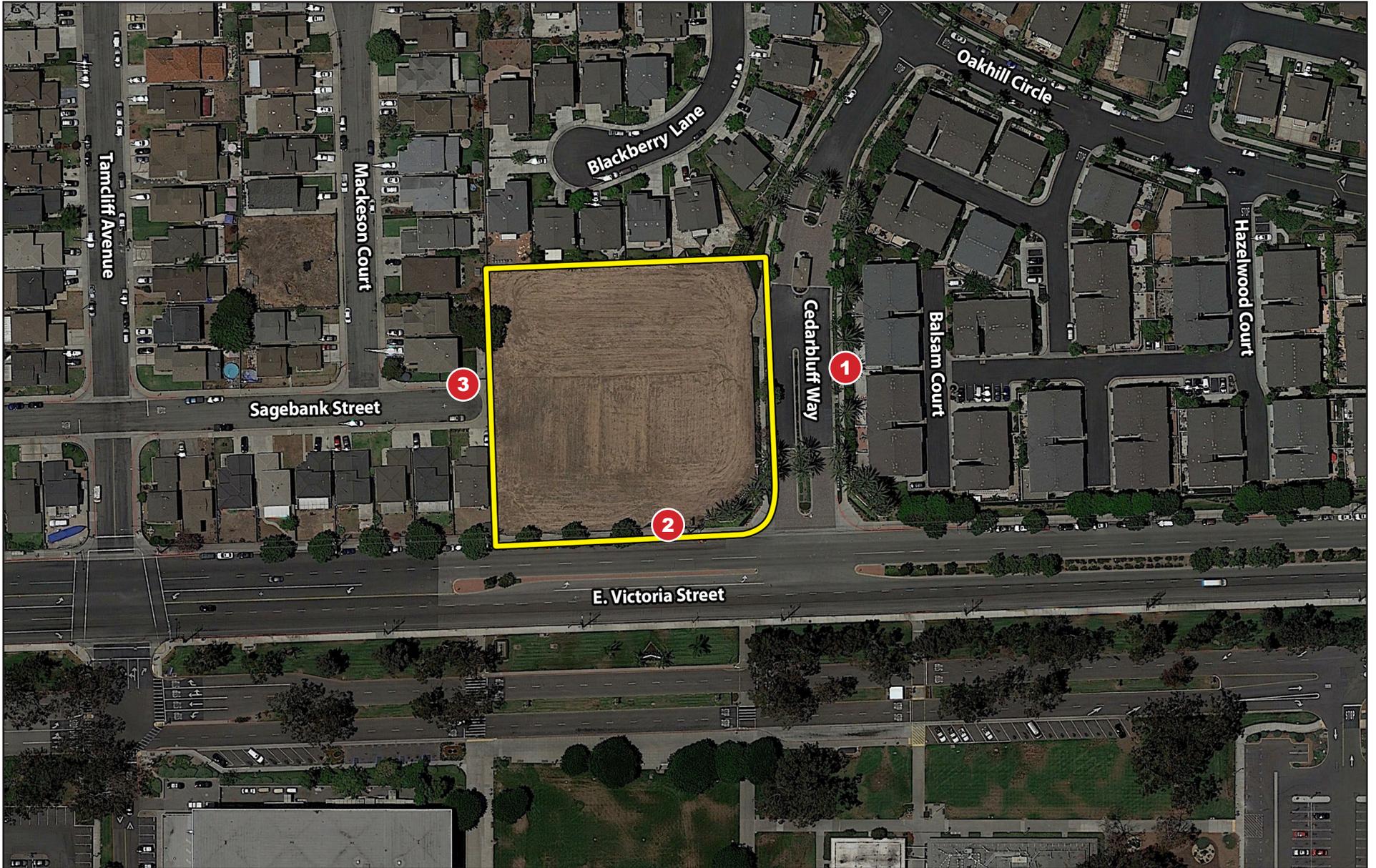
The majority of the existing noise in the project area is generated from vehicle sources along Victoria Street. According to the General Plan, traffic noise levels along Victoria Street range from 60 to 70 dBA CNEL.^{2,3} Additionally, aircraft overflights and trains are a source of noise in the City of Carson.

Noise Measurements

In order to quantify existing ambient noise levels in the vicinity of the project site, four noise measurements were taken on January 10, 2019; refer to [Exhibit 4.13-1, *Noise Measurement Locations*](#) and [Table 4.13-5, *Noise Measurements*](#). The noise measurement sites were representative of typical existing noise exposure within and immediately adjacent to the project site. Ten-minute measurements were taken, between 11:11 a.m. and 11:49 a.m. Short-term (L_{eq}) measurements are considered representative of the noise levels throughout the day.

² City of Carson, *Carson General Plan*, Exhibit N-4, Future Noise Contours (2020), 2004.

³ The Community Noise Equivalent Level (CNEL) is a rating of community noise exposure to all sources of sound that differentiates between daytime, evening, and nighttime noise exposure. These adjustments are +5 dBA for the evening, 7:00 p.m. to 10:00 p.m., and +10 dBA for the night, 10:00 p.m. to 7:00 a.m.



Source: Google Earth Pro, 2019.

 Project Boundary

 Noise Measurement Location

NOT TO SCALE

Michael Baker
INTERNATIONAL



03/19 | JN 170628

INITIAL STUDY/MITIGATED NEGATIVE DECLARATION
1007 EAST VICTORIA STREET PROJECT
Noise Measurement Locations

Exhibit 4.13-1



**Table 4.13-5
Noise Measurements**

Site No.	Location	L _{eq} (dBA)	L _{min} (dBA)	L _{max} (dBA)	Peak (dBA)	Time
1	Along Cedarbluff Way, approximately 127 feet north of Dominguez Hills Driveway entrance.	55.3	44.3	70.3	93.0	11:11 a.m.
2	Along East Victoria Street, approximately 95 feet west of Dominguez Hills Village driveway entrance.	69.5	47.2	92.6	109.4	11:24 a.m.
3	Eastern East Sagebank Street cul-de-sac.	56.3	42.4	72.4	98.4	11:39 a.m.

Source: Michael Baker International, January 10, 2019.

Meteorological conditions were partially cloudy, cool temperatures, with light wind speeds (0 to 2 miles per hour), and low humidity. Noise monitoring equipment used for the ambient noise survey consisted of a Brüel & Kjær Hand-held Analyzer Type 2250 equipped with a Type 4189 pre-polarized microphone. The monitoring equipment complies with applicable requirements of the American National Standards Institute (ANSI) for sound level meters. The results of the field measurements are included in [Appendix F, Noise Analysis](#).

- a) **Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?**

Less Than Significant Impact With Mitigation Incorporated. It is difficult to specify noise levels that are generally acceptable to everyone; noise that is considered a nuisance to one person may be unnoticed by another. Standards may be based on documented complaints in response to documented noise levels, or based on studies of the ability of people to sleep, talk, or work under various noise conditions.

Construction

Construction noise typically occurs intermittently and varies depending on the nature or phase of construction (e.g., grading, paving, building construction). Noise generated by construction equipment, including graders and concrete saws, can reach high levels. During construction, exterior noise levels could affect the residential neighborhoods in the vicinity of the construction site. Specifically, project construction could occur as close as approximately seven feet from an existing residential structure to the west of the project site.

Construction of the proposed project would occur over three phases (Phases I through 3) for approximately 19 months and would include grading, paving, and building construction. Groundborne noise and other types of construction-related noise impacts would typically occur during the grading construction phase and have the potential to create the highest levels of noise. As such, the grading phase represents the worst-case condition for short-term construction noise levels that may occur at the nearest noise-sensitive receptors.

Construction noise is difficult to quantify because of the many variables involved, including the specific equipment types, size of equipment used, percentage of time each piece is in operation, condition of each piece of equipment, and number of pieces that would operate on the site. Construction equipment produce maximum noise levels when equipment is operating under full power conditions (i.e., the equipment engine at maximum speed). However, equipment used on construction sites typically operates under less than full power conditions, or part power. To more accurately characterize construction-period noise levels, the average (L_{eq}) noise level associated with each construction stage is calculated based on the quantity, type, and usage factors for each type of equipment that would be used during each construction stage. These noise levels are typically associated with multiple pieces of equipment simultaneously operating on part power. The estimated grading construction noise levels at the nearest noise-sensitive receptors is presented in [Table 4.13-6, Grading Construction Noise Levels at Adjacent Residential Receptors](#). To present a conservative impact analysis, the estimated noise levels were calculated for a scenario in which all heavy



construction equipment (e.g., excavators, graders, and loaders) were assumed to operate simultaneously and be located at the construction area nearest to the affected receptors.

Table 4.13-6
Grading Construction Noise Levels at Adjacent Residential Receptors

Nearest Sensitive Receptor to Project Site	Estimated Exterior Construction Noise Level (dBA L _{eq}) ¹	Estimated Exterior Construction Noise Level (dBA L _{eq}) with Mitigation ²	Construction Noise Standard (dBA L _{eq})	Exceeds Standards with Mitigation?
Northern Residence (approximately 13 feet)	92.6	57.6	65	No
Eastern Residence (approximately 98 feet)	78.6	43.6	65	No
Western Residence (approximately 7 feet)	97.2	62.2	65	No
Notes:				
1. These noise levels conservatively assume the simultaneous operation of all heavy construction equipment (e.g., excavators, graders, and loaders) at the same precise location.				
2. Project estimated exterior construction noise levels with mitigation include a sound reduction of 35 dBA from Mitigation Measure NOI-2.				
Source: Federal Highway Administration, <i>Roadway Construction Noise Model (RCNM)</i> , 2006 (see Appendix F, <i>Noise Analysis</i>).				

As depicted in [Table 4.13-6](#), adjacent residential receptors could be exposed to temporary and intermittent noise levels up to 97.2 dBA, which exceeds the City’s construction noise standard of 65 dBA. As previously noted, noise levels presented in [Table 4.13-6](#) are conservative, as these noise levels assume the simultaneous operation of all heavy construction equipment (e.g., excavators, graders, and loaders) at the same precise location. In reality, construction equipment would be used throughout the project site and would not be concentrated at the point closest to the sensitive receptors. It should also be acknowledged that construction activities would occur during normal daytime hours (between 7:00 a.m. and 8:00 p.m.) to avoid noise disturbances at nearby receptors during the more sensitive hours (between 8:00 p.m. and 7:00 a.m.).⁴

Noise source control is the most effective method of controlling construction noise. Source controls, which limit noise, are the easiest to oversee on a construction project. Mitigation at the source reduces the problem everywhere, not just along one single path or for one receiver. Noise path controls are the second method in controlling noise. Barriers or enclosures can provide a substantial reduction in the nuisance effect in some cases. Path control measures include moving equipment farther away from the receiver; enclosing especially noisy activities or stationary equipment; erecting noise enclosures, barriers, or curtains; and using landscaping as a shield and dissipater.

Noise barriers or enclosures can provide a sound reduction up to 35 dBA or greater.⁵ To be effective, a noise enclosure/barrier must physically fit in the available space, must completely break the line of sight between the noise source and the receptors, must be free of degrading holes or gaps, and must not be flanked by nearby reflective surfaces. Noise barriers must be sizable enough to cover the entire noise source, and extend length-wise and vertically as far as feasibly possible to be most effective. The limiting factor for a noise barrier is not the component of noise transmitted through the material, but rather the amount of noise flanking around and over the barrier. In these cases, the enclosure/barrier system must either be very tall or have some form of roofed enclosure to protect upper-story receptors.

To ensure compliance with the City’s maximum construction noise limits (outlined in Municipal Code Section 5502 [c]) and substantially reduce construction-generated noise at nearby receptors, the proposed project would be required to

⁴ Project construction will not occur at night (8:00 p.m. to 7:00 a.m.), on Sundays, or legal holidays.

⁵ Echo Barrier, *H9 Acoustic Barrier*, <https://cdn2.hubspot.net/hubfs/3882358/Current%20Spec%20Sheets/US%20spec%20Sheets/Echo+Barrier+H9+US+Spec+Sheet+.pdf>, accessed February 28, 2019.



implement Mitigation Measures NOI-1 and NOI-2. Mitigation Measure NOI-1 would include the designation of a “Noise Disturbance Coordinator” and orientation of stationary construction equipment away from nearby sensitive receivers, among other requirements. Further, as shown in [Table 4.13-6](#), implementation of Mitigation Measure NOI-2 would reduce the project’s construction noise levels below the City’s 65 dBA standard with the use of a temporary noise barrier or enclosure along the northern, eastern, and western property lines to break the line of sight between the construction equipment and the adjacent residences. Therefore, project construction activities would not generate noise levels in excess of City standards with implementation of Mitigation Measures NOI-1 and NOI-2. A less than significant impact would occur in this regard.

Operational

Mobile Noise

Future development generated by the proposed project would result in additional traffic on adjacent roadways, thereby increasing vehicular noise in the vicinity of existing and proposed land uses. According to the *Highway Traffic Noise Analysis and Abatement Policy and Guidance*, a doubling of traffic volumes would result in a 3 dB increase in traffic noise levels, which is barely detectable by the human ear.⁶ Based on the *1007 East Victoria Street Townhomes Trip Generation Analysis Memorandum* (Trip Generation Memo) prepared by Ganddini Group, Inc. (dated January 31, 2019), the proposed project is projected to generate a total of approximately 278 trips per day, which includes approximately 17 a.m. peak hour trips and approximately 21 p.m. peak hour trips. As previously discussed, existing ADT along Victoria Street (from Avalon Boulevard to Central Avenue) in the vicinity of the proposed project is approximately 17,000 vehicles per day. As such, the project’s trip generation (approximately 278 trips per day) would not double existing traffic volumes and an increase in traffic noise along local roadways would be imperceptible. Therefore, project-related traffic noise would be less than significant.

Stationary Noise Impacts

Stationary noise sources associated with the project would include those typical of suburban areas (e.g., mechanical equipment, dogs/pets, landscaping activities, weekly garbage collection, cars parking, etc.). These noise sources are typically intermittent and short in duration and would be comparable to existing sources of noise experienced at surrounding residential uses. Further, all stationary noise activities would be required to comply with the City’s Noise Ordinance and the California Building Code requirements pertaining to noise attenuation. As such, impacts from stationary sources would be less than significant.

Mechanical Equipment

The project would include heating, ventilation, and air conditioning (HVAC) units located at the exterior of the proposed townhome units on the ground level. HVAC units typically generate noise levels that average between 40 and 50 dBA L_{eq} at 50 feet from the source. The HVAC units would be located approximately eight feet from the nearest off-site residential property to the north of the project site. Noise levels associated with the HVAC systems were modeled with the SoundPLAN three-dimensional noise model. SoundPLAN allows computer simulations of noise situations, and creates noise contour maps using reference noise levels, topography, point and area noise sources, mobile noise sources, and intervening structures. Noise contours associated with the HVAC units are depicted in [Appendix F](#) and represent the noise level from HVAC units at the project site which could be experienced at the nearest sensitive receptors. As indicated in [Appendix F](#), the noise levels from the HVAC units would be approximately 44.2 dBA at the nearest residential properties to the north. As such, the City’s daytime (50 dBA) and nighttime (45 dBA) noise standards would not be exceeded as a result of HVAC units at the project site. Impacts would be less than significant in this regard.

⁶ U.S. Department of Transportation, *Highway Traffic Noise Analysis and Abatement Policy and Guidance*, updated August 24, 2017, https://www.fhwa.dot.gov/Environment/noise/regulations_and_guidance/polguide/polguide02.cfm, accessed on February 27, 2019.



Mitigation Measures:

NOI-1 To reduce noise levels during construction activities, the Applicant must demonstrate, to the satisfaction of the City of Carson Community Development Director, that the project complies with the following:

- Construction contracts must specify that all construction equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers and other state-required noise attenuation devices.
- A sign, legible at a distance of 50 feet, shall be posted at the project construction site providing a contact name and a telephone number where residents can inquire about the construction process and register complaints. This sign shall indicate the dates and duration of construction activities. In conjunction with this required posting, a noise disturbance coordinator shall be identified to address construction noise concerns received. The coordinator shall be responsible for responding to any local complaints about construction noise. When a complaint is received, the disturbance coordinator shall notify the City within 24 hours of the complaint and determine the cause of the noise complaint (starting too early, malfunctioning muffler, etc.) and shall implement reasonable measures to resolve the complaint, as deemed acceptable by the City. All signs posted at the construction site shall include the contact name and the telephone number for the noise disturbance coordinator.
- During construction, stationary construction equipment shall be placed such that emitted noise is directed away from sensitive noise receivers.
- Per Section 5502 (c) of the Municipal Code, construction shall be limited to the hours between 7:00 a.m. and 8:00 p.m. daily (except Sundays and legal holidays). All construction activities shall be prohibited at night (between 8:00 p.m. and 7:00 a.m.) and on Sundays and legal holidays.

NOI-2 In order to reduce construction noise, a temporary noise barrier or enclosure shall be used along the northern, eastern, and western property lines to break the line of sight between the construction equipment and the adjacent residences. The temporary noise barrier shall have a sound transmission class (STC) of 35 or greater in accordance with American Society for Testing and Materials Test Method E90, or at least 2 pounds per square foot to ensure adequate transmission loss characteristics. In order to achieve this, the barrier may consist of 3-inch steel tubular framing, welded joints, a layer of 18-ounce tarp, a 2-inch-thick fiberglass blanket, a half-inch-thick weatherwood asphalt sheathing, and 7/16-inch sturdy board siding with a heavy duct seal around the perimeter. The length, height, and location of noise control barrier walls shall be adequate to assure proper acoustical performance. In addition, to avoid objectionable noise reflections, the source side of the noise barrier shall be lined with an acoustic absorption material meeting a noise reduction coefficient rating of 0.70 or greater in accordance with American Society for Testing and Materials Test Method C423. All noise control barrier walls shall be designed to preclude structural failure due to such factors as winds, shear, shallow soil failure, earthquakes, and erosion.

b) *Generation of excessive groundborne vibration or groundborne noise levels?*

Less Than Significant Impact With Mitigation Incorporated. Project construction can generate varying degrees of groundborne vibration, depending on the construction procedure and the construction equipment used. Operation of construction equipment generates vibrations that spread through the ground and diminish in amplitude with distance from the source. The effect on buildings located in the vicinity of the construction site often varies depending on soil type, ground strata, and construction characteristics of the receiver building(s). The results from vibration can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibration at moderate levels, to slight damage at the highest levels. Groundborne vibrations from construction activities rarely reach levels that damage structures.



The Caltrans *Transportation and Construction Vibration Manual* identifies various vibration damage criteria for different building classes. This evaluation uses the Caltrans architectural damage criterion for continuous vibrations at older residential structures of 0.3 inch-per-second PPV. As the nearest structures to project construction are residences, this threshold is considered appropriate. The types of construction vibration impact include human annoyance and building damage. Human annoyance occurs when construction vibration rises significantly above the threshold of human perception for extended periods of time. Building damage can be cosmetic or structural.

The highest degree of groundborne vibration would be generated during the paving construction phase due to the operation of a vibratory roller. Based on the Federal Transit Administration (FTA) data, vibration velocities from vibratory roller operations would be 0.293 inch-per-second PPV at 20 feet from the source of activity.⁷ As such, structures located greater than 20 feet from vibratory roller operations would not experience groundborne vibration above the Caltrans significance threshold (i.e. 0.3 inch-per-second PPV). All residential structures surrounding the project site would be located further than 20 feet from vibratory roller operations with the exception of a residential structure located approximately 7 feet west of the project site boundary (Assessor's Parcel Number [APN] 7319-020-012). At this distance, vibration velocities from vibratory roller operations would be 1.417 inch-per-second PPV and would exceed the Caltrans significance threshold. Therefore, groundborne vibration generated from vibratory roller operations would be considered potentially significant. Mitigation Measure NOI-3 would be required to reduce vibration impacts to a less than significant level. Mitigation Measure NOI-3 would require the use of a static (non-vibratory) roller, as an alternative to vibratory rollers, within 20 feet of the western residential structure to ensure vibration levels would not exceed the 0.3 inch-per-second PPV significance threshold. Thus, impacts would be less than significant with implementation of Mitigation Measure NOI-3.

Mitigation Measures:

NOI-3 Prior to the initiation of construction, the Applicant shall prepare a paving control plan to ensure that the paving process does not result in damage to the western residential structure. The paving control plan shall be subject to the Building and Safety Department's approval prior to issuance of a grading permit. To reduce groundborne vibration levels, the paving control plan shall stipulate that static (non-vibratory) rollers shall be used as an alternative to vibratory rollers within 20 feet of the residential structure located approximately 7 feet west of the project site boundary (Assessor's Parcel Number [APN] 7319-020-012). Vibratory roller operations shall be prohibited within 20 feet of APN 7319-020-012.

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

No Impact. The nearest airport to the project site is the Compton/Woodley Airport located approximately 1.5 miles to the northeast. According to the General Plan, the 60 dBA and 65 dBA noise contours from the Compton/Woodley Airport do not extend into the City of Carson. Additionally, the project site is not located within the vicinity of a private airstrip or related facilities. Therefore, project implementation would not expose people residing or working in the project area to excessive noise levels associated with aircraft. No impacts would occur in this regard.

Mitigation Measures: No mitigation measures are required.

⁷ Federal Transit Administration, *Transit Noise and Vibration Impact Assessment Manual*, September 2018.



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4.14 POPULATION AND HOUSING

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?			✓	
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?				✓

a) *Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?*

Less Than Significant Impact. A project could induce population growth in an area either directly, through the development of new residences or businesses, or indirectly, through the extension of roads or other infrastructure. The proposed project would develop a 38-unit townhome community on a currently vacant site. Therefore, the project would result in direct growth in the City's population.

Based on the City's average household size of 3.62¹, the project would introduce up to 138 new residents. Therefore, although nominal, the project would induce population growth in a local context. Conservatively assuming that all 138 new residents relocate from outside of the City, potential population growth associated with the project would represent only a 0.1 percent increase over the City's existing population of 93,799 persons.² Therefore, although nominal, the project would induce population growth in a local context.

Potential population growth impacts are also assessed based on a project's consistency with adopted plans that have addressed growth management from a local and regional standpoint. The Southern California Association of Governments (SCAG) growth forecasts estimate the City's population to reach 107,900 persons by 2040, representing a total increase of 15,900 persons between 2012 and 2040.³ The project's residential population (138 persons) represents 0.9 percent of the City's anticipated growth by 2040, and only 0.1 percent of the City's total projected 2040 population. SCAG's regional growth projections are based upon long-range development assumptions (i.e., General Plans) of the relevant jurisdiction.

Although the project would result in direct population growth, the proposed project would not induce substantial unplanned population growth exceeding local conditions (0.1 percent increase) and/or regional populations projection (0.1 percent for the total projected 2040 population of the City). As a result, the project would result in less than significant impacts to population growth.

¹ California Department of Finance, *Report E-5 Population and Housing Estimates for Cities, Counties, and the State, January 1, 2011-2018, With 2010 Benchmark*, Sacramento, California, May 1, 2018.

² Ibid.

³ Southern California Association of Governments, *2016-2040 RTP/SCS Final Growth Forecast by Jurisdiction*, https://www.scag.ca.gov/Documents/2016_2040RTPSCS_FinalGrowthForecastbyJurisdiction.pdf, accessed February 25, 2019.



Mitigation Measures: No mitigation measures are required.

b) ***Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?***

No Impact. As shown on Exhibit 2-2, Site Vicinity, the project site is currently vacant, and no housing exists on-site. Therefore, project implementation would not displace any existing housing or people. No impacts would occur in this regard.

Mitigation Measures: No mitigation measures are required.



4.15 PUBLIC SERVICES

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
1) Fire protection?			✓	
2) Police protection?			✓	
3) Schools?			✓	
4) Parks?			✓	
5) Other public facilities?			✓	

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

1) ***Fire protection?***

Less Than Significant Impact. The County of Los Angeles Fire Department (LACFD) provides fire protection services to the City and proposed project site. According to the General Plan EIR, there are six primary fire stations that provide both fire and emergency services to the City, four of which are within the City's boundaries. The closest fire station to the project is Station #116, located approximately 0.3-mile to the west of the project site at 755 East Victoria Street.

Construction

Construction activities associated with the proposed project would create a temporarily increased demand for fire protection services at the project site. All construction activities would be subject to compliance with all applicable State and local regulations in place to reduce risk of construction-related fire, such as installation of temporary construction fencing to restrict site access and maintenance of a clean construction site. As a result, project construction would not result in the need for new or physically altered fire protection facilities, the construction of which could cause significant environmental impacts, and would not adversely impact service ratios, response times, or other LACFD performance standards. A less than significant impact would occur in this regard.

Operation

The proposed project would create an increased demand for fire protection services. However, due to the infill nature of the project, the project would not induce significant population growth and this increase would not result in the need for new or physically altered fire protection facilities; refer to Section 4-14, Population and Housing. The proposed project would be required to comply with LACFD requirements for emergency access, fire flow, fire protection standards, fire lanes, and other site design/building standards. In addition, the project would be subject to compliance with the existing regulations specified in Municipal Code Article III Chapter 1, *Fire Prevention*, which adopts by



reference Title 32, *Fire Code*, of the Los Angeles County Code. Following compliance with LACFD and Municipal Code requirements, the project's operational impacts to fire protection services would be less than significant.

Mitigation Measures: No mitigation measures are required.

2) **Police protection?**

Less Than Significant Impact. The Los Angeles County Sheriff's Department (LASD) provides sheriff protection services to the City and the project site. The project site is within the service area of the LASD Carson Station, which provides sheriff services to the City of Carson, and unincorporated County areas in Gardena, Torrance, and Rancho Dominguez. The Carson Station is located approximately 2.4 miles to the south of the site at 21356 South Avalon Boulevard.

Construction

Construction activities associated with the proposed project would create a temporarily increased demand for sheriff protection services at the project site. However, all construction activities would be subject to compliance with Municipal Code Article VIII Chapter 1, *Building Code*, which adopts by reference Title 26, *Building Code*, of the Los Angeles County Code and the California Building Code, 2016 Edition. Chapter 33, *Safeguards During Construction*, of the California Building Code includes emergency access requirements which would minimize site safety hazards and potential construction-related impacts to sheriff services. As a result, project construction would not result in the need for new or physically altered sheriff protection facilities, the construction of which could cause significant environmental impacts, and would not adversely impact service ratios, response times, or other LASD performance standards. A less than significant impact would occur in this regard.

Operation

The proposed project would create an increased demand for sheriff protection services. However, due to the infill nature of the project, the project would not induce significant population growth and this increase would not result in the need for new or physically altered sheriff protection facilities; refer to [Section 4-14](#). The proposed project would be designed in compliance with Municipal Code Article VIII Chapter 1, which incorporates by reference Title 26 of the Los Angeles County Code and the California Building Code, 2016 Edition. The California Building Code includes emergency access requirements which would minimize site safety hazards and potential operational impacts to sheriff services. Following compliance with Municipal Code requirements, the project's operational impacts to sheriff services would be less than significant.

Mitigation Measures: No mitigation measures are required.

3) **Schools?**

Less Than Significant Impact. The Los Angeles Unified School District (LAUSD) and the Compton Unified School District (CUSD) provide school services to the City of Carson. The project site is located within the boundaries of the CUSD. The closest CUSD schools to the project site include Caldwell Street Elementary School, located at 2300 West Caldwell Street in the city of Compton, Walton Middle School, located at 900 West Greenleaf Boulevard in the city of Compton, and Compton Early College High School, located at 2601 North Wilmington Avenue in the city of Compton. As indicated in [Section 4-14](#), the project includes the development of 38 residential condominium units, which could generate additional students within the project area. Although the project would result in an increased demand for CUSD school services, all new residential, commercial, and industrial construction projects are subject to the collection of CUSD developer fees. The fee is determined by the square footage of assessable space, which is measured from the perimeter of the structure.¹ Additionally, the project would be required to comply with Assembly Bill (AB) 2926 and

¹ Compton Unified School District, *Developer Fee's Information*, January 29, 2018.



Senate Bill (SB) 50 requirements, which allow school districts to collect impact fees from developers of new residential projects. According to Section 65996 of the California Government Code, payment of statutory fees is considered full mitigation for new development projects. Thus, upon payment of required fees by the project applicant consistent with existing CUSD and State requirements, impacts in this regard would be less than significant.

Mitigation Measures: No mitigation measures are required.

4) Parks?

Less Than Significant Impact. The City of Carson currently operates and maintains 17 parks within the City totaling approximately 353.9 acres, including regional, neighborhood, and mini parks.² The nearest park to the project site is Stevenson Park, located at 17400 Lysander Drive.

As noted in Section 2.0, Project Description, the project would incorporate approximately 18,650 square feet of open space, including approximately 3,966 square feet of private open space (patios and balconies) and a central community open space/pocket park between Building Numbers 3 and 4 and Building Numbers 5 and 6. The central community open space/pocket park would include several amenities for use by the residents, including a shade structure, freestanding barbeque, picnic table, and lawn area for social gatherings. The proposed project would not involve the provision of new or physically altered park facilities. The General Plan identifies a target parkland ratio of four acres per 1,000 residents. Currently, the City of Carson maintains a parkland ratio of 3.77 acres per 1,000 residents.³ Based on the City's parkland ratio as well as the amount and variety of open spaces provided by the project, it is not anticipated that the project's estimated population increase of 138 persons would use external parks and recreational facilities such that substantial physical deterioration would occur or be accelerated. According to the General Plan EIR, as the City's population increases and more development occurs, the City may obtain parkland through parkland dedication requirements, specific plans, parkland lease arrangements, assessment districts, developer land dedications and exactions and local assistance grants. Thus, the project would not result in substantial adverse physical impacts associated with the need for new or physically altered park facilities and impacts in this regard would be less than significant.

Mitigation Measures: No mitigation measures are required.

5) Other public facilities?

Less Than Significant Impact. Other public facilities that could potentially be impacted by the proposed project include library services. Library services for the City of Carson and project site are provided by the Los Angeles County Library (LACL) system. Two LACL public libraries are located within the City: the Carson Library, located at 151 East Carson Street; and the Dr. Martin Luther King, Jr. Library, located at 17906 South Avalon Boulevard.

According to the General Plan EIR, the planning standards for the LACL system are 3.09 persons per household, 3.0 library materials items per capita and 0.5 gross square feet per capita for facility space. Based on the project's nominal population increase of 138 persons, project implementation is not anticipated to result in a significant impact on public library services or LACL's performance standards. The LACL system is primarily funded by a dedicated share of property taxes from its service area, but also receives funding from Federal and State grants administered by the California State Library. Following collection of property taxes, impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

² City of Carson Website, *Parks in the City*, http://ci.carson.ca.us/CommunityServices/Parks_Rec_Parks.aspx, accessed February 21, 2019.

³ Based on Carson's 2018 population of 93,799 persons. California Department of Finance, Demographic Research Unit, *Report E-5, Population and Housing Estimates for Cities, Counties, and the State, January 1, 2011-2018, with 2010 Benchmark*, May 2018.



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4.16 RECREATION

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

- a) ***Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?***

Less Than Significant Impact. Refer to Response 4.15(a)(4).

Mitigation Measures: No mitigation measures are required.

- b) ***Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?***

Less Than Significant Impact. Refer to Response 4.15(a)(4).

Mitigation Measures: No mitigation measures are required.



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4.17 TRANSPORTATION

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?			✓	
b. Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)? ¹			✓	
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			✓	
d. Result in inadequate emergency access?			✓	

This section is primarily based upon the *1007 East Victoria Street Townhomes Trip Generation Analysis Memorandum* (Trip Generation Memo) prepared by Ganddini Group, Inc. (dated January 31, 2019); refer to [Appendix G, Trip Generation Memo](#).

a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

Less Than Significant Impact. The project site is located adjacent to a variety of existing transportation facilities. Bus stops are located along East Victoria Street near the project’s southern frontage and are served by transit routes provided by Carson Circuit, Torrance Transit, and Los Angeles County Metropolitan Transportation Authority (Metro). The General Plan designates Victoria Street, Avalon Boulevard, and Central Avenue as Major Highways and handle inter-city vehicular trips in the magnitude of 25,000 or more vehicles per day. According to the *Carson Master Plan of Bikeways*, there is an existing bike path along South Central Avenue from East Victoria Street to University Drive to the east of the project site, and planned colored and/or buffered bike lanes along East Victoria Street, Avalon Boulevard, and South Central Avenue.² Pedestrian sidewalks are also provided along all major roadways in the project area.

No changes to transit, bicycle, or pedestrian facilities are proposed as part of the project. Therefore, project development would not conflict with any program plan, ordinance, or policy addressing the circulation system in the project area. Impacts to roadway capacities are analyzed under Response 4.17(b). A less than significant impact would occur in this regard.

Mitigation Measures: No mitigation measures are required.

¹ While this Appendix G Checklist Question has been modified by the Natural Resources Agency to address consistency with CEQA Guidelines section 15064.3, subdivision (b), which relates to use of the vehicle miles traveled (VMT) as the methodology for evaluating traffic impact, the City has not yet adopted a VMT methodology to address this updated Appendix G Checklist Question. Thus, the analysis is based on the City’s adopted traffic analysis methodology, which requires use of Level of Service to evaluate traffic impacts of a project.

² City of Carson, *Carson Master Plan of Bikeways*, August 2013.



- b) Would the project conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measure, or other standards established by the county congestion management agency for designated roads or highways?**

Less Than Significant Impact. The proposed project would involve developing a 38-unit townhome community. As detailed in [Table 4.17-1, Project Trip Generation](#), the project is forecast to generate approximately 278 daily trips, including 17 a.m. peak hour trips and 21 p.m. peak hour trips.

**Table 4.17-1
Project Trip Generation**

Land Use	Source/ Quantity	AM Peak Hour			PM Peak Hour			Daily
		In	Out	Total	In	Out	Total	
Trip Generation Rates								
Multi-Family Housing (Low-Rise)	ITE 220	23%	77%	0.46	63%	37%	0.56	7.32
Project Trips Generated								
Multi-Family Housing (Low-Rise)	38 DU	4	13	17	13	8	21	278
Notes: ITE = Institute of Transportation Engineers, <i>Trip Generation Manual</i> , 10th Edition, 2017 DU = dwelling units								
Source: Ganddini Group Inc., <i>1007 East Victoria Street Townhomes Trip Generation Analysis Memorandum</i> , January 31, 2019; refer to Appendix G.								

As indicated in the Trip Generation Memo, the City generally uses a project trip contribution threshold of 50 peak hour trips to identify potential study intersections and to determine whether a full traffic impact analysis is needed in accordance with the Los Angeles County Congestion Management Program. Given that the project would not meet the 50-peak hour trip threshold, development of the project is not expected to adversely impact existing level of service of area roadways. Impacts would be less than significant in this regard.

Mitigation Measures: No mitigation measures are required.

- c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?**

Less Than Significant Impact. The project does not propose changes to the City’s circulation system, such as sharp curves or dangerous intersections, and would not introduce incompatible uses to area roadways (e.g., farm equipment or trucking facilities). The site’s existing driveways along East Victoria Street and Cedarbluff Way would be abandoned and a new central private driveway/fire lane would be constructed along Cedarbluff Way; refer to [Exhibit 2-3, Conceptual Site Plan](#). Construction of the new private driveway/fire lane would require the reconstruction of existing median islands within Cedarbluff Way. However, these site access and circulation improvements would not result in hazardous traffic conditions and would be subject to the City’s traffic engineer and Los Angeles County Fire Department (LACFD) review and approval for compliance with applicable design and safety standards. Thus, impacts related to hazards due to geometric design features or incompatible uses would be less than significant.

Mitigation Measures: No mitigation measures are required.

- d) Result in inadequate emergency access?**

Less Than Significant Impact. The City prepared the *City of Carson Multi-Hazard Functional Plan* (1996) to establish emergency response procedures within Carson, which meets the State’s Standardized Emergency Management System requirements and complies with the Los Angeles County Emergency Management Plan. Carson City Hall,



located approximately 2.5 miles south of the project site at 701 East Carson Street, is also an emergency operation center in the event of disaster situations.

As detailed above in Response 4.17(c), the site's existing driveways along East Victoria Street and Cedarbluff Way would be abandoned and a new central private driveway/fire lane would provide access to the proposed residential community. The private driveway would be constructed to meet the City and LACFD's driveway design and fire safety standards and would not result in inadequate emergency access. As a result, project implementation would not interfere with circulation of nearby roadways or implementation of the *City of Carson Multi-Hazard Functional Plan*. Impacts in this regard would be less than significant.

Mitigation Measures: No mitigation measures are required.



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4.18 TRIBAL CULTURAL RESOURCES

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
1) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or				✓
2) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.		✓		

As of July 1, 2015, California Assembly Bill 52 (AB 52) was enacted and expanded CEQA by establishing a formal consultation process for California tribes within the CEQA process. The bill specifies that any project may affect or cause a substantial adverse change in the significance of a tribal cultural resource would require a lead agency to “begin consultation with a California Native American tribe that is traditional and culturally affiliated with the geographic area of the proposed project.” Section 21074 of AB 52 also defines a new category of resources under CEQA called “tribal cultural resources.” Tribal cultural resources are defined as “sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe” and is either listed on or eligible for the California Register of Historical Resources (CRHR) or a local historic register, or if the lead agency chooses to treat the resource as a tribal cultural resource.

In compliance with AB 52, the City of Carson distributed letters notifying each tribe that requested to be on the City’s list for the purposes of AB 52 of the opportunity to consult with the City regarding the proposed project. The letters were distributed by certified mail on January 23, 2019. The tribes had 30 days to respond to the City’s request for consultation and one tribal representative engaged in consultation as of March 4, 2019. In addition, tribal consultation letters under Senate Bill 18 (SB 18) were sent out by the City of Cason by certified mail on January 23, 2019. No responses requesting consultation pursuant to SB 18 have been received by the City to date.

On February 19, 2016, the California Natural Resources Agency proposed to adopt and amend regulations as part of AB 52 implementing Title 14, Division 6, Chapter 3 of the California Code of Regulations, CEQA Guidelines, to include consideration of impacts to tribal cultural resources pursuant to Government Code Section 11346.6. On September 27, 2016, the California Office of Administrative Law approved the amendments to Appendix G of the CEQA Guidelines, and these amendments are addressed within this Initial Study.



- a) **Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:**
- 1) **Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?**

No Impact. As detailed in Response 4.5(a), no historic resources listed or eligible for listing in a State or local register of historic resources are located on-site. Therefore, no impacts related to historic tribal cultural resources defined in Public Resources Code Section 5020.1(k) would occur in this regard.

Mitigation Measures: No mitigation measures are required.

- 2) **A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.**

Less Than Significant Impact With Mitigation Incorporated. As noted above, the City distributed letters to potentially affected Native American tribes which have cultural or traditional affiliation with the City in accordance with AB 52 requirements. The Gabrieleno Band of Mission Indians - Kizh Nation requested consultation on March 4, 2019. No tribal cultural resources have been identified by the Gabrieleno Band of Mission Indians - Kizh Nation as of this writing; however, consultation is considered ongoing at this time.

The project's proposed ground disturbance activities could uncover previously undiscovered tribal cultural resources. Based on the region's sensitivity with the Gabrieleno Band of Mission Indians - Kizh Nation, implementation of Mitigation Measures CUL-1 through CUL-5 would be required. Mitigation Measures CUL-1 through CUL-5 would ensure that in the event unknown cultural resources, including archaeological, tribal cultural resources, and human remains and associated funerary objects are discovered during ground-disturbing activities, appropriate measures are taken. Refer to Section 4.5, Cultural Resources, for the full text of these measures. Following implementation of Mitigation Measures CUL-1 through CUL-5, impacts to tribal cultural resources would be less than significant.

Mitigation Measures: Refer to Mitigation Measures CUL-1 through CUL-5.



4.19 UTILITIES AND SERVICE SYSTEMS

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Require or result in the relocation or construction of new or expanded water, or wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?			✓	
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?			✓	
c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			✓	
d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?			✓	
e. Comply with Federal, State, and local management and reduction statutes and regulations related to solid waste?			✓	

- a) ***Require or result in the relocation or construction of new or expanded water, or wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?***

Less Than Significant Impact.

Water

The project site is served by Golden State Water Company's (GSWC) Southwest District. The proposed project would construct private water lines to connect to GSWC's existing water facilities in East Victoria Street. Payment of standard water connection fees and ongoing user fees would ensure that sufficient water supplies are available. Further, GSWC provided a "Will Serve" letter for use of this waterline by the proposed project.¹ Thus, it is not anticipated that project implementation would require construction of new or the expansion of existing water facilities. Less than significant impacts would occur in this regard.

Wastewater

According to the County Sanitation Districts of Los Angeles County (Districts), the proposed project is anticipated to generate approximately 7,410 gallons of wastewater per day (gpd).² The project proposes to construct a private 4-inch building lateral sewer system connecting to a new public sewer mainline on the main east/west drive, also to be constructed by the project applicant. This sewer would tie into the public sewer located in East Victoria Street at

¹ Written Correspondence: Joseph Zhao, P.E., PhD., Operations Engineer Southwest District, Golden State Water Company, July 24, 2018.

² Written Correspondence: Adriana Raza, Customer Service Specialist, Facilities Planning Department, County Sanitation Districts of Los Angeles County, July 25, 2018.



Manhole No. 129, and would flow west in East Victoria Street toward Avalon Street, then north to tie into the Districts-owned 15-inch Victoria Street Trunk Sewer for treatment at the Districts' Joint Water Pollution Control Plant (JWPCP) in the City of Carson. If connection to the public sewer in East Victoria Street is infeasible, the project applicant may instead modify the western retaining wall and connect to the existing public sewer in within Sagebank Street, after receiving approval of a supplemental sewer capacity study for this point of connection. This alternative would use the locally-maintained line to flow westerly for conveyance to the Districts-owned 15-inch diameter Victoria Street Trunk Sewer, located in Albertoni Street at Avalon Boulevard, for treatment at the JWPCP. The JWPCP has a capacity of 400 million gallons per day (mgd) and currently treats 252.7 mgd.³

Payment of standard sewer connection fees and ongoing user fees would ensure that sufficient capacity is available. Payment of these fees would fund improvements and upgrades to surrounding sewer lines and the JWPCP, as needed, and would offset the project's increase in demand for wastewater collection services. Following compliance with the relevant laws, ordinances, and regulations, as well as the specified mitigation measures identified in this IS/MND, it is not anticipated that project implementation would require construction of new or the expansion of existing wastewater facilities that would result in a significant environmental effect. Impacts would be less than significant in this regard.

Stormwater

The proposed project would install an on-site infiltration system designed to capture a 50-year storm event located in the southwest portion of the project site; refer to [Section 4.10, *Hydrology and Water Quality*](#). Any flow in excess of the on-site infiltration system's capacity would bypass the filters and flow to public right-of-way via an under walk drain. Once in public right-of-way, stormwater runoff would flow to a County-maintained storm drain that ultimately outlets to the San Gabriel River.

The project's potential environmental effects for construction of the abovementioned stormwater drainage improvements are analyzed in this Initial Study. Construction of the new storm drain improvements would be subject to compliance with all applicable local, State, and Federal laws, ordinances, and regulations, as well as the specific mitigation measures in this Initial Study. Compliance with the relevant laws, ordinances, and regulations, as well as the specified mitigation measures, would ensure the project's construction-related environmental impacts associated with the proposed storm drain improvements are reduced to less than significant levels.

Dry Utilities

The project would result in the construction of new private on-site dry utilities associated with natural gas, electricity, and telecommunication services. The project's potential environmental effects for construction are analyzed throughout this Initial Study. Construction of the project's dry utilities would be subject to compliance with all applicable local, State, and Federal laws, ordinances, and regulations, as well as the specific mitigation measures throughout this Initial Study. Compliance with the relevant laws, ordinances, and regulations, as well as the specified mitigation measures, would ensure the project's construction-related environmental impacts are reduced to less than significant levels.

Mitigation Measures: No mitigation measures are required.

³ Ibid.



- b) **Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?**

Less Than Significant Impact. As stated in Response 4.19(a), GSWC provided a “Will Serve” for water use at the project site.⁴ Thus, GSWC would have a sufficient water supply available to serve the project. Impacts in this regard would be less than significant.

Mitigation Measures: No mitigation measures are required.

- c) **Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project’s projected demand in addition to the provider’s existing commitments?**

Less Than Significant Impact. The proposed project would result in the generation of additional wastewater above existing conditions; Response 4.19(a). However, there is substantial remaining capacity for wastewater treatment at the Districts’ JWPCP to serve the project’s projected demand in addition to existing commitments. The project-generated wastewater (estimated at 7,410 gpd) would represent only 0.05 percent the JWPCP’s remaining capacity of 147.3 mgd. Following compliance with the relevant laws, ordinances, and regulations, as well as the specified mitigation measures identified in this IS/MND, it is not anticipated that the project’s wastewater demand, in addition to the Districts’ existing commitments, would exceed capacity. A less than significant impact would occur in this regard.

Mitigation Measures: No mitigation measures are required.

- d) **Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?**

Less Than Significant Impact. Waste Resources Inc. provides residential waste collection for the City, including the project site, and disposes over 99 percent of the City’s solid waste at one of the 10 landfills listed in Table 4.19-1, Landfills Serving the City.^{5,6}

Construction

Project construction is not anticipated to generate significant quantities of solid waste with the potential to affect the capacity of regional landfills. Further, all construction activities would be subject to conformance with relevant Federal, State, and local requirements related to solid waste disposal. Specifically, the project would be required to demonstrate compliance with the California Integrated Waste Management Act of 1989 (AB 939), which requires all California cities to “reduce, recycle, and re-use solid waste generated in the State to the maximum extent feasible.” The California Integrated Waste Management Act of 1989 requires that at least 50 percent of waste produced is recycled, reduced, or composted. The project would also be required to demonstrate compliance with the 2016 (or most recent) Green Building Code, which includes design and construction measures that act to reduce construction-related waste through material conservation measures and other construction-related efficiency measures. Compliance with these programs would ensure the project’s construction-related solid waste impacts would be less than significant.

⁴ Written Correspondence: Joseph Zhao, P.E., PhD., Operations Engineer Southwest District, Golden State Water Company, July 24, 2018.

⁵ City of Carson Website, *Solid Waste*, <http://ci.carson.ca.us/PublicWorks/SolidWaste.aspx>, accessed March 7, 2019.

⁶ California Department of Resources Recycling and Recovery, Jurisdiction Disposal By Facility, *Disposal During 2017 for Carson*, <https://www2.calrecycle.ca.gov/LGCentral/DisposalReporting/Destination/DisposalByFacility>, accessed March 7, 2019.



Operation

Based on the project’s Air Quality and Greenhouse Gas modeling, project operations are expected to generate approximately 17.51 tons of waste per year, or approximately 0.05 tons per day (tpd); refer to Appendix B, Air Quality/Greenhouse Gas Analysis and Energy Consumption Data. This represents less than one percent of the daily permitted throughput capacities identified in Table 4.19-1. As such, the project is not anticipated to generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals. Impacts in this regard would be less than significant.

**Table 4.19-1
Landfills Serving the City**

Landfill/Location	Maximum Daily Throughput (tons per day)	Remaining Capacity (cubic yards)	Anticipated Closure Date
Antelope Valley Public Landfill 1200 W. City Ranch Road Palmdale , CA 93551	5,548	17,911,225	04/01/2044
Azusa Land Reclamation Co. Landfill 1211 West Gladstone Street Azusa , CA 91702	8,000	51,512,201	01/01/2045
Chiquita Canyon Sanitary Landfill 29201 Henry Mayo Drive Castaic , CA 91384	6,000	8,617,126	11/24/2019
El Sobrante Landfill 10910 Dawson Canyon Road Corona , CA 91719	16,054	143,977,170	01/01/2051
Frank R. Bowerman Sanitary Landfill 11002 Bee Canyon Access Road Irvine , CA 92618	11,500	205,000,000	12/31/2053
H.M. Holloway Inc. 14045 Holloway Road Lost Hills , CA 93249	2,000	7,522,934	12/01/2030
McKittrick Waste Treatment Site 56533 Highway 58 McKittrick , CA 93251	3,500	769,790	12/31/2059
Olinda Alpha Sanitary Landfill 1942 N. Valencia Avenue Brea , CA 92823	8,000	34,200,000	12/31/2021
Simi Valley Landfill and Recycling Center 2801 Madera Road Simi Valley , CA 93065	9,250	88,300,000	01/31/2052
Sunshine Canyon City/County Landfill 14747 San Fernando Road, Sylmar Sunshine LF (in Los Angeles County), CA 91342	12,100	77,900,000	10/31/2037
Notes: 1. Excludes Chemical Waste Management, Inc. Unit B-17; Commerce Refuse-to-Energy Facility, Chemical Waste Management, Inc. Unit B-17, Kettleman Hills - B18 Nonhaz Codisposal, Lancaster Landfill and Recycling Center, Mid-Valley Sanitary Landfill, Prima Deschecha Sanitary Landfill, Scholl Canyon Landfill, and Southeast Resources Recovery Facility, which accepted less than 1 percent of the City’s solid waste in 2017 (the last available reporting year).			
Source: CalRecycle, SWIS Facility/Site Search, https://www2.calrecycle.ca.gov/SWFacilities/Directory , accessed March 7, 2019.			

Mitigation Measures: No mitigation measures are required.

- e) **Comply with Federal, State, and local management and reduction statutes and regulations related to solid waste?**

Less Than Significant Impact. Refer to Response 4.19(d) above. The proposed project would comply with all Federal, State, and local statutes and regulations related to solid waste, including the California Integrated Waste Management Act and City recycling programs. Specifically, the project would be subject to California Integrated Waste Management Act of 1989 (AB 939), which requires all California cities to “reduce, recycle, and re-use solid waste generated in the state to the maximum extent feasible.” The California Integrated Waste Management Act of 1989



requires that at least 50 percent of waste produced is recycled, reduced, or composted. On a local level, the project would be subject to compliance with Municipal Code Article V Chapter 2, *Collection of Solid Waste and Recyclable Materials*. Less than significant impacts would occur in this regard.

Mitigation Measures: No mitigation measures are required.



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4.20 WILDFIRE

<i>If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?				✓
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?				✓
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?				✓
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?				✓

a) Substantially impair an adopted emergency response plan or emergency evacuation plan?

No Impact. According to the California Department of Forestry and Fire’s *Los Angeles County Fire Hazard Severity Zones in SRA Map*, the City of Carson is not located in or near a State responsibility area nor is the City designated as a very high fire hazard severity zone.¹ No impacts would occur in this regard.

Mitigation Measures: No mitigation measures are required.

b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

No Impact. Refer to Response 4.20(a).

Mitigation Measures: No mitigation measures are required.

c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

No Impact. Refer to Response 4.20(a).

Mitigation Measures: No mitigation measures are required.

¹ California Department of Forestry and Fire Protection, *Los Angeles County Fire Hazard Severity Zones in SRA Map*, November 7, 2007.



- d) *Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?*

No Impact. Refer to Response 4.20(a).

Mitigation Measures: No mitigation measures are required.



4.21 MANDATORY FINDINGS OF SIGNIFICANCE

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

- a) ***Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?***

Less Than Significant Impact With Mitigation Incorporated. As concluded in Section 4.4, Biological Resources, the project site is disturbed and is located within an urbanized area of the City. Based on the site’s disturbed and urbanized conditions, no sensitive plant and animal species occur on-site. Thus, the project would have no impacts on sensitive plant or animal species. As indicated in Section 4.5, Cultural Resources, and Section 4.18, Tribal Cultural Resources, implementation of Mitigation Measures CUL-1 through CUL-5 would reduce the project’s potential environmental effects to cultural and tribal cultural resources. Therefore, the proposed project would not potentially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory.

- b) ***Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?***

Less Than Significant Impact With Mitigation Incorporated. A significant impact may occur if a proposed project, in conjunction with related projects, would result in impacts that are less than significant when viewed separately, but would be significant when viewed together. As concluded in Sections 4.1 through 4.20, the proposed project would not result in any significant and unavoidable impacts in any environmental categories with implementation of project



mitigation measures. Implementation of mitigation measures at the project-level would reduce the potential for the incremental effects of the proposed project to be considerable when viewed in connection with the effects of past projects, current projects, or probable future projects.

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

Less Than Significant Impact With Mitigation Incorporated. Previous sections of this Initial Study reviewed the proposed project's potential impacts related to aesthetics, air quality, noise, hazards and hazardous materials, traffic, and other issues. As concluded in these previous discussions, the proposed project would not have environmental effects which would cause substantial adverse effects on human beings, either directly or indirectly, following conformance with the existing regulatory framework and mitigation measures. Further, as a residential condominium development, project features would be designed to meet the needs of humans and are not anticipated to result in direct or indirect adverse effects. Impacts would be less than significant in this regard.



4.22 REFERENCES

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Written Correspondence: Joseph Zhao, P.E., PhD., Operations Engineer Southwest District, Golden State Water Company, July 24, 2018.



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5.0 CONSULTANT RECOMMENDATION

Based on the information and environmental analysis contained in the Initial Study/Environmental Checklist, we recommend that the City of Carson prepare a mitigated negative declaration for the 1007 East Victoria Street Project. We find that the proposed project could have a significant effect on a number of environmental issues, but that mitigation measures have been identified that reduce such impacts to a less than significant level. We recommend that the second category be selected for the City of Carson's determination (see Section 6.0, Lead Agency Determination).

April 24, 2019

Date

A handwritten signature in black ink, appearing to read "A Gonzalez", is written above a horizontal line.

Alicia Gonzalez, Project Manager
Michael Baker International



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6.0 LEAD AGENCY DETERMINATION

On the basis of this initial evaluation:

I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

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

I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature:

Title: Planner

Printed Name: Nancy Mith

Agency: City of Carson

Date: April 24, 2019



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