

VICTORIA GREENS

Initial Study/Mitigated Negative Declaration

PREPARED FOR:

CITY OF CARSON

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ACRONYMS AND ABBREVIATIONS

Acronym/Abbreviation	Definition
AB	Assembly Bill
ADT	average daily traffic
APN	Assessor's Parcel Number
applicant	The Carson Project Owner LLC
AQMP	air quality management plan
BMP	best management practice
CAAQS	California Ambient Air Quality Standards
CalEEMod	California Emissions Estimator Model
Caltrans	California Department of Transportation
Cal Water	California Water Service
CARB	California Air Resources Board
CCR	California Code of Regulations
CEQA	California Environmental Quality Act
CH ₄	methane
CHRIS	California Historical Resources Information System
City	City of Carson
CMP	Congestion Management Program
CNEL	community noise equivalent level
CO	carbon monoxide
CO ₂	carbon dioxide
CO ₂ e	carbon dioxide equivalent
COC	chemical of concern
CRHR	California Register of Historical Resources
CUP	Conditional Use Permit
CUSD	Compton Unified School District
dB	decibel
dBA	A-weighted decibel
DOR	Design Overlay Review
DPM	diesel particulate matter
EIR	environmental impact report
EO	Executive Order
EPA	U.S. Environmental Protection Agency
GHG	greenhouse gas
GWP	global warming potential
HCM	Highway Capacity Manual
HHRA	human health risk assessment

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Acronym/Abbreviation	Definition
HRA	health risk assessment
HVAC	heating ventilation, and air conditioning system
Hz	hertz
I	Interstate
ICU	Intersection Capacity Utilization
IS	initial study
JWPCP	Joint Water Pollution Control Plant
LACoFD	Los Angeles County Fire Department
LASD	Los Angeles County Sheriff's Department
L_{eq}	energy equivalent sound level
LID	low impact development
LOS	level of service
LST	localized significance threshold
Metro	Los Angeles County Metropolitan Transportation Authority
MM	mitigation measure
MND	mitigated negative declaration
MT	metric ton
N_2O	nitrous oxide
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NO_2	nitrogen dioxide
NO_x	oxides of nitrogen
NPDES	National Pollutant Discharge Elimination System
O_3	ozone
OSHA	Occupational Safety and Health Administration
PM_{10}	particulate matter less than or equal to 10 microns in diameter
$PM_{2.5}$	particulate matter less than or equal to 2.5 microns in diameter
PRC	California Public Resources Code
project	Victoria Greens
RAP	Remedial Action Plan
RTP	Regional Transportation Plan
RWQCB	Regional Water Quality Control Board
S.	South
SB	Senate Bill
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCS	Sustainable Communities Strategy

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Acronym/Abbreviation	Definition
SLF	Sacred Lands File
SO _x	sulfur oxides
SPA	Specific Plan Amendment
STC	Sound Transmission Class
TAC	toxic air contaminant
TIA	Traffic Impact Analysis
TPH	total petroleum hydrocarbons
TTM	Tentative Tract Map
UWMP	Urban Water Management Plan
V/C	volume-to-capacity
VOC	volatile organic compound
WRD	Water Replenishment District of Southern California

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1 INTRODUCTION

1.1 Project Overview

The City of Carson (City) received a development application from The Carson Project Owner LLC (applicant) requesting the approval of the following discretionary actions for the proposed Victoria Greens project (project):

- Design Overlay Review (DOR) No. 1695-18
- Conditional Use Permit (CUP) No. 1040-18
- Tentative Tract Map (TTM) No. 78226-18
- Specific Plan Amendment (SPA) No. 4-18
- Development Agreement (DA) No. 19-18

The approximately 8-acre project site is currently vacant with disturbed land cover, chain-link fencing along the perimeter, and some paved areas at the northwest portion of the site along South (S.) Avenue. The project involves the construction of a 175-unit multifamily residential community consisting of 95 three-story row townhome units and 80 three-story stacked flat units, a recreation center, a dog park, and a linear park contained in a secured, gated community.

The project is subject to analysis pursuant to the California Environmental Quality Act (CEQA). In accordance with CEQA Guidelines Section 15367, the City is the lead agency with principal responsibility for considering the project for approval (14 CCR 15000 et seq.).

1.2 California Environmental Quality Act Compliance

CEQA, a statewide environmental law contained in California Public Resources Code (PRC) Sections 21000–21177, applies to most public agency decisions to carry out, authorize, or approve actions that have the potential to adversely affect the environment (PRC Section 21000 et seq.). The overarching goal of CEQA is to protect the physical environment. To achieve that goal, CEQA requires that public agencies identify the environmental consequences of their discretionary actions and consider alternatives and mitigation measures that could avoid or reduce significant adverse impacts when avoidance or reduction is feasible. It also gives other public agencies and the public an opportunity to comment on the project. If significant adverse impacts cannot be avoided, reduced, or mitigated to below a level of significance, the public agency is required to prepare an environmental impact report (EIR) and balance the project's environmental concerns with other goals and benefits in a statement of overriding considerations.

In accordance with the CEQA Guidelines, the City, as the lead agency, has prepared an initial study (IS) to evaluate potential environmental effects and to determine whether an EIR, a negative declaration, or a mitigated negative declaration (MND) should be prepared for the proposed project. Per Section 15070(b) of the CEQA Guidelines, an MND is prepared for a project when an IS has identified potentially significant effects on the environment, but (1)

revisions in the project plans or proposals made by, or agreed to by, the applicant before the proposed MND is released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effect on the environment would occur, and (2) there is no substantial evidence in light of the whole record before the public agency that the project, as revised, may have a significant effect on the environment.

The project site is located on a property that was previously analyzed in the Dominguez Hills Specific Plan EIR (City of Carson 1995). The Dominguez Hills Specific Plan EIR identified the potential impacts of implementation of the original Dominguez Hills Specific Plan (Specific Plan). Approval of the proposed project would result in Specific Plan Amendment (SPA No. 4-18), which would revise the land use designation of the project site from Tank Farm, Retail, and Industrial to Single-Family Attached (Townhome). The City has determined that a standalone MND—and not a subsequent MND that tiers off the Dominguez Hills Specific Plan EIR—shall be prepared to identify new specific effects associated with the Specific Plan Amendment resulting in a new land use designation. As such, this standalone MND has been prepared for the proposed project to analyze the potential impacts associated with the proposed single-family attached residential use.

1.3 Preparation and Processing of this Initial Study/Mitigated Negative Declaration

The City's Community Development Department, Planning Division, directed and supervised preparation of this Initial Study/Mitigated Negative Declaration (IS/MND). Although prepared with assistance from the consulting firm Dudek, the content contained and the conclusions drawn within this IS/MND reflect the independent judgment of the City.

1.4 Initial Study Checklist

Dudek, under the City's guidance, prepared the project's Environmental Checklist (i.e., Initial Study) per CEQA Guidelines Sections 15063–15065. The CEQA Guidelines include a suggested checklist to indicate whether a project would have an adverse impact on the environment. The checklist is found in Section 3, Initial Study, of this document. Following the Environmental Checklist, Sections 3.1 through 3.19 include an explanation and discussion of each significance determination made in the checklist for the project.

For this IS/MND, one of the following four responses is possible for each environmental issue area:

1. Potentially Significant Impact
2. Less-Than-Significant Impact with Mitigation Incorporated
3. Less-Than-Significant Impact
4. No Impact

The checklist and accompanying explanation of checklist responses provide the information and analysis necessary to assess relative environmental impacts of the project. In doing so, the City will determine the extent of additional environmental review, if any, for the project.

1.5 Existing Documents Incorporated by Reference

CEQA Guidelines Sections 15150 and 15168(d)(2) permit and encourage an environmental document to incorporate by reference other documents that provide relevant data. The City of Carson General Plan (City of Carson 2004), the City of Carson General Plan EIR (City of Carson 2002), the City of Carson Municipal Code (City of Carson 2018a), the Dominguez Hills Specific Plan (City of Carson 1999), and the Dominguez Hills Specific Plan EIR (City of Carson 1995), which are all herein incorporated by reference pursuant to CEQA Guidelines Section 15150, are available for review at the following location:

City of Carson
701 East Carson Street
Carson, California 90749

1.6 Point of Contact

The City of Carson is the lead agency for this environmental document. Any questions about preparation of this IS/MND, its assumptions, or its conclusions should be referred to the following:

Leila Carver, PTP, Planner
City of Carson
Community Development Department, Planning Division
701 East Carson Street
Carson, California 90745
310.952.1761
lcarver@carson.ca.us

The point of contact for the applicant is as follows:

Spencer Oliver
The Carson Project Owner LLC
888 San Clemente, Suite 100
Newport Beach, California 92660
949.999.5716
soliver@integralcommunities.com

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2 PROJECT DESCRIPTION

2.1 Project Location

The project site is located on the northeastern edge of the City, which is located in the South Bay/Harbor area of the County of Los Angeles (Figure 1, Project Location). Regionally, the City is bordered by the cities of Long Beach, Compton, Torrance, and Los Angeles. In addition, unincorporated Los Angeles County borders the City on the northwest. Locally, the project site is bound by East (E.) Victoria Street to the south, S. Central Avenue to the west, and commercial and industrial uses to the north and east.

The approximately 8-acre site consists of three parcels (Assessor's Parcel Numbers [APNs] 7319-003-104, 7319-003-105, and 7319-003-106). The project site is located on the northeast corner of S. Central Avenue and E. Victoria Street.

2.2 Environmental Setting

City of Carson

The City is approximately 19 square miles in the South Bay region of Los Angeles County. Generally, the City is an urban community with a broad mix of land uses, including housing, commercial, office, industrial park, open space, and public serving uses. The City is primarily built out and relatively flat, with most elevations ranging from 20 to 40 feet. The northwest and southeast portions of the City are generally industrial use. Residential uses are generally located on the southwest and northeast parts of the City. Commercial uses are concentrated along I-405.

Carson is surrounded by the City of Los Angeles to the northwest, south, and southeast. The City of Compton is adjacent to the northeast, and the City of Long Beach is adjacent to the east. The City of Carson is also close to the Ports of Los Angeles and Long Beach, approximately 2 to 3 miles to the south. There are four freeways that provide direct access to Carson: Interstate (I-) 405 (San Diego Freeway), which bisects the City in an east/west direction; I-710 (Long Beach Freeway), which forms a portion of the eastern portion of Carson; State Route 91 (Redondo Beach/Artesia Freeway) in the northern portion of the City; and I-110 (Harbor Freeway), which forms much of the western border of the City (City of Carson 2002).

Dominguez Hills Village Specific Plan

The Specific Plan consists of Parcel 1 located at the northwest corner and Parcel 2 located at the northeast corner of E. Victoria Street and S. Central Avenue. The current Specific Plan area consists of 99.4 acres, of which 72 acres are on Parcel 1, and 27.4 acres are to the east of S. Central Avenue on Parcel 2.

Pursuant to the Specific Plan, at full buildout, a maximum of 898 homes would be constructed on Parcel 1, along with a 1.6-acre childcare center, 3.3 acres of open space, and associated residential roadways and landscaping. Parcel 1,

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intended as the residential element, would provide single-family detached homes, duplex homes, courtyard type townhomes, and two-story townhomes. Parcel 2 was originally set aside for a 50,000-square-foot retail center and 350,000-square-foot industrial lease space. The retail center was to serve the adjacent community residences on Parcel 1. Parcel 2 was also intended to house a tank farm, which is an oil production, storage, and distribution facility to be relocated from Parcel 1. At the time the Specific Plan was prepared, Parcel 2 was used as an oil production facility.

Since the approval of the Specific Plan, Parcel 1 to the west of S. Central Avenue has been built out as described previously. Parcel 2 is developed primarily with industrial uses along E. Victoria Street and includes the vacant project site.

Existing Project Site

The project site is currently vacant with disturbed land cover, two trees, a chain-link fence along the perimeter, and some paved areas at the northwest portion of the site along S. Central Avenue.

Historically, the project site was part of a larger parcel of land that was previously used for oil exploration activities from the 1920s through the late 1990s, known as the “Hellman Property.” There are eight abandoned oil exploration wells on site. As part of the decommissioning of the oil exploration, several site investigations identified areas of shallow soils that were impacted by total petroleum hydrocarbons (TPH), metals, and volatile organic compounds (VOCs). The project site underwent remediation activities in the 1990s. As a remedial measure, a total of six known areas and eight oil/gas wells were remediated by excavating approximately 12,800 cubic yards of hydrocarbon-impacted soils that, along with other remediation activities, meet the Regional Water Quality Control Board (RWQCB) criteria for protection of groundwater resources. On August 13, 2008, the RWQCB granted the project site a conditional site closure and a no further action determination for commercial/industrial land use. However, the VOC concentrations in soils gas at the project site exceeded the California Human Health Screening Levels for residential land use (Appendix C).

A Phase I Environmental Site Assessment (ESA) and Phase II ESA conducted by Haley & Aldrich Inc. in October 2017 assessed the current environmental site conditions of the project site. The Phase I ESA identified two recognized environmental conditions: (1) the previous use of the project site for oil exploration and (2) the eight oil wells that were plugged and abandoned in 1999 and 2000. Because the project site is being considered for residential uses, the Phase I ESA recommended conducting a site investigation and associated risks under a residential-use scenario. The Phase II ESA investigated the presence of TPH, metals, and VOCs by collecting soil samples. The investigation confirmed the potential contaminants of concern on the project site include arsenic, benzene, ethylbenzene, toluene, TPH, and xylene. Due to potential exposure to construction workers and residential users from impacted soils, a site-specific clean-up plan is required (Appendix C).

In order to develop the site with the project, the Los Angeles RWQCB opened a new case to provide regulatory oversight for the investigation and remediation warranted to modify the project site’s land use restriction and allow for residential. Thus, a new case was opened by the RWQCB as of March 30, 2018. The project site’s current case status of “Open – Site Assessment” is defined by the RWQCB as “Site characterization, investigation, risk evaluation, and/or site conceptual model development are occurring at the site. Examples of site assessment activities include, but are not limited to, the

following: 1) identification of the contaminants and the investigation of their potential impacts; 2) determination of the threats/impacts to water quality; 3) evaluation of the risk to humans and ecology; 4) delineation of the nature and extent of contamination; 5) delineation of the contaminant plume(s); and 6) development of the Site Conceptual Model” (RWQCB 2018a). In addition, the RWQCB has contracted with the State Office of Environmental Health Hazard Assessment to have their toxicologists review and comment on risk assessment reports.

The current General Plan land use designation and zoning classification for the project site are Mixed-Use Residential and SP-4 (Dominguez Hills Village Specific Plan) (Figure 2, Zoning) (City of Carson 2004; City of Carson 2015). According to the Specific Plan, the project site is comprised of Lot 22, Lot 23A, and Lot 24C, designated for Tank Farm, Retail, and Industrial, respectively (Figure 3, Dominguez Hills Village Specific Plan).

Surrounding Land Uses

The project site is located in a largely developed part of the City. The project site is located within the Specific Plan, with the areas surrounding the project site to the immediate north, east, and west of S. Central Avenue also being within the Specific Plan. The following land uses surround the project site:

- North: Immediately north of the project site is a paved driveway separating the City of Carson to the south with the City of Compton to the north. Specific neighboring uses located within the City of Compton’s jurisdiction include a childcare center, and manufacturing, and commercial operations.
- East: The parcel located adjacent to the eastern boundary of the project site consists of a Northrup Grumman warehouse. Other uses to the east include industrial and commercial uses.
- South: The land uses to the south of E. Victoria Street are part of the Dominguez Technology Center Specific Plan, which includes industrial and commercial uses.
- West: The adjacent parcel, also located at the northeast corner of S. Central Avenue and E. Victoria Street, is a Verizon property with an existing communication tower. The Dominguez Hills Village residential use on Parcel 1 of the Specific Plan area is located to the west S. Central Avenue.

2.3 Proposed Project

The project involves the construction of a 175-unit multifamily residential community consisting of 95 three-story row townhome units and 80 three-story stacked flat units, a recreation center, a dog park, and a linear park contained in a secured, gated community. The approximately 8-acre project site would be comprised of approximately 23,665 square feet of recreational area (Figure 4, Site Plan).

The townhome and stacked flat units would each contain four two- and three-bedroom floor plans ranging from approximately 1,400 square feet to 2,100 square feet. Upon completion, the project would include 51 two-bedroom units and 124 three-bedroom units. In addition, the project would include a clubhouse, pool, linear park, and a dog park

contained in a secured, gated community. The project would wrap around the northeast, eastern, and southern sides of an existing Verizon communications tower facility. The project would include 6-foot-high concrete masonry unity block walls to shield the site from this neighboring facility.

Site Design and Architecture

The design of the project pursues a “traditional” architectural style, which includes window trims, decorative rails, and gable ends with added decorative details. The project would include vertical and horizontal elements that would break up the overall massing of the buildings and provide visual interest. The project provides emphasis at the ground level by using dark colors, includes trim bands on the gable roof to break up the massing, and includes awnings to upper story windows to address blank wall space (Figure 5, Elevations).

Site Access and Parking

The project site would be accessible via one gated entry located at the northwest corner of the site along S. Central Avenue. A second driveway off E. Victoria Street would be gated and provide emergency vehicle and exit-only access for residents to the project site. There is an existing median along S. Central Avenue, which breaks at the S. Central Avenue and Aspen Hill intersection directly across from the proposed gated entry. As such, inbound and outbound access would be provided via S. Central Avenue. The gated entry would transition into an internal drive aisle that would connect to the other drive aisles and provide access to each of the units. Each unit would have an attached, enclosed two-car garage, providing a total of 350 spaces for tenants, along with 69 surface parking spaces for guests.

Utilities and Infrastructure Improvements

The project site does not have any existing sanitary sewer connections. An existing 12-inch sanitary sewer mainline is located within E. Victoria Street. The project would construct an on-site lift station to collect and convey wastewater flows to this existing 12-inch sewer mainline.

To comply with the Los Angeles County Low Impact Development Standards, the project would install two storm drain detention/water quality systems located at the northwest and southwest portions of the project site. Both storm drain detentions would join to an existing 30-inch municipal storm drain line within S. Central Avenue.

2.4 Construction and Phasing

Construction of the project is anticipated to start in June 2019 and would last approximately 36 months, ending in December 2020. Grading is currently estimated to involve 62,884 cubic yards of cut and 93,123 cubic yards of fill, resulting in 30,239 cubic yards of soil for export. Assuming a haul truck capacity of 16 cubic yards per truck, earth-moving activities would result in approximately 3,780 one-way trips (1,890 round trips) during the grading phase. Approximately 7,000 square feet of existing asphalt parking lot would be demolished, which equates to approximately 127 tons of asphalt.

For a breakdown of construction subphases and schedule, refer to the California Emissions Estimator Model (CalEEMod) air quality modeling outputs provided in Appendix A, Air Quality and Greenhouse Gas Emissions Modeling.¹

2.5 Project Approvals

The project would require the following approvals prior to the issuance of demolition, grading, and building permits:

- Design Overlay Review (DOR No. 1695-18) to review and permit the design of the project.
- Conditional Use Permit (CUP No. 1040-18) to change the existing zoning from Commercial/Industrial to High Density Residential.
- Tentative Tract Map (TTM No. 78226-18) to consolidate three parcels to allow for the development of the proposed 175-unit condominium project.
- Specific Plan Amendment (SPA No. 4-18) to revise the development standards and zoning within the existing Dominguez Hills Specific Plan.
- Development Agreement (DA) No. 19-18 to enter into binding development agreement.

¹ Construction phasing estimates are based on default assumptions provided in CalEEMod (Appendix A). These assumptions are based on the size of the project site, the proposed land use, and the size of the planned improvements.

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3 INITIAL STUDY CHECKLIST

1. **Project title:**

Victoria Greens

2. **Lead agency name and address:**

City of Carson
Community Development Department, Planning Division
701 East Carson Street
Carson, California 90745

3. **Contact person and phone number:**

Leila Carver, PTP, Planner
310.952.1761
lcarver@carson.ca.us

4. **Project location:**

The project site is located on the northeastern edge of the City, which is located in the South Bay/Harbor area of the County of Los Angeles (Figure 1, Project Location). Regionally, the City is bordered by the cities of Long Beach, Compton, Torrance, and Los Angeles. In addition, unincorporated Los Angeles County borders the City on the northwest. Locally, the project site is bound by E. Victoria Street to the south, S. Central Avenue to the west, and commercial and industrial uses to the north and east.

The approximately 8-acre site consists of three parcels (Assessor's Parcel Number [APN] 7319-003-104, 7319-003-105, and 7319-003-106). The project site is located on the northeast corner of S. Central Avenue and E. Victoria Street.

5. **Project sponsor's name and address:**

Spencer Oliver
The Carson Project Owner LLC
888 San Clemente Drive, Suite 100
Newport Beach, California 92660

6. **General plan designation:**

Mixed Use – Residential

7. **Zoning:**

Specific Plan 4 – Dominguez Hills Village Specific Plan

8. **Description of project. (Describe the whole action involved, including but not limited to later phases of the project, and any secondary, support, or off-site features necessary for its implementation. Attach additional sheets if necessary):**

The project involves the construction of a 175-unit multifamily residential community consisting of 95 three-story row townhome units and 80 three-story stacked flat units, a recreation center, a dog park, and a linear park contained in a secured, gated community. See Section 2.3, Proposed Project, for additional details.

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

The following land uses surround the project site:

- North: Immediately north of the project site is a paved driveway separating the City of Carson to the south with the City of Compton to the north. Specific neighboring uses located within the City of Compton's jurisdiction include a childcare center, and manufacturing, and commercial operations.
- East: The parcel located adjacent to the eastern boundary of the project site consists of a Northrup Grumman warehouse. Other uses to the east include industrial and commercial uses.
- South: The land uses to the south of E. Victoria Street are part of the Dominguez Technology Center Specific Plan, which includes industrial and commercial uses.
- West: The adjacent parcel, also located at the northeast corner of S. Central Avenue and E. Victoria Street, is a Verizon property with an existing communication tower. The Dominguez Hills Village residential use on Parcel 1 of the Specific Plan area is located to the west S. Central Avenue.

10. **Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement):**

No outside public agency approvals are required.

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, has consultation begun?**

Yes. See Section 3.17, Tribal Cultural Resources, for additional details.

Environmental Factors Potentially Affected

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

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

Determination: (To be completed by the Lead Agency)

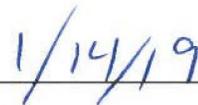
On the basis of this initial evaluation:

- 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 ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature



Date



EVALUATION OF ENVIRONMENTAL IMPACTS:

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

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8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project’s environmental effects in whatever format is selected.
9. The explanation of each issue should identify:
 - a. The significance criteria or threshold, if any, used to evaluate each question; and
 - b. The mitigation measure identified, if any, to reduce the impact to less than significance

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

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	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
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))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
III. AIR QUALITY – Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
IV. BIOLOGICAL RESOURCES – Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
V. CULTURAL RESOURCES – Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of dedicated cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
VI. GEOLOGY AND SOILS – Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				

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	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
VII. GREENHOUSE GAS EMISSIONS – Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
VIII. HAZARDS AND HAZARDOUS MATERIALS – Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site that 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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
IX. HYDROLOGY AND WATER QUALITY – Would the project:				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
X. LAND USE AND PLANNING – Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
XI. MINERAL RESOURCES – Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
XII. NOISE – Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
XIII. POPULATION AND HOUSING – Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
XIV. PUBLIC SERVICES				
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:				
Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
XV. RECREATION				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
XVI. TRANSPORTATION/TRAFFIC – Would the project:				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
XVII. TRIBAL CULTURAL RESOURCES				
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:				
a) 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	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

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

3.1 Aesthetics

a) *Would the project have a substantial adverse effect on a scenic vista?*

No Impact. Scenic vistas and other important visual resources are typically associated with natural landforms such as mountains, foothills, ridgelines, and coastlines. The City of Carson’s General Plan Open Space and Conservation Element categorizes the City’s open space as either Recreational Open Space, such as parks and public golf courses, or General Open Space, which consists of utility transmission corridors, drainage and flood facilities, and the Goodyear Blimp Base Airport (City of Carson 2004).

The project site is located in a developed area of the City, surrounded by existing industrial and residential uses and away from any substantial open space areas. The nearest open space area as identified by the City’s General Plan is Stevenson Park, which is located approximately 0.5 miles to the northeast of the project site. Due to the distance between Stevenson Park and the project site, the project would not be visible from this open space resource. Therefore, no impacts associated with scenic vistas would occur.

- b) *Would the project 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 scenic highways in the City. According to the California Department of Transportation (Caltrans), the nearest eligible state scenic highway is the segment of State Route 1 (Pacific Coast Highway), located approximately 7.5 miles southeast of the project site in the City of Long Beach (Caltrans 2017). Due to the intervening urban environment and natural topography located between the project site and this eligible state scenic highway, development of the project would occur outside of the viewshed of this, and any other, designated scenic highway. Therefore, no impacts associated with state scenic highways would occur.

- c) *Would the project substantially degrade the existing visual character or quality of the site and its surroundings?*

Less-Than-Significant-Impact. Under the existing condition, the project site consists of a vacant property. As currently proposed, the project would remove all existing concrete from the site and introduce a 175-unit multifamily residential townhome development. As such, because the project would increase development density on the project site and convert the existing vacant on-site condition to a developed residential community, the project would result in change to the site's visual character.

In an effort to ensure that any future changes related to visual character and quality do not result in adverse impacts, and to ensure that the project would be aesthetically compatible with surrounding land uses, the project has been designed to be compatible with the Design Guidelines of the Dominguez Hills Village Specific Plan. In addition, the project would be subject to review by the City to ensure that design of the proposed development is consistent with all applicable design requirements, standards, and regulations set forth in the Carson Municipal Code. Further, the proposed architecture would be assessed as part of the design review process to ensure that an integrated architectural theme is proposed that is compatible and would complement the site and surrounding properties.

The exterior design of the project includes variations in the buildings' façades and projections, all of which would add articulation to the exterior elevation while reducing the overall massing of the proposed buildings. The project was designed to include landscaping that is visible from E. Victoria Street and S. Central Avenue. Thus, the views from public vantage points would be enhanced through landscape setbacks and high-quality architectural features (i.e., mass, scale, form, style, material, color). These features would integrate the massing of the surrounding buildings with the project and provide visual interest.

Overall, compared with the existing vacant setting found on the project site, the project would enhance the existing project site through new landscape, hardscape, and other improvements on site. Therefore, impacts associated with visual quality and character would be less than significant.

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

Less-Than-Significant Impact. The project would introduce new sources of nighttime lighting onto the project site as a result of installation of new exterior light fixtures that are generally required for safety, security, and aesthetic purposes. Pursuant to Municipal Code Section 9127.1, all exterior lighting installed on the project site must be directed away from all adjoining and nearby residential property, and arranged and controlled so it would not create a nuisance or hazard to traffic or to the living environment. As such, all exterior lighting would be shielded and/or recessed to reduce light trespass (i.e., excessive or unwanted light generated on one property illuminating another property). Therefore, based on compliance with local requirements, impacts associated with light and nighttime glare would be less than significant.

3.2 Agriculture and Forestry Resources

- a) *Would the project 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 located in a predominantly urbanized area. According to the California Department of Conservation's California Important Farmland Finder, most of Los Angeles County is not mapped under the Farmland Mapping and Monitoring Program, and, thus, does not contain Prime Farmland, Unique Farmland, or Farmland of State Importance (collectively "Important Farmland") (DOC 2017). Therefore, no impacts associated with conversion of Important Farmland would occur.

- b) *Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?*

No Impact. According the California Department of Conservation's Williamson Act Parcel map for Los Angeles County, the project site is not located on or adjacent to any lands under Williamson Act contract. The Los Angeles County Williamson Act 2015/2016 Map designates the project site and surrounding land as non-Williamson Act Land (DOC 2016). In addition, the project site and surrounding area are not zoned for agricultural uses, but for residential and industrial uses (City of Carson 2004). As such, implementation of the project would not conflict with existing zoning for agricultural use or land under a Williamson Act contract. Therefore, no impacts associated with agricultural zoning or Williamson Act contracts would occur.

- c) *Would the project 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 located within a highly developed part of the City. According to the City's Zoning Map, the project site is not located on or adjacent to forestland, timberland, or timberland zoned Timberland Production (City of Carson 2004). Therefore, no impacts associated with forestland or timberland would occur.

- d) *Would the project result in the loss of forest land or conversion of forest land to non-forest use?*

No Impact. The project site is located in a predominantly urban area. The project site is not located on or adjacent to forestland. No private timberlands or public lands with forests are located in the City. Therefore, no impact associated with the loss or conversion of forestland would occur.

- e) *Would the project 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. The project site is not located on or adjacent to any parcels identified as Important Farmland or forestland. In addition, the project would not involve changes to the existing environment that would result in the indirect conversion of Important Farmland or forestland located away from the project site. Therefore, no impacts associated with the conversion of Farmland or forestland would occur.

3.3 Air Quality

The following analysis is based on the Air Quality and Greenhouse Gas Emissions Analysis Technical Report, and Health Risk Assessment Report, both prepared by Dudek in October 2018, and included as Appendix A.

- a) *Would the project conflict with or obstruct implementation of the applicable air quality plan?*

Less-Than-Significant-Impact. The project site is located within the South Coast Air Basin (SCAB). The SCAB includes all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties, and is within the jurisdictional boundaries of the South Coast Air Quality Management District (SCAQMD).

SCAQMD administers the air quality management plan (AQMP) for the SCAB, which is a comprehensive document outlining an air pollution control program for attaining all California Ambient Air Quality Standards (CAAQS) and National Ambient Air Quality Standards (NAAQS). The most recent adopted SCAQMD AQMP is the 2016 AQMP (SCAQMD 2017), which the SCAQMD governing board adopted in March 2017. The 2016 AQMP is a regional

blueprint for achieving air quality standards and healthful air. The 2016 AQMP represents a new approach from previous versions, focusing on available, proven, and cost-effective alternatives to traditional strategies while seeking to achieve multiple goals in partnership with other entities that promote reductions in greenhouse gases and toxic risk, as well as efficiencies in energy use, transportation, and goods movement (SCAQMD 2017). Because mobile sources are the principal contributor to SCAB's air quality challenges, SCAQMD has been and will continue to be closely engaged with the California Air Resources Board (CARB) and the U.S. Environmental Protection Agency (EPA), which have primary responsibility for these sources. The 2016 AQMP recognizes the importance of working with other agencies to develop funding and other incentives that encourage the accelerated transition of vehicles, buildings, and industrial facilities to cleaner technologies in a manner that benefits not only air quality but also local businesses and the regional economy. These "win-win" scenarios are key to implementation of the 2016 AQMP and have broad support from a wide range of stakeholders (SCAQMD 2017).

As previously discussed, the project site is located within the SCAB under the jurisdiction of SCAQMD, which is the local agency responsible for administration and enforcement of air quality regulations for the area. SCAQMD has established criteria for determining consistency with the 2016 AQMP in Chapter 12, Sections 12.2 and 12.3, in the SCAQMD's CEQA Air Quality Handbook (SCAQMD 1993). The criteria are as follows:

- **Consistency Criterion No. 1:** Whether a project would result in an increase in the frequency or severity of existing air quality violations, cause or contribute to new violations, or delay timely attainment of the ambient air quality standards or interim emission reductions in the AQMP.
- **Consistency Criterion No. 2:** Whether a project would exceed the assumptions in the AQMP or increments based on the year of project buildout and phase.

Consistency Criterion No. 1

The project would not result in a significant and unavoidable impact associated with the violation of an air quality standard. Because the project would not result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, the project would not conflict with Consistency Criterion No. 1 of the SCAQMD CEQA Air Quality Handbook.

Consistency Criterion No. 2

While striving to achieve the NAAQS for O₃ and PM_{2.5} and the CAAQS for O₃, PM₁₀, and PM_{2.5} through a variety of air quality control measures, the 2016 AQMP also accommodates planned growth in the SCAB. Projects are considered consistent with, and would not conflict with or obstruct implementation of, the AQMP if the growth in socioeconomic factors (e.g., population, employment) is consistent with the underlying regional plans used to develop the AQMP (per Consistency Criterion No. 2 of the SCAQMD CEQA Air Quality Handbook).

VICTORIA GREENS
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

SCAQMD primarily uses demographic growth forecasts for various socioeconomic categories (e.g., population, housing, employment by industry) developed by the Southern California Association of Governments (SCAG) for its Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) (SCAG 2016), which is based on general plans for cities and counties in the SCAB, for the development of the AQMP emissions inventory (SCAQMD 2017). The SCAG 2016 RTP/SCS, and associated Regional Growth Forecast, are generally consistent with the local plans; therefore, the 2016 AQMP is generally consistent with local government plans. The project is part of the Dominguez Hills Specific Plan and is composed of three planning areas currently zoned for Tank Farm and Oil Production, Neighborhood Serving Retail Center and Industrial Development, and Manufacturing and Distribution.

The SCAG 2016 RTP/SCS provides population and household estimates for the years 2012 and 2040. To provide an interim year comparison, this analysis interpolates the City’s projected population and households in the project’s operational year (2022) based on the average growth rate to compare with the estimated increase in population and households generated by the project. The SCAG 2016 RTP/SCS estimates that the City’s population will increase approximately 17.28% between 2012 and 2040, or approximately 0.62% annually. Regarding households, SCAG 2016 RTP/SCS estimates that the City’s total households will increase approximately 21.74% between 2012 and 2040, or approximately 0.78% annually.

The SCAG 2016 RTP/SCS forecasted values for 2012 and 2040 along with the interpolated 2022 values for the City’s population and households is presented in Table 1.

Table 1
SCAG 2016 RTP/SCS Regional Growth Forecast

Year	Population Estimate	Household Estimate
2012	92,000	25,300
2022	97,679 ^a	27,264 ^b
2040	107,900	30,800

Source: SCAG 2016.

Notes:

- ^a The population estimate for 2022 was interpolated based on the population forecast values for 2012 and 2040 provided in the SCAG 2016 RTP/SCS.
- ^b The household estimate for 2022 was interpolated based on the household forecast values for 2012 and 2040 provided in the SCAG 2016 RTP/SCS.

Pursuant to the household estimates provided in the SCAG 2016 RTP/SCS, the average household size in the City in the year 2022 is 3.6 persons per household (SCAG 2016). Based on this assumption, the proposed 175 multifamily residential units would generate 630 persons when it is built out in 2022. The addition of 630 persons to the 2012 population estimate of 92,000 persons would not exceed the SCAG 2016 RTP/SCS 2022 interpolated population estimate of 97,679 persons.

Based on these considerations, vehicle trip generation and planned development for the site are concluded to have been anticipated in the SCAG growth projections. Due to the project site's existing land use designations (Mixed-Use Residential and SP-4), the allowable residential use on a portion of the project site would remain the same, despite the change in the zoning designation. Because the addition of project-generated residents to the City's estimated population would not exceed the SCAG 2016 RTP/SCS forecasted population, implementation of the project would not result in a conflict with, or obstruct implementation of, the applicable air quality plan (i.e., SCAQMD 2016 AQMP). Accordingly, the project would meet Consistency Criterion No. 2 of the SCAQMD CEQA Air Quality Handbook.

Summary

As described previously, the project would not result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, and would not conflict with Consistency Criterion No. 1. Implementation of the project would not exceed the demographic growth forecasts in the SCAG 2016 RTP/SCS; therefore, the project would also be consistent with the SCAQMD 2016 AQMP, which based future emission estimates on the SCAG 2016 RTP/SCS. As such, the project would not conflict with Consistency Criterion No. 2. Therefore, impacts associated with the project's potential to conflict with or obstruct implementation of the applicable air quality plan would be less than significant.

- b) *Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?*

Short-Term Construction Emissions

Less-Than-Significant-Impact. Construction of the project would result in the temporary addition of pollutants to the local airshed caused by on-site sources (i.e., off-road construction equipment, soil disturbance, and VOC off-gassing) and off-site sources (i.e., on-road haul trucks, vendor trucks, and worker vehicle trips). Construction emissions can vary substantially from day to day, depending on the level of activity, the specific type of operation, and for dust, the prevailing weather conditions. Thus, such emission levels can only be approximately estimated with a corresponding uncertainty in precise ambient air quality impacts.

Criteria air pollutant emissions associated with temporary construction activity were quantified using CalEEMod. Construction emissions were calculated for the estimated worst-case day over the construction period associated with each phase and reported as the maximum daily emissions estimated during each year of construction (2019 through 2020). Construction schedule assumptions, including phase type, duration, and sequencing, were based on information provided by the project applicant and is intended to represent a reasonable scenario based on the best information available. Default values provided in CalEEMod were used where detailed project information was not available.

Implementation of the project would generate air pollutant emissions from entrained dust, off-road equipment, vehicle emissions, architectural coatings, and asphalt pavement application. Entrained dust results from the exposure of earth surfaces to wind from the direct disturbance and movement of soil, resulting in PM₁₀ and PM_{2.5} emissions. The project would implement various dust control strategies and would be required to comply with SCAQMD Rule 403 to control dust emissions generated during the grading activities. Proposed construction practices that would be employed to reduce fugitive dust emissions include watering of the active sites and unpaved roads three times per day depending on weather conditions and restricting vehicle speed on unpaved roads to 15 miles per hour. Internal combustion engines used by construction equipment, vendor trucks (i.e., delivery trucks), and worker vehicles would result in emissions of VOCs, oxides of nitrogen (NO_x), carbon monoxide (CO), coarse particulate matter (PM₁₀), and fine particulate matter (PM_{2.5}). The application of architectural coatings, such as exterior application/interior paint and other finishes, and application of asphalt pavement would also produce VOC emissions; however, the contractor is required to procure architectural coatings from a supplier in compliance with the requirements of SCAQMD's Rule 1113 (Architectural Coatings).

Table 2 presents the estimated maximum daily construction emissions generated during construction of the project. The values shown are the maximum summer or winter daily emissions results from CalEEMod. Details of the emission calculations are provided in Appendix A.

Table 2
Estimated Maximum Daily Construction Criteria Air Pollutant Emissions

Year	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
	<i>pounds per day</i>					
2019	6.00	93.17	42.33	0.16	20.66	12.18
2020	41.64	22.54	24.04	0.05	2.96	1.56
Maximum Daily Emissions	41.64	93.17	42.33	0.16	20.66	12.18
<i>SCAQMD Threshold</i>	<i>75</i>	<i>100</i>	<i>550</i>	<i>150</i>	<i>150</i>	<i>55</i>
Threshold Exceeded?	No	No	No	No	No	No

Notes: VOC = volatile organic compound; NO_x = oxides of nitrogen; CO = carbon monoxide; SO_x = sulfur oxides; PM₁₀ = coarse particulate matter; PM_{2.5} = fine particulate matter; SCAQMD = South Coast Air Quality Management District.

See Appendix A for complete results.

The values shown are the maximum summer or winter daily emissions results from CalEEMod. These emissions reflect CalEEMod "mitigated" output, which accounts for compliance with SCAQMD Rule 1113 (Architectural Coatings) and implementation of the project's fugitive dust control strategies, including watering of the project site and unpaved roads three times per day, and restricting vehicle speed on unpaved roads to 15 miles per hour.

Maximum daily emissions of NO_x, CO, sulfur oxides (SO_x), PM₁₀, and PM_{2.5} emissions would occur during the grading phase in 2019 as a result of off-road equipment operation and on-road vendor trucks and haul trucks. The overlap of the building construction phase and the architectural coatings phases in 2020 would produce the maximum daily VOC emissions. As shown in Table 2, daily construction emissions would not exceed the SCAQMD significance thresholds for VOC, NO_x, CO, SO_x, PM₁₀, or PM_{2.5} during construction in all construction years.

Construction-generated emissions would be temporary and would not represent a long-term source of criteria air pollutant emissions. Therefore, short-term construction impacts associated with criteria pollutant emissions would be less than significant.

Operational Emissions

Less-Than-Significant-Impact. The project involves development of 175 multifamily residential units and associated parking spaces. Operation of the project would generate VOC, NO_x, CO, SO_x, PM₁₀, and PM_{2.5} emissions from mobile sources, including vehicle trips from future residents; area sources, including the use of consumer products, architectural coatings for repainting, and landscape maintenance equipment; and energy sources, including combustion of fuels used for space and water heating and cooking appliances. Pollutant emissions associated with long-term operations were quantified using CalEEMod. Project-generated mobile source emissions were estimated in CalEEMod based on project-specific trip rates. CalEEMod default values were used to estimate emissions from the project area and energy sources.

Table 3 presents the maximum daily area, energy, and mobile source emissions associated with operation (year 2022) of the project. The values shown are the maximum summer or winter daily emissions results from CalEEMod. Details of the emission calculations are provided in Appendix A.

Table 3
Estimated Maximum Daily Operational Criteria Air Pollutant Emissions

Emission Source	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
	pounds per day					
Area	3.22	0.17	14.55	<0.01	0.08	0.08
Energy	0.09	0.81	0.35	<0.01	0.07	0.07
Mobile	2.32	11.12	31.64	0.12	9.45	2.59
Total	5.64	12.10	46.54	0.12	9.60	2.74
<i>SCAQMD Threshold</i>	<i>55</i>	<i>55</i>	<i>550</i>	<i>150</i>	<i>150</i>	<i>55</i>
Threshold Exceeded?	No	No	No	No	No	No

Notes: VOC = volatile organic compound; NO_x = oxides of nitrogen; CO = carbon monoxide; SO_x = sulfur oxides; PM₁₀ = coarse particulate matter; PM_{2.5} = fine particulate matter; SCAQMD = South Coast Air Quality Management District.

See Appendix A for complete results.

Totals may not sum due to rounding.

The values shown are the maximum summer or winter daily emissions results from CalEEMod. These emissions reflect CalEEMod "mitigated" output and operational year 2022.

As shown in Table 3, the combined daily area, energy, and mobile source emissions would not exceed the SCAQMD operational thresholds for VOC, NO_x, CO, SO_x, PM₁₀, and PM_{2.5}. Therefore, long-term operational impacts associated with criteria pollutant emissions would be less than significant.

- c) *Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?*

Less-Than-Significant Impact. Air pollution is largely a cumulative impact. The nonattainment status of regional pollutants is a result of past and present development, and the SCAQMD develops and implements plans for future attainment of ambient air quality standards. Based on these considerations, project-level thresholds of significance for criteria pollutants are relevant in the determination of whether a project's individual emissions would have a cumulatively significant impact on air quality.

In considering cumulative impacts from the project, the analysis must specifically evaluate a project's contribution to the cumulative increase in pollutants for which the SCAB is designated as nonattainment for the CAAQS and NAAQS. If a project's emissions would exceed the SCAQMD significance thresholds, it would be considered to have a cumulatively considerable contribution to nonattainment status in the SCAB. If a project does not exceed thresholds and is determined to have less-than-significant project-specific impacts, it may still contribute to a significant cumulative impact on air quality. The basis for analyzing the project's cumulatively considerable contribution is if the project's contribution accounts for a significant proportion of the cumulative total emissions (i.e., it represents a "cumulatively considerable contribution" to the cumulative air quality impact) and consistency with the SCAQMD 2016 AQMP, which addresses the cumulative emissions in the SCAB.

The SCAB has been designated as a federal nonattainment area for O₃ and PM_{2.5} and a state nonattainment area for O₃, PM₁₀, and PM_{2.5}. The nonattainment status is the result of cumulative emissions from various sources of air pollutants and their precursors within the SCAB, including motor vehicles, off-road equipment, and commercial and industrial facilities. Construction and operation of the project would generate VOC and NO_x emissions (which are precursors to O₃) and emissions of PM₁₀ and PM_{2.5}. However, as indicated in Tables 2 and 3, project-generated construction and operational emissions, respectively, would not exceed the SCAQMD emission-based significance thresholds for VOC, NO_x, PM₁₀, or PM_{2.5}. As discussed in the analysis of the project's potential to conflict with or obstruct implementation of the applicable air quality plan, the project would not conflict with the SCAQMD 2016 AQMP.

Cumulative localized impacts would potentially occur if a construction project were to occur concurrently with another off-site project. Construction schedules for potential future projects near the project site are currently unknown; therefore, potential construction impacts associated with two or more simultaneous projects would be considered speculative.² However, future projects would be subject to CEQA and would require air quality analysis and, where necessary, mitigation if the project would exceed SCAQMD thresholds. Criteria air pollutant

² The CEQA Guidelines state that if a particular impact is too speculative for evaluation, the agency should note its conclusion and terminate discussion of the impact (14 CCR 15145). This discussion is nonetheless provided in an effort to show good-faith analysis and comply with CEQA's information disclosure requirements.

emissions associated with construction activity of future projects would be reduced through implementation of control measures required by the SCAQMD. Cumulative PM₁₀ and PM_{2.5} emissions would be reduced because all future projects would be subject to SCAQMD Rule 403 (Fugitive Dust), which sets forth general and specific requirements for all construction sites in the SCAQMD.

Based on the previous considerations, the project would not result in a cumulatively considerable increase in emissions of nonattainment pollutants. Therefore, impacts associated with cumulative criteria pollutant emissions would be less than significant.

d) *Would the project expose sensitive receptors to substantial pollutant concentrations?*

Less-Than-Significant Impact With Mitigation Incorporated. Sensitive receptors are those individuals more susceptible to the effects of air pollution than the population at large. People most likely to be affected by air pollution include children, the elderly, and people with cardiovascular and chronic respiratory diseases. According to the SCAQMD, sensitive receptors include residences, schools, playgrounds, childcare centers, long-term healthcare facilities, rehabilitation centers, convalescent centers, and retirement homes (SCAQMD 1993). Residential land uses are located to the west of the project. The closest off-site sensitive receptors to the project site include residences located approximately 150 feet west of the project site boundary.

Localized Significance Thresholds Analysis

A localized significance threshold (LST) analysis has been prepared to determine potential impacts to nearby sensitive receptors during construction of the project. As indicated in the discussion of the thresholds of significance (Section 2.4), the SCAQMD also recommends the evaluation of localized nitrogen dioxide (NO₂), CO, PM₁₀, and PM_{2.5} impacts as a result of construction activities to sensitive receptors in the immediate vicinity of the project site. The impacts were analyzed using methods consistent with those in the SCAQMD's Final Localized Significance Threshold Methodology (2009). According to the Final Localized Significance Threshold Methodology, "off-site mobile emissions from the project should not be included in the emissions compared to the LSTs" (SCAQMD 2009). Hauling of soils and construction materials associated with the project construction are not expected to cause substantial air quality impacts to sensitive receptors along off-site roadways. Emissions from the trucks would be relatively brief in nature and would cease once the trucks pass through the main streets.

Construction activities associated with the project would result in temporary sources of on-site fugitive dust and construction equipment emissions. Off-site emissions from vendor trucks, haul trucks, and worker vehicle trips are not included in the LST analysis. The maximum allowable daily emissions that would satisfy the SCAQMD localized significance criteria for SRA 4 are presented in Table 4 and compared to the maximum daily on-site construction emissions generated during the project.

Table 4
Localized Significance Thresholds Analysis for Project Construction

Maximum On-site Emissions	NO ₂	CO	PM ₁₀	PM _{2.5}
	<i>Pounds per Day</i>			
Construction Emissions	93.17	42.33	9.64	6.13
SCAQMD LST	118	1,982	42	10
LST Exceeded?	No	No	No	No

Source: SCAQMD 2009.

Notes:

NO₂ = nitrogen dioxide; CO = carbon monoxide; PM₁₀ = coarse particulate matter; PM_{2.5} = fine particulate matter; SCAQMD = South Coast Air Quality Management District; LST = localized significance threshold.

See Appendix A for complete results.

Localized significance thresholds are shown for 5-acre project sites corresponding to a distance to a sensitive receptor of 50 meters.

These estimates implementation of the project's fugitive dust control strategies, including watering of the project site and unpaved roads three times per day, and restricting vehicle speed on unpaved roads to 15 miles per hour.

Greatest on-site NO₂, CO, PM₁₀, and PM_{2.5} emissions are associated with the overlap between the grading phase and building construction phase 2019.

As shown in Table 4, construction activities would not generate emissions in excess of site-specific LSTs. In addition, diesel equipment would also be subject to the CARB air toxic control measures for in-use off-road diesel fleets, which would minimize diesel particulate matter (DPM) emissions. Therefore, localized impacts associated with site-specific LSTs would be less than significant.

Dust Exposure

The project would include various dust control strategies to minimize fugitive dust during earth-moving activities. The proposed dust control strategies are presented in Section 1.4, Dust Control Strategies of the Air Quality and Greenhouse Gas Emissions Analysis Technical Report (Appendix A). In addition, the project would be required to comply with SCAQMD Rule 403 (Fugitive Dust), which requires fugitive dust sources to implement best available control measures for all sources and prohibits all forms of visible particulate matter from crossing any property line. SCAQMD Rule 403 is intended to reduce PM₁₀ emissions from any transportation, handling, construction, or storage activity that has the potential to generate fugitive dust.

As explained under the LST analysis, on-site PM₁₀ and PM_{2.5} emissions, including fugitive dust and exhaust particulate matter, would not exceed the SCAQMD's LSTs for SRA 4. LSTs represent the maximum emissions from a project that will not cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard at the nearest residence or sensitive receptors, which take into account ambient concentrations in each SRA, the area of project disturbance, and the distance to the nearest sensitive receptor (SCAQMD 2014). The SCAQMD developed the LSTs in response to environmental justice concerns raised by the public regarding exposure of individuals to criteria air pollutants in local communities (SCAQMD 2014). Accordingly, LSTs were design to provide assistance and guidance for other public agencies to determine whether emissions from projects could

generate significant adverse localized air quality impacts (SCAQMD 2014). The project would not generate on-site emissions of fugitive dust (as included in the estimated on-site PM₁₀ and PM_{2.5} emissions along with exhaust particulate matter) that would exceed the SCAQMD LSTs. Therefore, localized impacts associated with fugitive dust would be less than significant.

Health Impacts of Carbon Monoxide

To verify that the project would not cause or contribute to a violation of the CO standard, a screening evaluation of the potential for CO hotspots was conducted based on the Traffic Impact Analysis (TIA) (Appendix G) results and Caltrans Institute of Transportation Studies' Transportation Project-Level Carbon Monoxide Protocol (CO Protocol; Caltrans 1997).

The TIA (Appendix G) prepared for the project evaluated whether there would be a decrease in the level of service (LOS; e.g., congestion) at the intersections affected by the project. The project's TIA evaluated six intersections based on existing traffic volumes and current street geometry. With the addition of project-generated traffic, the study intersections were calculated to continue to operate acceptably at LOS C or better during AM and PM peak hours. As such, the project would not exceed SCAQMD's screening threshold and would not result in a CO hotspot. Therefore, localized impacts associated with CO hotspots would be less than significant.

Health Impacts of Toxic Air Contaminants

Construction Health Risk

Potential Impact Prior to Mitigation

A health risk assessment (HRA) was performed to estimate the Maximum Individual Cancer Risk and the Chronic Hazard Index for residential receptors as a result of project construction. Results of the construction HRA are presented in Table 5.

Table 5
Construction Health Risk Assessment Results – Unmitigated

Impact Parameter	Units	Project Impact	CEQA Threshold	Level of Significance
Maximum Individual Cancer Risk—Residential	Per Million	13.79	10	Potentially Significant
Chronic Hazard Index—Residential	Index Value	0.011	1.0	Less than Significant

Source: SCAQMD 2015.

Note: See Appendix A.

As shown in Table 5, project construction activities would result in a Residential Maximum Individual Cancer Risk of 13.79 in 1 million, which exceeds the significance threshold of 10 in 1 million. Project construction would also result in a Residential Chronic Hazard Index of 0.011, which is well below the 1.0 significance threshold. The project construction toxic air contaminant (TAC) health risk impact would be potentially significant prior to implementation

of mitigation measure (MM)-AQ-1. Nonetheless, with the incorporation of mitigation, short-term construction impacts associated with health impacts related to TACs would be less than significant.

MM-AQ-1 Prior to the start of construction activities, the project applicant, or its designee, shall ensure that all 75 horsepower or greater diesel-powered equipment are powered with California Air Resources Board certified Tier 4 Interim engines, except where the project applicant establishes to the satisfaction of the City that Tier 4 Interim equipment is not available.

All other diesel-powered construction equipment will be classified as Tier 3 or higher, at a minimum, except where the project applicant establishes to the satisfaction of the City that Tier 3 equipment is not available.

In the case where the applicant is unable to secure a piece of equipment that meets the Tier 4 Interim requirement, the applicant may upgrade another piece of equipment to compensate (from Tier 4 Interim to Tier 4 Final). Engine Tier requirements in accordance with this measure shall be incorporated on all construction plans.

Potential Impact Following Mitigation

As shown in Table 6, the HRA results from the unmitigated scenario show cancer risks exceeding the 10 in 1 million threshold, and thus, a potentially significant impact at the maximally exposed individual residential receptors. These potentially significant health risk impacts triggered the requirement of MM-AQ-1 in order to reduce project construction-generated DPM emissions to the extent feasible. The HRA results after incorporation of MM-AQ-1 are presented in Table 6.

Table 6
Construction Health Risk Assessment Results – Mitigated

Impact Parameter	Units	Project Impact	CEQA Threshold	Level of Significance
Maximum Individual Cancer Risk—Residential	Per Million	1.49	10	Less than Significant
Chronic Hazard Index—Residential	Index Value	0.001	1.0	Less than Significant

Source: SCAQMD 2015.

Note: See Appendix A.

Cumulative Health Risk

Potential Impact Prior to Mitigation

An HRA was performed to estimate the Maximum Individual Cancer Risk and the Chronic Hazard Index for proposed future residential receptors as a result of TAC-emitting sources surrounding the project site. Results of the cumulative HRA are shown in Table 7.

Table 7
Cumulative Health Risk Assessment Results – Unmitigated

Impact Parameter	Units	Project Impact	CEQA Threshold	Level of Significance
Maximum Individual Cancer Risk—Residential	Per Million	29.50	10	Potentially Significant
Chronic Hazard Index—Residential	Index Value	0.007	1.0	Less than Significant

Source: SCAQMD 2015.

Note: See Appendix A.

As shown in Table 7, implementation of the project would result in a Residential Chronic Hazard Index of 0.07, which is below the 1.0 significance threshold. However, TAC-emitting surrounding sources on the future on-site sensitive receptors (e.g., future residents living at the project) would result in a Residential Maximum Individual Cancer Risk of 29.50 in 1 million, which exceeds the significance threshold of 10 in 1 million. Prior to implementation of MM-AQ-2, the cumulative TAC health risk impact would be potentially significant. Notwithstanding, with the incorporation of mitigation, long-term operational impacts associated with health impacts related to TACs would be less than significant.

MM-AQ-2 The project applicant or its successor shall install high-efficiency return air filters on all heating, ventilation, and air conditioning (HVAC) systems serving any residential unit located at the project site. The air filtration system shall reduce at least 80% of particulate matter emissions, such as can be achieved with a Minimum Efficiency Reporting Value 13 (MERV 13) air filtration system installed on return vents in residential units. The Homeowners Association property management for these multifamily residential receptors shall maintain the air filtration system on any HVAC system installed for the specified residential units in accordance with the manufacturer’s recommendations for the duration of the project.

Implementing mitigation measure MM-AQ-2 would reduce the maximum cancer risks on the future on-site sensitive receptors, as shown in Table 8. Note that although traffic volumes are forecast to increase with time due to growth, vehicular emission factors are expected to decrease with time due to California’s statewide regulation to increase fuel efficiency (Assembly Bill [AB] 1493, the Pavley I standard) and other state and federal regulations aimed at vehicles emissions reduction.

Table 8
Cumulative Health Risk Assessment Results – Mitigated

Impact Parameter	Units	Project Impact	CEQA Threshold	Level of Significance
Maximum Individual Cancer Risk—Residential	Per Million	9.00	10	Less than Significant
Chronic Hazard Index—Residential	Index Value	0.002	1.0	Less than Significant

Source: SCAQMD 2015.

Note: See Appendix A.

Health Impacts of Other Criteria Air Pollutants

Construction and operation of the project would result in emissions that would not exceed the SCAQMD thresholds for any criteria air pollutants including VOC, NO_x, CO, SO_x, PM₁₀, or PM_{2.5}. VOCs would be associated with motor vehicles, construction equipment, and architectural coatings; however, project-generated VOC emissions would not result in the exceedances of the SCAQMD thresholds. Generally, the VOCs in architectural coatings are of relatively low toxicity. In addition, SCAQMD Rule 1113 restricts the VOC content of coatings for both construction and operational applications.

VOCs and NO_x are precursors to O₃, for which the SCAB is designated as nonattainment with respect to the NAAQS and CAAQS. The health effects associated with O₃ are generally associated with reduced lung function. The contribution of VOCs and NO_x to regional ambient O₃ concentrations is the result of complex photochemistry. The increases in O₃ concentrations in the SCAB due to O₃ precursor emissions tend to be found downwind from the source location to allow time for the photochemical reactions to occur. However, the potential for exacerbating excessive O₃ concentrations would also depend on the time of year that the VOC emissions would occur because exceedances of the O₃ AAQS tend to occur between April and October when solar radiation is highest. The holistic effect of a single project’s emissions of O₃ precursors is speculative due to the lack of quantitative methods to assess this impact. Nonetheless, the VOC and NO_x emissions associated with project construction and operation could minimally contribute to regional O₃ concentrations and the associated health impacts. Because of the minimal contribution during construction and operation, health impacts would be considered less than significant.

Construction and operation of the project would also not exceed thresholds for PM₁₀ or PM_{2.5} and would not contribute to exceedances of the NAAQS and CAAQS for particulate matter or would obstruct the SCAB from coming into attainment for these pollutants. The project would also not result in substantial DPM emissions during construction and operation, and therefore, would not result in significant health effects related to DPM exposure. In addition, the project would implement dust control strategies and be required to comply with SCAQMD Rule 403, which limits the amount of fugitive dust generated during construction. Due to the minimal contribution of particulate matter during construction and operation, health impacts would be considered less than significant.

Construction and operation of the project would not contribute to exceedances of the NAAQS and CAAQS for NO₂. Health impacts that result from NO₂ and NO_x include respiratory irritation, which could be experienced by nearby receptors during the periods of heaviest use of off-road construction equipment. However, project construction would be relatively short term, and off-road construction equipment would be operating at various portions of the site and would not be concentrated in one portion of the site at any one time. In addition, existing NO₂ concentrations in the area are well below the NAAQS and CAAQS standards. Construction and operation of the project would not require use of any stationary sources (e.g., diesel generators, boilers) that would create substantial, localized NO_x impacts. Therefore, potential health impacts associated with NO₂ and NO_x would be considered less than significant.

CO tends to be a localized impact associated with congested intersections. The associated potential for CO hotspots were discussed previously and are determined to be a less-than-significant impact. Thus, the project's CO emissions would not contribute to significant health effects associated with this pollutant. In summary, construction and operation of the project would not result in exceedances of the SCAQMD significance thresholds for criteria pollutants, and potential health impacts associated with criteria air pollutants would be less than significant.

e) ***Would the project create objectionable odors affecting a substantial number of people?***

Less-Than-Significant Impact. The occurrence and severity of potential odor impacts depends on numerous factors. The nature, frequency, and intensity of the source; the wind speeds and direction; and the sensitivity of receiving location each contribute to the intensity of the impact. Although offensive odors seldom cause physical harm, they can be annoying and cause distress among the public and generate citizen complaints.

Odors would be potentially generated from vehicles and equipment exhaust emissions during construction of the project. Potential odors produced during construction would be attributable to concentrations of unburned hydrocarbons from tailpipes of construction equipment, architectural coatings, and asphalt pavement application. Such odors would disperse rapidly from the project site and generally occur at magnitudes that would not affect substantial numbers of people. Therefore, impacts associated with odors during construction would be less than significant.

Land uses and industrial operations associated with odor complaints include agricultural uses, wastewater treatment plants, food-processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding (SCAQMD 1993). The project entails operation of a residential development and would not result in the creation of a land use that is commonly associated with odors. Therefore, project operations would result in an odor impact that is less than significant.

3.4 Biological Resources

- a) ***Would the project 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. The project site is located in a developed part of the City and is surrounded by a predominantly urbanized mix of land uses, including residential and industrial uses. The nearest open space area as identified by the City's General Plan is Stevenson Park, which is located approximately 0.5 miles to the northwest of the project site (City of Carson 2004). Due to the intervening development between the project site and this natural area, there is no direct connection between the project site and this open space area.

No native habitat is located on the project site or in the immediately surrounding area. On-site plant species are limited to non-native, ornamental species located near the northwest perimeter of the site, as well as a non-native eucalyptus tree near the southwest perimeter of the site. These non-native, ornamental plant species form a non-cohesive plant community that is not known to support any candidate, sensitive, or special-status plant species. Based on the developed nature of the project site and surrounding area, wildlife species that could occur on site include common species typically found in urbanized settings, such as house sparrow (*Passer domesticus*), mourning dove (*Zenaida macroura*), and western fence lizard (*Sceloporus occidentalis*). Based on specific habitat requirements, none of these, or any other wildlife species that can reasonably be expected to occur on the project site, are candidate, sensitive, or special-status wildlife species.

Ornamental landscape trees that are currently located on the project site would require removal prior to construction of the project. Because of the highly disturbed nature of the project site and the residential activity around the site, it is unlikely that the existing trees would provide desirable nesting opportunities for bird/raptor species, especially considering that more suitable nesting options likely occur within the broader project area. Therefore, no impacts associated with candidate, sensitive, or special-status species would occur.

- b) ***Would the project 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. The project site is located on heavily disturbed land that was previously used as an oil exploration field. No natural vegetation communities are present within the project site. Therefore, no impacts associated with riparian or sensitive vegetation communities would occur.

- c) *Would the project have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?*

No Impact. No federally defined waters of the United States or state occur within the project site. This includes the absence of federally defined wetlands and other waters (e.g., drainages) and state-defined waters (e.g., streams and riparian extent) (USFWS 2018). The project would be subject to typical restrictions and requirements that address erosion and runoff (e.g., best management practices [BMPs]), including those of the Clean Water Act and National Pollutant Discharge Elimination System (NPDES) permit. In addition, all construction activities would be limited to developed and disturbed land. Therefore, no impacts to jurisdictional waters or wetlands would occur.

- d) *Would the project 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?*

No Impact. Wildlife corridors are linear, connected areas of natural open space that provide avenues for migration of animals. Habitat linkages are small patches that join larger blocks of habitat and help reduce the adverse effects of habitat fragmentation; they may be continuous habitat or discrete habitat islands that function as stepping stones for wildlife dispersal.

Although some local movement of wildlife is expected to occur within the City, the City is not recognized as an existing or proposed Significant Ecological Area that links migratory populations, as designated by the County of Los Angeles (County of Los Angeles 2018). The project site is located within a highly urbanized area and would not interfere with the movement of any native residents, migratory fish, or wildlife species. Therefore, no impacts associated with wildlife movement or wildlife corridors would occur.

- e) *Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?*

No Impact. The City does not have any local policies or ordinances protecting trees located on private property. As such, implementation of the project would not conflict with local policies. Therefore, no impacts associated with local policies or ordinances protecting biological resources would occur.

- f) *Would the project 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. The project site is not located within any habitat conservation plan; natural community conservation plan; or other approved local, regional, or state habitat conservations plan area. Therefore, no impacts associated with an adopted conservation plan would occur.

3.5 Cultural Resources

The following analysis is based on the Cultural Resources Inventory Report prepared by Dudek in October 2018, and included as Appendix B.

a) ***Would the project cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?***

Less-Than-Significant Impact. The Cultural Resources Inventory Report (Appendix B) involved a California Historical Resources Information System (CHRIS) records search at the South Central Coastal Information Center, outreach with local Native American tribes/groups, an on-site pedestrian survey, and consideration of historical resources in compliance with CEQA. The CHRIS records search involved a search of any previously recorded cultural resources and investigations within a 0.5-mile radius of the project site, including a review of the National Register of Historic Places and the California Register of Historical Resources (CRHR). In addition, the archival research involved review of historic maps, historic photographs, and historic aerials.

Pursuant to CEQA Guidelines, Section 15064.5(a)(3), a resource may be considered to be “historically significant” by the lead agency if the resource meets the criteria for listing. A resource is eligible for listing in the CRHR if the State Historical Resources Commission determines that it is a significant resource and that it meets any of the following National Register of Historic Places criteria (California PRC, Section 5024.1(c)):

1. Associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.
2. Associated with the lives of persons important in our past.
3. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.
4. Has yielded, or may be likely to yield, information important in prehistory or history.

In addition to meeting one or more of the previously outlined criteria, the CRHR requires that sufficient time has passed to understand its historical importance. Fifty years is used as a general estimate of time needed to develop the perspective to understand the resource’s significance (CCR 4852 (d)(2)).

On June 22, 2018, a qualified Dudek archaeologist conducted a survey of the project area for historic-age built-environment resources using standard paleontological and archaeological procedures and techniques. No historical resources were identified within the project site or immediate vicinity as a result of the intensive pedestrian survey, the CHRIS records search, a search of the Sacred Lands File (SLF), or through Native American coordination. The project site has undergone extensive modification over time, which is evidenced by the grading scars and push-piles that are still present at the project site. Though historic aerials indicate a

building was once present within the project site, close inspection of the area failed to indicate any remnants of this building. Therefore, impacts associated with historic resources would be less than significant.

b) *Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?*

Less-Than-Significant Impact with Mitigation Incorporated. A CHRIS records search was requested from the South Central Coastal Information Center, which houses cultural resources records for Los Angeles County. The results of this records search were received on June 12, 2018. The search included previously recorded cultural resources and investigations, if any, on the project site and within a 1-mile radius of the project site.

Based on the search, 22 previously conducted cultural resources studies and 3 previously recorded cultural resources were identified within a 1-mile radius of the project site. None of the 22 cultural resources studies intersect with the project site, and no previously identified cultural resources were identified within the project site as part of the records search.

The Native American Heritage Commission (NAHC) was contacted to request a review of its SLF. The NAHC emailed a response on June 11, 2018, stating that the SLF failed to indicate presence of Native American cultural resources in the immediate project area. The NAHC also provided a list of Native American groups and individuals who may have direct knowledge of cultural resources in or near the project site. Letters were prepared and sent to each of the five representatives on June 13, 2018, for any knowledge of resources in the project area.

No archaeological resources were identified within the project site or immediate vicinity as a result of the intensive pedestrian survey, the CHRIS records search, a search of the SLF, or through Native American coordination. The project site has undergone extensive modification over time, which is evidenced by the grading scars and push-piles that are still present on the project site. Prior disturbance within the project site has likely heavily impacted and/or destroyed any surficial archaeological deposits that may have been present. As such, there is a low potential for discovering significant archaeological resources during construction due to past landform modifications and the lack of resources nearby.

The project was previously used for oil exploration activities from the 1920s through the late 1990s. These previous uses involved a significant amount of ground-disturbing activities, and remediation activities that previously took place, resulted in excavation of soils to a depth of 10 feet below ground surface. During these activities, any archaeological resources would have been significantly disturbed. Nonetheless, it is always possible that intact archaeological deposits are present at subsurface levels. For this reason, the project site should be treated as potentially sensitive for archaeological resources. Mitigation measure MM-CUL-1 is recommended to reduce potential impacts to unanticipated archaeological resources. With the incorporation of the mitigation, impacts associated with archaeological resources would be less than significant.

MM-CUL-1 If archaeological resources (sites, features, or artifacts) are exposed during construction activities for the project, all construction work occurring within 100 feet of the find shall immediately stop until a qualified archaeologist, meeting the Secretary of the Interior's Professional Qualification Standards, can evaluate the significance of the find and determine whether or not additional study is warranted. Depending on the significance of the find under the California Environmental Quality Act (CEQA) (14 California Code of Regulations Section 15064.5[f]; California Public Resources Code Section 21082), the archaeologist may simply record the find and allow work to continue. If the discovery proves significant under CEQA, additional work, such as preparation of an archaeological treatment plan and data recovery, may be warranted.

c) ***Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?***

Less-Than-Significant Impact with Mitigation Incorporated. According to the City's General Plan EIR (City of Carson 2002), because the City has undergone extensive transition and development over the years, the opportunity to encounter paleontological resources within the City is remote. Nonetheless, as is the case with most other development projects that involve earthwork activity, there is always a possibility—albeit low in this instance—that subsurface construction activity could unearth a potentially significant paleontological resource. As such, implementation of MM-CUL-2 would be required to ensure that subsurface construction activity complies with the standard procedures for treatment of unanticipated discoveries of paleontological resources. With incorporation of mitigation measure MM-CUL-2, impacts associated with paleontological resources would be less than significant.

MM-CUL-2 In the event that paleontological resources (fossil remains) are exposed during construction activities for the project, all construction work occurring within 50 feet of the find shall immediately stop until a Qualified Paleontologist, as defined by the Society of Vertebrate Paleontology's 2010 guidelines, can assess the nature and importance of the find. Depending on the significance of the find, the Qualified Paleontologist may record the find and allow work to continue, or may recommend salvage and recovery of the resource. All recommendations will be made in accordance with the Society of Vertebrate Paleontology's 2010 guidelines, and shall be subject to review and approval by the City of Carson. Work in the area of the find may only resume upon approval of a Qualified Paleontologist.

d) ***Would the project disturb any human remains, including those interred outside of dedicated cemeteries?***

Less-Than-Significant Impact. As discussed above, there are no previously recorded cultural resources on the project site. Since the project site has been previously disturbed, ground-disturbing activities associated with grading and construction of the proposed structures are unlikely to uncover previously unknown archaeological resources. However, if human skeletal remains are discovered during ground-disturbing activities, California Health and Safety

Code Section 7050.5 states that the County Coroner must be immediately notified of the discovery. No further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains can occur until the County Coroner has determined, within 2 working days of notification of the discovery, the appropriate treatment and disposition of the human remains. If the County Coroner determines that the remains are, or are believed to be, Native American, he or she must notify the NAHC in Sacramento within 24 hours. In accordance with PRC Section 5097.98, the NAHC must immediately notify those persons it believes to be the most likely descendant from the deceased Native American. The most likely descendant must complete his or her inspection within 48 hours of being granted access to the site. The designated Native American representative would then determine, in consultation with the property owner, the disposition for the human remains. Therefore, based on compliance with state requirements, impacts associated with the discovery of human remains would be less than significant.

3.6 Geology and Soils

a) *Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:*

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

No Impact. The California Department of Mines and Geology has not identified the project site as an Alquist-Priolo Earthquake Fault Zone (DOC 1999). The City is located in an area considered to be seismically active, similar to most of Southern California. However, surface faulting does not occur near the project site or surrounding area, and there are no known active fault crossings on the site. The nearest known active regional fault is the Newport Inglewood Connected Fault zone, which is located approximately 0.2 miles from the project site. Therefore, no impacts associated with fault rupture would occur.

ii) *Strong seismic ground shaking?*

Less-Than-Significant Impact. Like most of Southern California, the project site is located within a seismically active area. Numerous faults considered active or potentially active have been mapped in Southern California, including in the vicinity of the City. Thus, the project's future residents and their visitors could be exposed to strong seismic ground shaking in the event of an earthquake.

According to the City's General Plan, the Newport-Inglewood, Whittier, Santa Monica, and Palos Verdes Faults are the active faults most likely to cause high ground accelerations in the City. The San Andreas Fault has a high probability of generating a maximum credible earthquake within California, with a magnitude of 7.5 to 8.0 (City of Carson 2004). Detectible ground shaking caused by one of these faults could cause strong seismic shaking at the project site. As such, the City has identified goals and policies to ensure compliance with the

International Building Code. Standards set forth in the International Building Code ensure seismic safety pursuant to the City's Department of Building and Safety.

Appropriate measures to minimize the effects of earthquakes and other geotechnical hazards are included in the California Building Code, with specific provisions pertaining to seismic load and design. The California Building Code has been adopted by the City as the Building Code of the City, pursuant to Section 8100 of the City's Municipal Code (City of Carson 2018a). Design and construction of the project in accordance with the California Building Code would minimize the adverse effects of strong ground shaking to the greatest degree feasible. Therefore, based on compliance with applicable local and state regulations, impacts associated with strong seismic ground shaking would be less than significant.

iii) Seismic-related ground failure, including liquefaction?

Less-Than-Significant Impact. Soil liquefaction is a seismically induced form of ground failure that has been a major cause of earthquake damage in Southern California. Liquefaction is a process by which water-saturated granular soils transform from a solid to a liquid state because of a sudden shock or strain, such as an earthquake. The Newport–Inglewood Fault zone is a potential source of ground stress, and liquefaction could occur in the City if the groundwater table is high enough during an earthquake. Due to the existing alluvial and former slough areas within the City, there are areas with the potential for occurrence of liquefaction (City of Carson 2004).

According to the Exhibit SAF-4 in the City's General Plan Safety Element, the project site is located outside an area susceptible to liquefaction (City of Carson 2004). As such, it is unlikely that the project site would expose people or structures to liquefaction. Therefore, impacts associated with liquefaction would be less than significant.

iv) Landslides?

No Impact. The project site and surrounding area are relatively flat and lack any hillsides or topographic features typically susceptible to landslides. According to the City's General Plan EIR, the City does not contain any known areas where landslide movement has the potential to occur (City of Carson 2002). As such, the project would not expose people or structures to risk of landslides. Therefore, no impacts associated with landslide would occur.

b) Would the project result in substantial soil erosion or the loss of topsoil?

Less-Than-Significant Impact. The project would involve earthwork and other construction activities that would disturb surface soils and temporarily leave exposed soil on the ground's surface. Common causes of soil erosion from construction sites include stormwater, wind, and soil being tracked off site by vehicles. To help curb erosion, project construction activities would comply with all applicable federal, state, and local regulations for erosion control. The project would be required to comply with standard regulations, including SCAQMD Rules 402 and 403, which would reduce construction erosion impacts. Rule 402 requires that dust suppression techniques be implemented to prevent dust and soil erosion from creating a nuisance off site (SCAQMD 1976). Rule 403 requires

that fugitive dust be controlled with best available control measures so that it does not remain visible in the atmosphere beyond the property line of the emissions source (SCAQMD 2005).

Since project construction activities would disturb 1 or more acres, the project must adhere to the provisions of the NPDES Construction General Permit. Construction activities subject to this permit include clearing, grading, and ground disturbances such as stockpiling and excavating. The Construction General Permit requires implementation of a stormwater pollution prevention plan, which would include construction features for the project (i.e., BMPs) designed to prevent erosion and protect the quality of stormwater runoff. Sediment-control BMPs may include stabilized construction entrances, straw wattles on earthen embankments, sediment filters on existing inlets, or the equivalent. Therefore, impacts associated with soil erosion and topsoil loss would be less than significant.

- c) ***Would the project 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. As previously discussed in Section 3.6(a)(iii), there are areas within the City with the potential for occurrence of liquefaction. According to Exhibit SAF-4 of the City's General Plan Safety Element, the project site is not located in an area with potential for seismic hazards (City of Carson 2004). In addition, compliance with design requirements set forth in the current International Building Code would reduce potential impacts from unstable geologic units or expansive soils. Therefore, impacts associated with unstable geologic units or soils would be less than significant.

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

Less-Than-Significant Impact. Expansive soils are characterized by their potential shrink/swell behavior. Shrink/swell is the change in volume (expansion and contraction) that occurs in certain fine-grained clay sediments from the cycle of wetting and drying. Clay minerals are known to expand with changes in moisture content. The higher the percentage of expansive minerals present in near-surface soils, the higher the potential for substantial expansion.

According to the City's General Plan EIR, the City is underlain by variations of alluvial soil, ranging from sandy to clay loam soil types. The Ramona–Placentia sandy loam in the City does present high potential for shrink/swell behavior (City of Carson 2002). However, the U.S. Department of Agriculture's Web Soil Survey does not identify the project site or surrounding area as containing expansive soil. The soil on project site is classified as 65% Urban land, which is a manufactured layer; 15% Typic Xerorthents, terraced, which is clay loam, human-transported material; and 15% Windfetch, which is clay loam, discontinuous human-transported material over mixed alluvium (USDA 2018). Since some soils on the project site displays a clay loam profile, the project site is classified as having a moderate potential for expansion. Geotechnical recommendations for

foundation design, earthwork construction, and site drainage would reduce potential impacts associated with expansive soils (Appendix C). Therefore, impacts associated with expansive soils would be less than significant.

- e) ***Would the project 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. The project would connect to the existing Los Angeles County Department of Public Works Consolidated Sewer Maintenance District, which maintains local sewer lines. As such, the project would not require septic tanks or alternative wastewater disposal systems. Therefore, no impacts associated with the septic systems would occur.

3.7 Greenhouse Gas Emissions

The following analysis is based on the Air Quality and Greenhouse Gas Emissions Analysis Technical Report, and Health Risk Assessment Report, both prepared by Dudek in October 2018, and included as Appendix A.

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

Less-Than-Significant Impact. Construction of the project would result in GHG emissions, which are primarily associated with use of off-road construction equipment, on-road vendor trucks, and worker vehicles. The SCAQMD *Draft Guidance Document – Interim CEQA Greenhouse Gas (GHG) Significance Threshold* (SCAQMD 2009) recommends that “construction emissions be amortized over a 30-year project lifetime, so that GHG reduction measures will address construction GHG emissions as part of the operational GHG reduction strategies.” Thus, the total construction GHG emissions were calculated, amortized over 30 years, and added to the total operational emissions for comparison with the GHG significance threshold of 4.8 metric tons of carbon dioxide equivalent (MT CO₂e) per service population per year. The determination of significance, therefore, is addressed in the operational emissions discussion following the estimated construction emissions.

CalEEMod was used to calculate the annual GHG emissions. Construction of the project is anticipated to commence in June 2019 and reach completion in December 2020, lasting a total of 36 months. On-site sources of GHG emissions include off-road equipment and off-site sources including vendor trucks and worker vehicles. Table 9 presents construction emissions for the project in 2019 and 2020 from on-site and off-site emission sources.

**Table 9
 Estimated Annual Construction GHG Emissions**

Year	CO ₂	CH ₄	N ₂ O	CO ₂ e
	Metric Tons per Year			
2019	498.27	0.08	0.00	500.35
2020	493.85	0.07	0.00	495.73

Table 9
Estimated Annual Construction GHG Emissions

Year	CO ₂	CH ₄	N ₂ O	CO ₂ e
	<i>Metric Tons per Year</i>			
Total	992.12	0.16	0.00	996.07

Notes: CO₂ = carbon dioxide; CH₄ = methane; N₂O = nitrous oxide; CO₂e = carbon dioxide equivalent; GHG = greenhouse gas
See Appendix A for complete results.

As shown in Table 9, the estimated total GHG emissions during construction of would be approximately 500 MT CO₂e in 2019 and 496 MT CO₂e in 2020, for a total of 996 MT CO₂e over the construction period. Estimated project-generated construction emissions amortized over 30 years would be approximately 33 MT CO₂e per year. As with project-generated construction criteria air pollutant emissions, GHG emissions generated during construction of the project would be short-term in nature, lasting only for the duration of the construction period, and would not represent a long-term source of GHG emissions. Because there is no separate GHG threshold for construction, the evaluation of significance is discussed in the operational emissions analysis in the following text.

Operation of the project would generate GHG emissions through motor vehicle trips to and from the project site; landscape maintenance equipment operation; energy use (natural gas and generation of electricity consumed by the project); solid waste disposal; and generation of electricity associated with water supply, treatment, and distribution and wastewater treatment. CalEEMod was used to calculate the annual GHG emissions based on the operational assumptions.

The estimated operational (year 2022) project-generated GHG emissions from area sources, energy usage, motor vehicles, solid waste generation, and water usage and wastewater generation are shown in Table 10.

Table 10
Estimated Annual Operational GHG Emissions

Emission Source	CO ₂	CH ₄	N ₂ O	CO ₂ e
	<i>Metric Tons per Year</i>			
Area	2.97	<0.01	0.00	3.04
Energy	395.79	0.01	<0.01	397.64
Mobile	1,815.95	0.09	0.00	1,818.28
Solid waste	16.43	0.97	0.00	40.71
Water supply and wastewater	61.80	0.38	<0.01	73.99
Total	2,292.95	1.46	0.01	2,333.67
<i>Amortized Construction Emissions</i>				33.20
Operation + Amortized Construction Total				2,366.87

Notes: CO₂ = carbon dioxide; CH₄ = methane; N₂O = nitrous oxide; CO₂e = carbon dioxide equivalent; GHG = greenhouse gas
See Appendix A for complete results.
These emissions reflect CalEEMod “mitigated” output and operational year 2022.

As shown in Table 10, estimated annual project-generated GHG emissions would be approximately 2,334 MT CO_{2e} per year as a result of project operations only. Estimated annual project-generated operational emissions in 2022 plus amortized project construction emissions would be approximately 2,367 MT CO_{2e} per year.

Regarding the potential for the project to conflict with or obstruct implementation of the applicable air quality plan, pursuant to the SCAG 2016 RTP/SCS population and household data, the average persons per household for the City in 2022 is estimated to be 3.6 (SCAG 2016). Based on the assumption of 3.6 persons per household, the proposed 175 multifamily residential units would generate 630 persons at buildout in 2022.

Estimated annual GHG emissions of 2,367 MT CO_{2e} per year divided by a service population of 630 persons is 3.75 MT CO_{2e} per service population per year. As such, annual operational GHG emissions with amortized construction emissions would not exceed the SCAQMD threshold of 4.8 MT CO_{2e} per service population per year. Therefore, the project's GHG contribution would not be cumulatively considerable and is less than significant.

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

Less-Than-Significant Impact. On November 21, 2017, the City adopted a comprehensive climate action plan (CAP). The City's CAP was created in partnership with the South Bay Cities Council of Governments and Southern California Edison, 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.

The Scoping Plan (approved by CARB in 2008 and updated in 2014 and 2017) provides a framework for actions to reduce California's GHG emissions and requires CARB and other state agencies to adopt regulations and other initiatives to reduce GHGs. The Scoping Plan is not directly applicable to specific projects, nor is it intended to be used for project-level evaluations.³ Under the Scoping Plan, however, there are several state regulatory measures aimed at the identification and reduction of GHG emissions. CARB and other state agencies have adopted many of the measures identified in the Scoping Plan. Most of these measures focus on area source emissions (e.g., energy usage, high-global

³ The Final Statement of Reasons for the amendments to the CEQA Guidelines reiterates the statement in the Initial Statement of Reasons that "[t]he Scoping Plan may not be appropriate for use in determining the significance of individual projects because it is conceptual at this stage and relies on the future development of regulations to implement the strategies identified in the Scoping Plan" (CNRA 2009).

warming potential (GWP) GHGs in consumer products), and changes to the vehicle fleet (i.e., hybrid, electric, and more fuel-efficient vehicles) and associated fuels (e.g., Low Carbon Fuel Standard), among others.

The Scoping Plan recommends strategies for implementation at the statewide level to meet the goals of AB 32 and establishes an overall framework for the measures that will be adopted to reduce California’s GHG emissions. Table 11 highlights measures that have been, or will be, developed under the Scoping Plan and the project’s consistency with Scoping Plan measures. To the extent that these regulations are applicable to the project, its inhabitants, or uses, the project would comply with all regulations adopted in furtherance of the Scoping Plan to the extent required by law.

Table 11
Project Consistency with Scoping Plan GHG Emission Reduction Strategies

Scoping Plan Measure	Measure Number	Project Consistency
<i>Transportation Sector</i>		
Advanced Clean Cars	T-1	Consistent. The project’s residents would purchase vehicles in compliance with CARB vehicle standards that are in effect at the time of vehicle purchase.
Low Carbon Fuel Standard	T-2	Consistent. Motor vehicles driven by the project’s residents would use compliant fuels.
Regional Transportation-Related GHG Targets	T-3	Consistent. The project’s location near mass transit services which would reduce dependence on passenger vehicle trips and shorter trip lengths, which would reduce GHG emissions.
Advanced Clean Transit	Proposed	Not applicable.
Last-Mile Delivery	Proposed	Not applicable.
Reduction in Vehicle Miles Traveled	Proposed	Not applicable.
Vehicle Efficiency Measures 1. Tire Pressure 2. Fuel Efficiency Tire Program 3. Low-Friction Oil 4. Solar-Reflective Automotive Paint and Window Glazing	T-4	Consistent. Motor vehicles driven by the project’s residents would maintain proper tire pressure when their vehicles are serviced. The project’s residents would replace tires in compliance with CARB vehicle standards that are in effect at the time of vehicle purchase. Motor vehicles driven by the project’s residents would use low-friction oils when their vehicles are serviced. The project’s residents would purchase vehicles in compliance with CARB vehicle standards that are in effect at the time of vehicle purchase.
Ship Electrification at Ports (Shore Power)	T-5	Not applicable.

Table 11
Project Consistency with Scoping Plan GHG Emission Reduction Strategies

Scoping Plan Measure	Measure Number	Project Consistency
Goods Movement Efficiency Measures 1. Port Drayage Trucks 2. Transport Refrigeration Units Cold Storage Prohibition 3. Cargo Handling Equipment, Anti-Idling, Hybrid, Electrification 4. Goods Movement Systemwide Efficiency Improvements 5. Commercial Harbor Craft Maintenance and Design Efficiency 6. Clean Ships 7. Vessel Speed Reduction	T-6	Not applicable.
Heavy-Duty Vehicle GHG Emission Reduction 1. Tractor-Trailer GHG Regulation 2. Heavy-Duty Greenhouse Gas Standards for New Vehicle and Engines (Phase I)	T-7	Not applicable.
Medium- and Heavy-Duty Vehicle Hybridization Voucher Incentive Project	T-8	Not applicable.
Medium and Heavy-Duty GHG Phase 2	Proposed	Not applicable.
High-Speed Rail	T-9	Not applicable.
<i>Electricity and Natural Gas Sector</i>		
Energy Efficiency Measures (Electricity)	E-1	Consistent. The project would comply with current Title 24, Part 6, of the California Code of Regulations 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 California Code of Regulations energy efficiency standards for natural gas appliances and other devices at the time of building construction.
Solar Water Heating (California Solar Initiative Thermal Program)	CR-2	Not applicable.
Combined Heat and Power	E-2	Not applicable.
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.

Table 11
Project Consistency with Scoping Plan GHG Emission Reduction Strategies

Scoping Plan Measure	Measure Number	Project Consistency
Senate Bill 1 Million Solar Roofs (California Solar Initiative, New Solar Home Partnership, Public Utility Programs) and Earlier Solar Programs	E-4	Not feasible. Based on information provided by the project applicant, on-site generation of renewable energy using solar panels is not feasible given the minimal rooftop space available to provide the electricity needed to make rooftop solar economically feasible and reliable for future residents. Roof space is limited because it would be used to house project systems, primarily the heating, ventilation, and air conditioning systems, that would serve the entire project, and because of the multistory nature of the project, the ratio of roof space to residential space is small.
<i>Water Sector</i>		
Water Use Efficiency	W-1	Consistent. The project would be required to comply with statewide water conservation requirements reducing water usage by 20%.
Water Recycling	W-2	Not feasible. Recycled water is not available to the site.
Water System Energy Efficiency	W-3	Not applicable. This is applicable for the transmission and treatment of water, but it is not applicable for the project.
Reuse Urban Runoff	W-4	Not applicable. The project would not reuse urban water on-site.
Renewable Energy Production	W-5	Not applicable. Applicable for wastewater treatment systems. Not applicable for the project.
<i>Green Buildings</i>		
1. 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.
2. 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.
3. 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.
4. Greening Existing Buildings (Greening Existing Homes and Commercial Buildings)	GB-1	Not applicable. This is applicable for existing buildings only. It is not applicable for the project except as future standards may become applicable to existing buildings.

Table 11
Project Consistency with Scoping Plan GHG Emission Reduction Strategies

Scoping Plan Measure	Measure Number	Project Consistency
<i>Industry Sector</i>		
Energy Efficiency and Co-Benefits Audits for Large Industrial Sources	I-1	Not applicable.
Oil and Gas Extraction GHG Emission Reduction	I-2	Not applicable.
Reduce GHG Emissions by 20% in Oil Refinery Sector	Proposed	Not applicable.
GHG Emissions Reduction from Natural Gas Transmission and Distribution	I-3	Not applicable.
Refinery Flare Recovery Process Improvements	I-4	Not applicable.
Work with the local air districts to evaluate amendments to their existing leak detection and repair rules for industrial facilities to include methane leaks	I-5	Not applicable.
<i>Recycling and Waste Management Sector</i>		
Landfill Methane Control Measure	RW-1	Not applicable.
Increasing the Efficiency of Landfill Methane Capture	RW-2	Not applicable.
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.
Increase Production and Markets for Compost and Other Organics	RW-3	Not applicable.
Anaerobic/Aerobic Digestion	RW-3	Not applicable.
Extended Producer Responsibility	RW-3	Not applicable (applicable to product designer and producers).
Environmentally Preferable Purchasing	RW-3	Not applicable (applicable to product designer and producers).
<i>Forests Sector</i>		
Sustainable Forest Target	F-1	Not applicable.
<i>High GWP Gases Sector</i>		
Motor Vehicle Air Conditioning Systems: Reduction of Refrigerant Emissions from Non-Professional Servicing	H-1	Consistent. The project's residents would be prohibited from performing air conditioning repairs and would be required to use professional servicing.
SF ₆ Limits in Non-Utility and Non-Semiconductor Applications	H-2	Not applicable.

Table 11
Project Consistency with Scoping Plan GHG Emission Reduction Strategies

Scoping Plan Measure	Measure Number	Project Consistency
Reduction of Perfluorocarbons in Semiconductor Manufacturing	H-3	Not applicable.
Limit High GWP Use in Consumer Products	H-4	Consistent. The project's residents would use consumer products that would comply with the regulations that are in effect at the time of manufacture.
Air Conditioning Refrigerant Leak Test During Vehicle Smog Check	H-5	Consistent. Motor vehicles driven by the project's residents would comply with the leak test requirements during smog checks.
Stationary Equipment Refrigerant Management Program – Refrigerant Tracking/Reporting/Repair Program	H-6	Not applicable.
Stationary Equipment Refrigerant Management Program – Specifications for Commercial and Industrial Refrigeration	H-6	Not applicable.
SF ₆ Leak Reduction Gas Insulated Switchgear	H-6	Not applicable.
40% reduction in methane and HFC emissions	Proposed	Not applicable.
<i>Agriculture Sector</i>		
Methane Capture at Large Dairies	A-1	Not applicable.

Sources: CARB 2010 and CARB 2017.

Notes: CARB = California Air Resources Board; CCR = California Code of Regulations; GHG = greenhouse gas; GWP = global warming potential; HFC = hydrofluorocarbon; SF₆ = sulfur hexafluoride.

Based on the analysis in Table 11, the project would be consistent with the applicable strategies and measures in the Scoping Plan.

SCAG's 2016 RTP/SCS is a regional growth-management strategy that targets per-capita GHG reduction from passenger vehicles and light-duty trucks in the Southern California region. The 2016 RTP/SCS incorporates local land use projections and circulation networks in city and county general plans. The 2016 RTP/SCS is not directly applicable to the project because the underlying purpose of the 2016 RTP/SCS is to provide direction and guidance by making the best transportation and land use choices for future development. However, the development of the project site would support the overarching intent of the 2016 RTP/SCS by avoiding sprawling development.

The project would not impede the attainment of the GHG reduction goals for 2030 or 2050 identified in Executive Order (EO) S-3-05 and Senate Bill (SB) 32. As discussed in Section 3.2.2, EO S-3-05 establishes the following goals: GHG emissions should be reduced to 2000 levels by 2010, to 1990 levels by 2020, and to 80% below 1990 levels by 2050. SB 32 establishes for a statewide GHG emissions reduction target whereby CARB, in adopting rules and

regulations to achieve the maximum technologically feasible and cost-effective GHG emissions reductions, shall ensure that statewide GHG emissions are reduced to at least 40% below 1990 levels by December 31, 2030. While there are no established protocols or thresholds of significance for that future year analysis, CARB forecasts that compliance with the current Scoping Plan puts the state on a trajectory of meeting these long-term GHG goals, although the specific path to compliance is unknown (CARB 2014).

To begin, CARB has expressed optimism with regard to both the 2030 and 2050 goals. It states in the First Update to the Climate Change Scoping Plan that “California is on track to meet the near-term 2020 GHG emissions limit and is well positioned to maintain and continue reductions beyond 2020 as required by AB 32” (CARB 2014). With regard to the 2050 target for reducing GHG emissions to 80% below 1990 levels, the First Update to the Climate Change Scoping Plan states the following (CARB 2014):

This level of reduction is achievable in California. In fact, if California realizes the expected benefits of existing policy goals (such as 12,000 megawatts of renewable distributed generation by 2020, net zero energy homes after 2020, existing building retrofits under AB 758, and others) it could reduce emissions by 2030 to levels squarely in line with those needed in the developed world and to stay on track to reduce emissions to 80% below 1990 levels by 2050. Additional measures, including locally driven measures and those necessary to meet federal air quality standards in 2032, could lead to even greater emission reductions.

In other words, CARB believes that the state is on a trajectory to meet the 2030 and 2050 GHG reduction targets set forth in AB 32, SB 32, and EO S-3-05. This is confirmed in the Second Update, which states (CARB 2017):

The Proposed Plan builds upon the successful framework established by the Initial Scoping Plan and First Update, while also identifying new, technologically feasibility and cost-effective strategies to ensure that California meets its GHG reduction targets in a way that promotes and rewards innovation, continues to foster economic growth, and delivers improvements to the environment and public health, including in disadvantaged communities. The Proposed Plan is developed to be consistent with requirements set forth in AB 32, SB 32, and AB 197.

The project would not interfere with implementation of any of the above-described GHG reduction goals for 2030 or 2050 because the project would not exceed the SCAQMD’s recommended draft interim threshold of 4.8 MT CO_{2e} per service population per year (SCAQMD 2008). As discussed in Section 3.4.1, this efficiency threshold was established based on the goal of AB 32 to reduce statewide GHG emissions to 1990 levels by 2020. Because the project would not exceed the threshold, this analysis provides support for the conclusion that the project would not impede the state’s trajectory toward the above-described statewide GHG reduction goals for 2030 or 2050.

In addition, as discussed previously, the project is consistent with the GHG emission reduction measures in the Scoping Plan and would not conflict with the state’s trajectory toward future GHG reductions. In addition, since the specific path to compliance for the state in regards to the long-term goals will likely require development of

technology or other changes that are not currently known or available, specific additional mitigation measures for the project would be speculative and cannot be identified at this time. The project's consistency would assist in meeting the City's contribution to GHG emission reduction targets in California. With respect to future GHG targets under SB 32 and EO S-3-05, CARB has also made clear its legal interpretation that it has the requisite authority to adopt whatever regulations are necessary, beyond the AB 32 horizon year of 2020, to meet SB 32's 40% reduction target by 2030 and EO S-3-05's 80% reduction target by 2050; this legal interpretation by an expert agency provides evidence that future regulations will be adopted to continue the state on its trajectory toward meeting these future GHG targets. Based on the above considerations, the project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs, and no mitigation is required. This impact would be less than significant.

3.8 Hazards and Hazardous Materials

The following analysis is based on the Remedial Action Plan (RAP) for Impacted Soil Removal and the Human Health Risk Assessment (HHRA), both prepared by Ramboll in February 2018 and subsequently revised in August (RAP) and October 2018 (HHRA), and included as Appendix D.

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

The RAP prepared for the project site, identifies a summary of the site conditions, chemicals of concern (COCs) identified by previous investigations on the project site, and presents remedial strategies to mitigate the risks associated with project site to acceptable levels to attain regulatory site closure from the RWQCB. The RAP efforts involve the excavation of shallow soils impacted by TPH, metals, and the treatment of soils on neighboring properties to address petroleum hydrocarbon impacts. In addition, a site-specific HHRA was prepared and included in the RAP to evaluate potential risks to both on-site and off-site receptors. The RAP did not identify environmental threats that constituted an immediate and substantial danger to human health or the environment, and no interim or emergency response actions are necessary prior to implementation of the RAP (Appendix D).

The overall approach presented in the RAP is to identify COCs and exposure pathways, present clean-up goals for each COC using screening tools, and excavate soil exceeding those clean-up goals to prevent human exposures of concentrations of COCs in excess of those identified by regulatory agencies. The remedial soil excavation activities proposed by the RAP include the following:

- **Pre-Field Activities:** Ramboll (or other qualified environmental contractor) will prepare a site-specific health and safety plan to protect its employees who may be in direct contact with contaminated soils during planned field activities. Each subcontractor would be responsible for preparing its own site-specific health and safety plan to protect the health and safety of all employees. Prior to commencing excavation activities, an excavation plan will be prepared by the contractor and submitted to the building

department in order to obtain a remedial grading (excavation) permit. Once the work plan has been approved by the RWQCB, field work can occur under the supervision of a qualified geologist and/or a California-licensed Professional Engineer.

- **Excavation Equipment and Methods:** Excavation will be conducted with conventional excavation equipment (i.e., backhoes, excavators, bobcats, etc.). The area of active remedial excavation will be considered an exclusion zone for health and safety purposes and to reduce the potential for migration of contamination.
- **Excavation Screening:** Continuous oversight of excavation activities will be conducted to assess the potential for chemically impacted soil based on evidence of staining, discoloration, chemicals, odors, etc. In addition, SCAQMD Rule 1166 sets requirements to control emission of VOCs from excavation activities. In addition, during excavation activities, the potential for exposure to airborne COCs will be controlled using suppressants, such as water, plastic sheeting, or other chemical suppressants.
- **Excavation Confirmation Sampling:** Upon completion of soil removal, soil samples will be collected from the sidewalls and the bottom of the excavation at random. The sampling will confirm that cleanup levels have been achieved and no further excavation is necessary. Remediation will be deemed complete once confirmation sample results are reported below the proposed site screening levels or the RWQCB confirms that the extent of confirmation sampling is sufficient. Backfilling of these areas will be performed once remediation is deemed complete. Clean soil from other portions of the site, or imported from off site, will be used as backfill.

Short-Term Construction Impacts

Less-Than-Significant Impact with Mitigation Incorporated. Construction of the project would involve remedial earthwork excavation and construction of new buildings. The project site is formerly an oil field, and shallow soils currently contain TPH, metals, and VOCs that may pose a risk to on-site construction workers conducting site remediation activities. For construction workers, inhalation of VOCs migrating from soil gas or soil in a construction trench while conducting excavation activities could pose a potentially significant health hazard during the construction/remediation phase of the project. As such, the RWQCB will be consulted regarding planning and approach prior to commencing any of these activities.

In addition to the risk posed by contaminated soils during construction of the project, potentially hazardous materials would likely be handled on the project site. These materials would include gasoline, diesel fuel, lubricants, and other petroleum-based products to operate and maintain construction equipment. Handling these potentially hazardous materials would be temporary and would coincide with the short-term construction phase of the project.

Although these materials would likely be stored on the project site, storage would be required to comply with the guidelines set forth by each product's manufacturer, as well as in accordance with all applicable federal, state, and local regulations pertaining to the storage of hazardous materials. Consistent with federal, state, and local

requirements, the transport of hazardous materials to and from the project site would be conducted by a licensed contractor. Any handling, transport, use, or disposal of hazardous materials would comply with all relevant federal, state, and local agencies and regulations, including the EPA, the California Department of Toxic Substances Control, the California Occupational Safety and Health Administration (OSHA), Caltrans, the Resource Conservation and Recovery Act, SCAQMD, and the Los Angeles County Certified Unified Program Agency.

Given the history of the project site, mitigation measures MM-HAZ-1 and MM-HAZ-2 are required. Consistent with MM-HAZ-1, project activities must adhere to the RWQCB-approved RAP, which includes measures for excavation and similar subsurface earthwork. MM-HAZ-2 is also required to minimize risk to those working and handling subsurface soils during the project construction phase. With the incorporation of mitigation, short-term construction impacts associated with the use, transport, and disposal of hazardous materials would be less than significant.

MM-HAZ-1 Prior to, during, and following construction of the project, specified programs and actions recommended in the Remedial Action Plan (RAP) and approved by the Regional Water Quality Control Board (RWQCB) shall be implemented in accordance with the RAP. Any potential variation to the RAP's recommendations shall be discussed with and approved by the RWQCB prior to implementation. Evidence of compliance with the RAP shall be provided in a timely manner to the City of Carson and available to review in the project file.

MM-HAZ-2 Before issuance of a grading permit, a licensed contractor shall prepare a Hazardous Materials Contingency Plan (HMCP) and submit the plan to the City of Carson. The purpose of the HMCP is to protect on-site construction workers and off-site receptors in the vicinity of the construction site. The HMCP shall describe the practices and procedures to be implemented to protect worker health in the event of an accidental release of hazardous materials, or if previously undiscovered hazardous materials are encountered during construction. The HMCP shall include items such as spill prevention, cleanup, and evacuation procedures. The HMCP shall help protect the public and workers by providing procedures and contingencies to help reduce exposure to hazardous materials.

Long-Term Operational Impacts

Less-Than-Significant Impact. As a residential land use, potentially hazardous materials associated with operation of the project would include those materials typically associated with cleaning and maintenance activities in a residential setting. Although these materials would vary, they would generally include household cleaning products, solvents, paints, fertilizers, and herbicides and pesticides. Many of these materials are considered household hazardous wastes, common wastes, and universal wastes by the EPA, which considers these types of wastes common to businesses and households and to pose a lower risk to people and the environment than other hazardous wastes when properly handled, transported, used, and disposed of (EPA 2018). Federal, state, and local regulations typically allow these types of wastes to be handled and disposed of under less-stringent standards than other hazardous wastes, and many of these wastes do not need to be managed as hazardous waste.

In addition, any potentially hazardous material handled on the project site would be limited in quantity and concentration, consistent with other similar residential uses located in the City, and any handling, transport, use, and disposal of such material would comply with applicable federal, state, and local agencies and regulations. In addition, as mandated by OSHA, all hazardous materials stored on the project site would be accompanied by a Materials Safety Data Sheet, which would inform on-site personnel and residents of the necessary remediation procedures in the case of accidental release (OSHA 2018). Therefore, long-term operational impacts associated with the use, transport, and disposal of hazardous materials would be less than significant.

- b) ***Would the project 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. Refer to response provided in Section 3.8(a).

- c) ***Would the project 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. Land uses and activities typically associated with hazardous emissions or handling of hazardous or acutely hazardous materials, substances, or waste include heavy commercial, manufacturing, research, and industrial uses. The project would not include any such uses or activities.

The project site is located approximately 500 feet southeast of Carson Christian School (11705 S. Central Avenue) and approximately 500 feet east of California State University, Dominguez Hills. Nonetheless, the project (a residential community) would not emit hazardous emissions or include handling of hazardous or acutely hazardous materials, substances, or wastes. Therefore, impacts associated with the emitting or handling of hazardous materials within 0.25 miles of a school would be less than significant.

- d) ***Would the project be located on a site that 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?***

Less-Than-Significant Impact with Mitigation Incorporated. The Hazardous Waste and Substances Sites (Cortese) List is a planning document used by the state, local agencies, and developers to comply with the CEQA requirements of providing information about the locations of hazardous materials release sites. California Government Code Section 65962.5 requires the California EPA to develop, at least annually, an updated Cortese List. The Department of Toxic Substances Control is responsible for a portion of the information contained in the Cortese List. Other state and local government agencies are required to provide additional hazardous materials release information for the Cortese List.

The project site was identified in the Phase I ESA as being on several regulatory databases as a result of its historical use for oil exploration activities. On August 13, 2008, the RWQCB granted the project site a conditional site closure and a no further action determination for commercial/industrial land use. However, the VOC concentrations in soils gas at the project site exceeded the California Human Health Screening Levels for residential land use applicable in 2008.

The Phase I and Phase II ESA determined COCs on the project site included arsenic, benzene, ethylbenzene, toluene, TPH, and xylene. (The HHRA subsequently determined that VOCs such as benzene, ethylbenzene, toluene, and xylene are present in levels that do not require remedial action, so they are no longer considered COCs.) Due to potential exposure to construction workers and residential users from impacted soils, a site-specific clean-up plan is required. Thus, the RWQCB has opened up a new case to provide regulatory oversight for the investigation and remediation warranted to modify the project site's land use restriction and allow for residential use. The overall approach presented in the RAP, as approved by the RWQCB, would ensure that excavation activities are performed in a manner that reduces risk of hazard to the public, future site occupants, workers, and/or the environment.

In addition, given the history of the project site, mitigation measures MM-HAZ-1 and MM-HAZ-2 are required. Consistent with MM-HAZ-1, project activities must adhere to the RWQCB-approved RAP, which includes measures for excavation and similar subsurface earthwork. MM-HAZ-2 is also required to minimize risk to those working and handling subsurface soils during the project construction phase. With the incorporation of mitigation, impacts associated with hazardous materials sites would be less than significant.

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

No Impact. The closest public airports to the project site are the Compton/Woodley Airport, which is located approximately 1.3 miles north of the project site, and Long Beach Airport, which is located approximately 5.5 miles southeast of the project site. According to the Los Angeles County Airport Land Use Commission, the project is not located within the airport land use plans for either of these nearby airports (ALUC 2018). The project site is located outside of any airport impact zones, and as such, the project would not result in safety hazard for people residing in the project area. Therefore, no impacts associated with public airport hazards would occur.

- f) ***For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?***

No Impact. The project site is located approximately 1.75 miles northeast of the Goodyear Blimp Base Airport (19200 South Main Street) and approximately 2.5 miles from the Carson Sheriff Station Heliport (21356 South Avalon Boulevard). However, the height of the project would not interfere with flight paths or blimp or heliport operations.

As such, the project would not result in a safety hazard for people working or residing in or around the project site related to a private airstrip. Therefore, no impacts associated with private airstrip and heliport hazards would occur.

g) *Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?*

Less-Than-Significant Impact. Exhibit SAF-5 of the City's General Plan Safety Element shows the location of collection points and evacuation routes for the City (City of Carson 2004). The project would be required to comply with the City's Emergency Plan, adopted pursuant of Section 3707 of the Municipal Code (City of Carson 2018a).

In addition, the project would be provided emergency access routes along E. Victoria Street and S. Central Avenue. The project site is also provided regional access via SR-91, CA-47, and I-110. Due to this local and regional connectivity, in the unlikely event of an emergency, the project-adjacent roadway facilities would be expected to serve as emergency evacuation routes for first responders and residents. The project would not adversely affect operations on the local or regional circulation system, and as such, would not impact the use of these facilities as emergency response routes. Therefore, impacts associated with an emergency response plan or emergency evacuation plan would be less than significant.

h) *Would the project expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?*

No Impact. According to Figure 12.5 of the County of Los Angeles General Plan Safety Element, the City and the project site are not located in a Fire Hazard Area (County of Los Angeles 2015). The project site is surrounded by existing development in an urbanized portion of the City away from any urban-wildland interface. Therefore, no impacts associated with wildland fire hazards would occur.

3.9 Hydrology and Water Quality

The following analysis is based on the Preliminary Hydrology Report and LID Plan, dated April 2018, and Preliminary Sanitary Sewer Capacity Analysis, both prepared by Urban Resources Corporation in January 2018, and included as Appendix E.

a) *Would the project violate any water quality standards or waste discharge requirements?*

Short-Term Construction Impacts

Less-Than-Significant Impact. Construction of the project would include earthwork activities that could potentially result in erosion and sedimentation, which could subsequently degrade downstream receiving waters and violate water quality standards. Stormwater runoff during the construction phase may contain silt and debris, resulting in a short-term increase in the sediment load of the municipal storm drain system. Substances

such as oils, fuels, paints, and solvents may be inadvertently spilled on the project site and subsequently conveyed via stormwater to nearby drainages, watersheds, and groundwater.

The project would be subject to the municipal NPDES permit, which requires measures to prohibit non-stormwater discharges into the storm sewer and control the discharge of stormwater to the maximum extent practical. These measures include BMPs, control techniques, and system design methods. The Los Angeles RWQCB issues the NPDES permit, the municipal separate storm sewer system permit. The City of Carson is under the jurisdiction of the Los Angeles RWQCB.

The NPDES permit requires implementation of a stormwater quality management program, which specifies guidelines to control, reduce, and monitor discharges of waste to storm drains. As such, through compliance with the water quality standards set forth in the NPDES permit, the wastewater generated during construction of the project would not adversely affect water quality. Therefore, short-term construction impacts associated with water quality would be less than significant.

Long-Term Operational Impacts

Less-Than-Significant Impacts. Under the existing conditions, a 33-inch reinforced concrete pipe (RCP) municipal storm drain main is located in S. Central Avenue, and a catch basin is located on the project site at the northeast corner of S. Central Avenue and E. Victoria Street. This existing RCP storm drain would provide the point of connection for the project's stormwater system.

The project would implement low impact development (LID) BMPs in accordance with the County of Los Angeles Low Impact Development Standards Manual to improve water quality and mitigate potential water quality impacts caused by the project. The project would be designed to mitigate increase peak flow rates on the project site through on-site storage/detention (Appendix E).

According to the Preliminary Hydrology Report and LID Plan, the project site has been deemed infeasible for infiltration/retain on site due to underlying geotechnical conditions. Since the project would not provide sufficient irrigation water demand due to limited landscaping and the planting of drought-tolerant vegetation, capture, and reuse is deemed infeasible. As such, tree well filters (i.e., Contech Engineered Solutions Filterra-biorention system) are proposed to address stormwater runoff quality from the project site, which is included in the County's list of acceptable BMPs. The proposed tree well filters would be adequate in treating stormwater runoff prior to discharge off site into the adjacent municipal storm drain (Appendix E). Therefore, long-term operational impacts associated with water quality would be less than significant.

- b) *Would the project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (i.e., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)?*

Groundwater Supplies

Less-Than-Significant Impact. The project would involve implementation of 175 residential units, which would increase demand for water supply on the project site compared with the existing conditions. The project site would receive its water supply from the Dominguez District of California Water Service (Cal Water). Based on the 2015 Urban Water Management Plan (UWMP), the Dominguez District receives its water from 17% groundwater, 15% recycled water, and 68% purchased water. Purchased water is delivered from four Metropolitan Water District distribution feeders (Cal Water 2016).

Cal Water uses local groundwater for the City from the West Coast Basin and the Central Basin. The Water Replenishment District of Southern California (WRD) plays a role in the overall water resource management in southern Los Angeles County. As a result of WRD involvement, each party receiving water from these basins has an established allowable pumping allocation. Cal Water has an allowable pumping allocation of 6,480 acre-feet per year for the Central Basin, and 10,417 acre-feet per year for the West Coast Basin. WRD is responsible for the ensuring a reliable supply of high-quality groundwater.

Based on 2015 potable water use, residential customers accounted for approximately 88% of water services, but only 37% of the use. In particular, multifamily services accounted for only 2.3% of water use (2,173 acre-feet) in the Dominguez District. Table 4-2 of the Cal Water UWMP indicates that by 2020, multifamily use demands would increase to 7.5% of water use, which would be 2,365 acre-feet. To address the increase in water demand, the 2015 UWMP identifies Cal Water's steps toward supporting the WRD with respect to managing groundwater. In addition, the Sustainability Groundwater Management Act provides financial and enforcement tools to ensure that existing and future development do not adversely impact groundwater supplies (Cal Water 2016).

The project would rely on groundwater supplies from the Central Basin and West Coast Basin, and WRD actively manages water resources in the area to ensure that a reliable supply of groundwater is available. In addition, Cal Water recognizes the goals of WRD and legislation to protect groundwater supplies. Therefore, impacts associated with groundwater supplies would be less than significant.

Groundwater Recharge

Less-Than-Significant Impact. Under the existing conditions, the project site is undeveloped and contains mostly pervious surfaces. Development of the project would increase the impervious areas on-site. However, as indicated by the Preliminary Hydrology Report and LID Plan, the project site has been deemed infeasible

for infiltration/retain on-site due to underlying geotechnical conditions (Appendix E), and as such, the project site does not currently serve as an important area for groundwater recharge. Therefore, impacts associated with groundwater recharge would be less than significant.

- c) ***Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?***

Less-Than-Significant Impact. Under the existing conditions, there are no streams, rivers, or any other natural drainage course located on the project site. As previously discussed in Section 3.9(a), the SWPPP would include measures to prevent substantial erosion or siltation during construction activities. Because of the increase in peak flow rate resulting from the project, the project would incorporate underground storage systems to reduce peak flows to pre-development conditions (Appendix E). Therefore, impacts associated with altering the existing drainage pattern and erosion/siltation would be less than significant.

- d) ***Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?***

Less-Than-Significant Impact. As discussed in Section 3.8(c), the project would not significantly alter the drainage patterns of the project site. There are no streams, rivers, or any other natural drainage course located on the project site. Due to the increase in peak flow rate resulting from the project, the project would incorporate underground storage systems to reduce peak flows to pre-development conditions. Further hydromodification controls are not required for the project (Appendix E). Therefore, impacts associated with altering existing drainage patterns and flooding would be less than significant.

- e) ***Would the project 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. The increase in peak flow rate resulting from the project would be offset by a new underground storage systems to reduce peak flows to pre-development conditions. Since the flow rate would be equal to the existing conditions, the existing 33-inch RCP municipal storm drain main located in S. Central Avenue is sufficient to handle the capacity of stormwater flows from the project. In addition, the project would implement tree well filters to treat stormwater runoff prior to discharging off site. Therefore, impacts associated with stormwater flow capacity and polluted runoff would be less than significant.

- f) ***Would the project otherwise substantially degrade water quality?***

Less-Than-Significant Impact. As previously discussed in Section 3.9(a), the project would implement LID BMPs in accordance with the County of Los Angeles Low Impact Development Standards Manual to improve

water quality and mitigate potential water quality impacts caused by the project. The project would be designed to mitigate increase peak flow rates on the project site through on-site storage/detention (Appendix E). In addition, tree well filters (i.e., Contech Engineered Solutions Filterra-biorention system) are proposed to address stormwater runoff quality from the project site, which is included in the County's list of acceptable BMPs. The proposed tree well filters would be adequate in treating stormwater runoff prior to discharge off site into the adjacent municipal storm drain (Appendix E). Therefore, impacts associated with water quality degradation would be less than significant.

g) Would the project place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

No Impact. According to the Federal Emergency Management Agency's Flood Hazard Map (Flood Insurance Rate Map No. 06037C1955F), the project site is located outside of Flood Hazard Zone A (FEMA 2008), which is defined as being within the 100-year floodplain. The project site is within Zone X, which has been determined to be outside of the 0.2% annual chance of a flood event. Therefore, no impacts associated with placing housing within a 100-year flood hazard area would occur.

h) Would the project place within a 100-year flood hazard area structures which would impede or redirect flood flows?

No Impact. As previously discussed in Section 3.9(g), the project is not located in the 100-year flood hazard zone. The project site is within Zone X, which is determined to be outside of the 100-year floodplain. Therefore, no impacts associated with impeding or redirecting flood flows would occur.

i) Would the project expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?

No Impact. According to the City's Multihazard Functional Plan, the City is not subject to inundation associated with dam failure (City of Carson 2002). There are no levees or dams adjacent to or within the immediate project area. Therefore, no impacts associated with flooding or inundation would occur.

j) Inundation by seiche, tsunami, or mudflow?

No Impact. The project would not be susceptible to seiche, tsunami, or mudflow. Seiche is generally associated with oscillation of enclosed bodies of water typically caused by ground shaking associated with a seismic event; however, the project site is not located near an enclosed body of water. Flooding from tsunami conditions is not expected, since the project site is located approximately 8.5 miles from the Pacific Ocean. In addition, the project site and surrounding area are developed, and generally lack the characteristics typically associated with mudflows. Therefore, no impacts associated with seiche, tsunami, or mudflow would occur.

3.10 Land Use and Planning

a) *Would the project physically divide an established community?*

No Impact. The physical division of an established community typically refers to the construction of a linear feature (such as a major highway or railroad tracks) or removal of a means of access (such as a local road or bridge) that would impair mobility within an existing community or between a community and outlying area. Under the existing condition, the project site is not used as a connection between established communities. Instead, connectivity within the area surrounding the project site is facilitated via local roadways and pedestrian sidewalks. Therefore, no impacts associated with physical division of an established community would occur.

b) *Would the project conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?*

Less-Than-Significant Impact. The current General Plan land use designation of the project site is Mixed Use-Residential (MU-R) and the present zoning is SP-4 (Dominguez Hills Village Specific Plan) (City of Carson 2004; City of Carson 2015). Since the existing General Plan land use designation allows for residential, the proposed project would not result in a significant land use change (i.e., changing industrial designation to residential). The project site would result in the construction of a multifamily residential community and would be compatible with the residential uses adjacent to the project site on the other side of S. Central Avenue. The Specific Plan identifies the project site as Tank Farm, Retail, and Industrial (City of Carson 1999). If approved, the project would include a Specific Plan Amendment to revise the land use designation from the existing Specific Plan designation to Single-Family Attached (Townhome), similar to Housing Type D as defined in the Specific Plan. In addition, the Specific Plan Amendment would modify the existing parking requirements from 2.5 parking spaces per unit to 2.35 parking spaces per unit for Single-Family Attached.

According to Section V.1.a.1 of the Specific Plan, the purpose of Type D Housing is to provide the opportunity of home ownership to a greater number of people, while still providing the quality, security, and amenities of Dominguez Hills Village. The Specific Plan sets design guidelines for development within the Specific Plan zone, including fencing regulations, required open space area, and lot coverage. By complying with these development standards, the project would be constructed consistently with the intent and purpose of the Specific Plan. Through the plan check process, the City would thoroughly review all plans for the project to ensure compliance with all applicable development standards set forth in the Carson Municipal Code and other relevant land use plans, policies, and regulations. Therefore, impacts associated with applicable land use plans, policies, and regulations would be less than significant.

- c) *Would the project conflict with any applicable habitat conservation plan or natural community conservation plan?*

No Impact. The project site is not located within any habitat conservation plan; natural community conservation plan; or other approved local, regional, or state habitat conservations plan area. Therefore, no impacts associated with an adopted conservation plan would occur.

3.11 Mineral Resources

- a) *Would the project 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. The State Mining and Reclamation Act of 1975 (California Public Resources Code Section 2710 et seq.) requires that the California State Geologist implement a mineral land classification system to identify and protect mineral resources of regional or statewide significance. According to maps obtained through the California Department of Conservation and California Geological Survey, the project site is within a Mineral Resource Zone 3 (MRZ-3) zone, which is defined as an area containing mineral deposits for which the significance cannot be determined from available data (DOC 1982). Although the project site has historically been used for oil exploration, mining activities on site have since ceased, and the site underwent remediation in the 1990s. In addition, the City's General Plan EIR does not identify known mineral resources within the City (City of Carson 2002). Since no significant mineral resources have been identified within the City, implementation of the project would not adversely affect the availability of known mineral resources. Therefore, no impacts associated with mineral resources would occur.

- b) *Would the project 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. According to the City's General Plan EIR, no known significant mineral resources are located within the City (City of Carson 2002). Implementation of the project would not result in the loss of any known mineral resources. Therefore, no impacts associated with mineral resource recovery sites would occur.

3.12 Noise

The following analysis is based on the Acoustical Analysis Report prepared by Helix Environmental Planning Inc. in October 2018, and included as Appendix F.

Noise Background

Generally, federal and state agencies regulate mobile noise sources by establishing and enforcing noise standards on vehicles. Local agencies generally regulate stationary noise sources and construction activities to protect neighboring land uses and the public's health and welfare. In this regard, residences are considered a noise-sensitive land use. 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.

Although extremely loud noises can cause temporary or permanent damage, the primary environmental impact of noise is annoyance. The objectionable characteristic of noise often refers to its loudness. Loudness represents the intensity of the sound wave, or the amplitude of the sound wave height measured in decibels (dB). Decibels are calculated on a logarithmic scale; thus, a 10 dB increase represents a 10-fold increase in acoustic energy or intensity, and a 20 dB increase represents a 100-fold increase in intensity. Decibels are the preferred measurement of environmental sound because of the direct relationship between a sound's intensity and the subjective "noisiness" of it. The A-weighted decibel system (dBA) is a convenient sound measurement technique that weights selected frequencies based on how well humans can perceive them.

The range of human hearing spans from the minimal threshold of hearing (approximately 3 dBA) to that level of noise that is past the threshold of pain (approximately 120 dBA). In general, human sound perception is such that a change in sound level of 3 dB in a normal setting (i.e., outdoors or in a structure, but not in an acoustics laboratory without background noise levels) is just noticeable, and a change of 5 dB is clearly noticeable. A change of 10 dB is perceived as a doubling (or halving) of sound level. Noise levels are generally considered low when they are below 45 dBA, moderate in the 45 to 60 dBA range, and high above 60 dBA. Noise levels greater than 85 dBA can cause temporary or permanent hearing loss if exposure is sustained.

Ambient environmental noise levels can be characterized by several different descriptors. Energy equivalent or energy average sound level (L_{eq}) describes the average or mean noise level over a specified period of time. L_{eq} provides a useful measure of the impact of fluctuating noise levels on sensitive receptors over a period of time. Other descriptors of noise incorporate a weighting system that accounts for a human's susceptibility to noise irritations at night. Community noise equivalent level (CNEL) is a measure of cumulative noise exposure over a 24-hour period, with a 5 dB penalty added to evening hours (7:00 p.m. to 10:00 p.m.) and a 10 dB penalty added to night hours (10:00 p.m. to 7:00 a.m.). Since CNEL is a 24-hour average noise level, an area could have sporadic loud noise levels above 65 dBA that average lower over a 24-hour period.

City of Carson General Plan

Applicable policies and standards governing environmental noise in the City are contained in the City of Carson General Plan Noise Element (City of Carson 2004). The Noise Element Noise Element specifies exterior noise levels up to 60 CNEL as normally acceptable and up to 65 CNEL is conditionally acceptable. Noise levels exceeding 65 CNEL are generally unacceptable for multiple family residential uses. Table 12, Noise Element Land Use Compatibility Matrix, indicates standards regarding acceptable noise level limits for various land uses in the City.

Table 12
Noise Element Land Use Compatibility Matrix

Land Use Category	Community Noise Exposure (CNEL)			
	Normally Acceptable ¹	Conditionally Acceptable ²	Normally Unacceptable ³	Clearly Unacceptable ⁴
Residential–Low Density	50–60	60–65	65–75	75–85
Residential–Multiple Family	50–60	60–65	65–75	75–85
Transient Lodging–Motel, Hotels	50–65	65–70	70–80	80–85
Schools, Libraries, Churches, Hospitals, Nursing Homes	50–60	60–65	65–80	80–85
Amphitheater, Concert Hall, Auditorium, Meeting Hall	NA	50–65	NA	65–85
Sports Arenas, Outdoor Spectator Sports	NA	50–70	NA	70–85
Playgrounds, Neighborhood Parks	50–70	NA	70–75	75–85
Gold Courses, Riding Stables, Water Recreation, Cemeteries	50–70	NA	70–80	80–85
Office Buildings, Business Commercial and Professional	50–67.5	67.5–75	75–85	NA
Industrial, Manufacturing, Utilities, Agriculture	50–70	70–75	75–85	NA

Source: City of Carson 2004.

Notes: CNEL = Community Noise Equivalent Level; NA = Not Applicable

- 1 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.
- 2 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.
- 3 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.
- 4 Clearly Unacceptable: New construction or development should generally not be undertaken.

Section 3.4 of the City Noise Element identifies residences, public and private school/preschool classrooms, churches, hospitals, and elderly care facilities as noise sensitive receptors. The maximum interior exposure for these land uses is 45 dBA CNEL, with a maximum exterior exposure of 65 dBA CNEL.

Carson Municipal Code

Section 4101 (Unnecessary Noises) of Chapter I, Article IV of the Carson Municipal Code prohibits any disturbing, excessive, or offensive noise that causes discomfort or annoyance to any reasonable person of normal sensitivity residing in the community. Sections 4101(i) and 4101(j) of the Carson Municipal Code regulate noise from demolition and construction activities. These sections dictate that non-emergency construction activity (including demolition) and repair work can only occur between 7:00 a.m. and 6:00 p.m., Monday through Friday.

The City’s Noise Control Ordinance (Section 5500 of the Carson Municipal Code) sets standards for noise levels throughout the City that are applicable to radios, phonographs, loudspeakers and amplifiers, electric motors or engines, animals, motor vehicles, and construction equipment. The Noise Ordinance also sets maximum limits on interior and exterior noise levels for each noise zone, unless exempted, as shown in Table 13, Noise Ordinance (Municipal Code) Standards. In addition, when construction activities would have a duration greater than 21 days, Section 5502(c) of the Noise Control Ordinance requires that construction activities be conducted in such a manner to ensure that the noise level at an affected single-family residence does not exceed 65 dBA between 7:00 a.m. and 8:00 p.m. daily (except for Sundays and legal holidays when construction cannot occur), and 55 dBA between 8:00 p.m. and 7:00 a.m. on these same days.

Table 13
Noise Ordinance (Municipal Code) Standards

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

Source: City of Carson 2004.

Notes: dBA = A-weighted decibel; NA = Not Applicable.

Existing Noise Levels

Existing noise sources include nine large air conditioners present on the northern side of the Verizon facility. In addition, due to the numerous distribution warehouses in the surrounding area, heavy-duty trucks use S. Central Avenue, E. Victoria Street, and nearby SR-91 to transport goods 24 hours per day. The delivery truck activity is in addition to

normal vehicular traffic. Airplanes from the Compton/Woodley Airport, located approximately 1.3 miles to the north, contribute to the existing noise environment as well.

Three measurements were included in the ambient noise survey. The location for Measurement 1 (M1) is in the west side site entrance pocket on S. Central Avenue, approximately 15 feet east of the edge of the roadway and 600 feet north of the center of the intersection with E. Victoria Street. This measurement was taken to measure traffic noise from S. Central Avenue. Traffic counts were recorded for automobiles, medium-size trucks (double-tires/two axles), and heavy trucks (three or more axles). The traffic distribution of Sycamore Avenue includes a higher proportion of truck traffic than a typical residential road due to the roadway's use as a connection between industrial areas to the south and SR-91 to the north. For Measurement 2 (M2), a 24-hour monitor measurement was taken in the same area of the project site, approximately 25 feet southeast from M1. M2 was located at the northeast corner of the entrance pocket next to an existing power pole. A third measurement was made within the site at approximately 15 feet from the edge of the Verizon communication tower facility along the center area of the building air conditioning condenser units. Measurement 3 (M3) measured the noise generated by air conditioners located 15 feet from the edge of the Verizon building along the center area of the building air conditioner condenser units.

At these three measurement locations, the measured noise levels were 71.7 dBA L_{eq} for M1, 62.4 up to 75.5 dBA L_{eq} for M2, and 70.2 dBA L_{eq} for M3.

- a) ***Would the project result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?***

Less-Than-Significant Impact with Mitigation Incorporated. Impacts would be significant if the project would expose proposed multifamily residential uses to exterior noise levels exceeding 65 CNEL, interior noise levels exceeding 45 CNEL, or generate noise levels at a common property line with a residential property that would exceed daytime limits (7:00 a.m. to 10:00 p.m.) of 50 dBA or nighttime (10:00 p.m. to 7:00 a.m.) limits of 45 dBA. For a commercial property, impacts would be significant if the project would generate noise levels exceeding daytime limits of 60 dBA, nighttime limits of 55 dBA, or 70 dBA at any time at industrial properties. The project would be less than significant with mitigation incorporated, for the reasons discussed below.

Exterior Noise Exposure

Off-Site Transportation Noise Exposure

Traffic levels coupled with the high level of truck traffic create a generally high level of noise across the project site. For the purposes of this analysis and as a conservative estimate, the year 2035 traffic volume was calculated to estimate on-site traffic noise impacts to sensitive receivers (i.e., residences) at the project site. To calculate Year 2035 traffic volumes, a 0.5% growth rate was added to the project's 2020 peak hour values from the Transportation Impact Analysis (TIA) (Appendix G).

VICTORIA GREENS
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Based on Year 2035 traffic volumes, noise measurements were calculated for 24 receivers generally starting at the southeast corner of the project site and moving around in a clockwise direction to the northeast corner of the site on S. Central Avenue. Figure 6, Future Traffic Noise Contours, Receivers, and Proposed Barrier Location, provides the future site transportation noise contours for the existing conditions at 24 receiver locations, assuming level ground and no structures or topographic features. The future traffic-related noise levels in selected exterior use areas of the project are presented in Table 14.

Table 14
Exterior Noise Levels

Receiver	Location	Location Type	Noise Levels ¹ (CNEL)	Noise Levels with 6-foot barrier ¹ (CNEL)
P1	Pool Use Area	Exterior Use Area	65.7	57
LP1	Linear Park	Exterior Use Area	56.8	NA
D1	Dog Park	Exterior Use Area	59.7	NA
R1	E. Victoria Street	Residential Façade	64.3	NA
R2	E. Victoria Street	Residential Façade	68.5	NA
R3	E. Victoria Street	Residential Façade	68.8	NA
R4	E. Victoria Street	Residential Façade	68.9	NA
R5	E. Victoria Street	Residential Façade	66.1	NA
R6	E. Victoria Street	Residential Façade	64.1	NA
R7	E. Victoria Street	Residential Façade	68.8	NA
R8	E. Victoria Street	Residential Façade	68.9	NA
R9	E. Victoria Street	Residential Façade	69.8	NA
R10	E. Victoria Street	Residential Façade	63.6	NA
R11	E. Victoria Street	Residential Façade	69.6	NA
R12	E. Victoria Street	Residential Façade	70.1	NA
R13	E. Victoria Street	Residential Façade	63.2	NA
R14	E. Victoria Street and S. Central Avenue	Residential Façade	70.9	NA
R15	S. Central Avenue and E. Victoria Street	Residential Façade	70.3	NA
R16	S. Central Avenue	Residential Façade	67.2	NA
R17	S. Central Avenue	Residential Façade	66.5	NA
R18	S. Central Avenue	Residential Façade	69.9	NA
R19	S. Central Avenue	Residential Façade	67.0	NA
R20	S. Central Avenue	Residential Façade	70.0	NA
R21	Northwest Corner	Residential Façade	66.8	NA

Notes: CNEL = Community Noise Equivalent Level

¹ Includes planned residential structures.

As shown in Table 14, areas with the potential for exterior noise exposure are the Pool Use Area, Linear Park, and Dog Park. Noise levels within the Pool Use Area would exceed the General Plan 65 CNEL exterior limits. As such, the following mitigation measure would reduce noise impacts to sensitive receivers in exterior areas during operation of the project:

MM-NOI-1 Noise levels at the proposed swimming pool exterior use area exposed to noise levels in excess of 65 community noise equivalent level (CNEL) shall be reduced to 65 CNEL. Noise reduction for on-site exterior use area noise impacts shall be accomplished through on-site noise barriers (walls).

The project's proposed wall west of the swimming pool recreation area shall be constructed as a noise barrier with a height of at least 6 feet. Any additional height above the 6-foot level does not require noise attenuation features.

The sound attenuation fence or wall must be solid. It can be constructed of masonry, wood, plastic, fiberglass, steel, or a combination of those materials, as long as there are no cracks or gaps, through or below the wall. Any seams or cracks must be filled or caulked. If wood is used, it can be tongue and groove and must be at least 1-inch total thickness or have a density of at least 3.5 pounds per square foot. Where architectural or aesthetic factors allow, glass or clear plastic $\frac{3}{8}$ of an inch thick or thicker may be used on the upper portion, if it is desirable to preserve a view. Sheet metal of 18 gauge (minimum) may be used, if it meets the other criteria and is properly supported and stiffened so that it does not rattle or create noise itself from vibration or wind. Any door(s) or gate(s) must be designed with overlapping closures on the bottom and sides and meet the minimum specifications of the wall materials described above. The gate(s) may be of 1-inch thick or better wood, solid-sheet metal of at least 18-gauge metal, or an exterior-grade solid-core steel door with prefabricated doorjamb.

As shown on Table 14, the on-site noise levels would be below 65 CNEL at the Pool Use Area. With the incorporation of MM-NOI-1, impacts associated with off-site transportation noise exposure would be less than significant.

Off-Site Stationary and Operational Noise Exposure

The project is in an industrial area and has the potential to be affected by existing commercial and industrial off-site noise sources including the adjacent Verizon facility's air conditioners, air conditioning units mounted on rooftops of nearby commercial facilities, and off-site trucking activities.

The off-site air conditioning units generate a noise level of 70.6 dBA L_{eq} immediately adjacent the Verizon air conditioning units, and 41.6 dBA L_{eq} at the loudest location along E. Victoria Street from the other industrial buildings to the south of E. Victoria Street. The off-site truck backup alarms would create potential noise levels of 38.7 dBA L_{eq} .

The expected noise levels from these units would be approximately 55.6 dBA at the Linear Park and 40.3 dBA at the dog park. This equates to approximately 62.3 and 60 CNEL at the tot lot and pocket park, respectively. The continuous use of the Verizon air conditioning units would not exceed the City's General Plan 65 CNEL limits for residential exterior use areas. Therefore, impacts associated with off-site stationary and operational noise exposure would be less than significant.

Interior Noise

Consistency with Interior Noise Standards

As shown in Table 14, the building façade noise levels may exceed 60 CNEL at the proposed residences facing both S. Central Avenue and E. Victoria Street. Traditional architectural materials typically are able to reduce exterior-to-interior noise by up to 15 dBA. Interior noise level may exceed the 45 CNEL interior noise standard, and as such, mitigation measure MM-NOI-2 is required. With the incorporation of MM-NOI-2, impacts associated with interior noise standards would be less than significant.

MM-NOI-2 Interior noise levels within the project's dwelling units shall not exceed 45 community noise equivalent level (CNEL).

Once specific building plan information is available, additional exterior-to-interior acoustical analysis shall be conducted for the residences facing both S. Central Avenue and E. Victoria Street where exterior noise levels are expected to exceed 60 CNEL to demonstrate that interior levels will not exceed 45 CNEL. The information in the analysis shall include wall heights and lengths, room volumes, window and door tables typical for a building plan, as well as information on any other openings in the building shell. With this specific building plan information, the analysis shall determine the predicted interior noise levels at the planned on-site buildings. If predicted noise levels are found to be in excess of 45 CNEL, the report shall identify architectural materials or techniques that could be included to reduce noise levels to 45 CNEL in habitable rooms. Standard measures such as glazing with Sound Transmission Class (STC) ratings from a STC 22 to STC 60, as well as walls with appropriate STC ratings (34 to 60), should be considered.

In addition, appropriate means of air circulation and provision of fresh air shall be provided to allow windows to remain closed for extended intervals of time so that acceptable interior noise levels can be maintained. The mechanical ventilation system shall meet the criteria of the International Building Code (Chapter 12, Section 1203.3 of the 2001 California Building Code).

With the incorporation of MM-NOI-2, impacts associated with interior noise impacts would be less than significant.

Project-Generated Operational Noise

The project includes the outdoor installation of HVAC condenser units. Modeling assumed that the air conditioning condenser would be a Carrier 38HDR060 split system. This unit typically generates a noise level of 56 dBA at a distance of 7 feet. Based on the site plan, the closest building to the property line would be the north commercial building. HVAC units could be placed on either the ground level or the building's rooftops. At ground level, the HVAC units would not be located closer than about 35 feet from the nearest property line. At this distance, a single condenser would generate a noise level of 43 dBA. This does not exceed the City's allowable hourly nighttime limit of 45 dBA for residential properties. Therefore, impacts associated with project-generated operational noise be less than significant.

- b) ***Would the project result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?***

Less-Than-Significant Impact with Mitigation Incorporated. A typical on-site source of vibration during project construction would be a vibratory roller (primarily used to achieve soil compaction as part of the foundation and paving construction). A vibratory roller would likely be used for compaction of fill. The vibratory roller would be used for compaction approximately 30 feet from the nearest commercial property line (with a daycare facility) and over 100 feet to the closest residential location. A vibratory roller creates approximately 0.210 inches/second peak particle velocity at a distance of 25 feet (FHWA 2006), which would be reduced to about 0.172 at 30 feet. At a 1 hertz (Hz) frequency, a vibratory roller would create a velocity of 0.03 inches/second, which is above the 0.01 inches/second standard. All frequencies above 1 Hz would not exceed the 0.01 inches/second standard. At 50 feet, a vibratory roller would create approximately 0.01 inches/second at 1 Hz frequency, and would meet the City standards for vibration.

With a vibratory roller operating 30 feet of the existing vibration-sensitive receptors to the north of the project site, impacts would be perceptible and potentially significant prior to implementation of mitigation. However, with the incorporation of MM-NOI-3, impacts associated with vibration would be less than significant.

MM-NOI-3 The construction contractor shall not operate a vibratory roller, or equipment with the potential to result in an equivalent level of vibration that exceeds 0.01 inches/second over the frequency range of 1 to 100 hertz, or within 50 feet of the daycare facility north of the project site.

- c) ***Would the project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?***

Less-Than-Significant Impact. Under the existing condition, the receiver locations along E. Victoria Street and S. Central Avenue experience noise levels at up to 75.5 dBA L_{eq} . As previously discussed in Section 3.12(a), the project includes the outdoor installation of HVAC condenser units. This unit typically generates a noise level of 56

dba at a distance of 7 feet. Based on the site plan, the closest building to the property line would be the north commercial building. At ground level, the HVAC units would not be located closer than 35 feet from the nearest property line, which would generate a noise level of 43 dba. Thus, noise generated by the project would not result in a substantial permanent increase in ambient noise due to on-site generated noise.

The primary long-term or permanent noise effect associated with residential development is the potential for increased traffic noise from project-generated traffic trips. For a 3 dba CNEL increase in traffic noise to occur, the existing average daily traffic (ADT) along a roadway segment would need to be doubled (Caltrans 2013). The project would generate 69 ADT: 61 would be added to S. Central Avenue and 8 would be added to E. Victoria Street. S. Central Avenue currently carries 2,071 ADT, and E. Victoria Street carries 1,234 ADT. The project would contribute 3% to the existing ADT along S. Central Avenue and less than 1% along E. Victoria Street, which would result in a traffic noise level increase of less than 1 dba CNEL. As such, the project would not have the potential to generate a substantial permanent increase in ambient noise levels in the project vicinity. Therefore, impacts associated with a permanent increase in ambient noise levels would be less than significant.

d) *Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?*

Less-Than-Significant Impact with Mitigation Incorporated. Construction of the project would involve grading, paving of the site, and erecting new buildings. The magnitude of the impact would depend on the type of construction activity, equipment, duration of each construction phase, distance between the noise source and receiver, and any intervening structures. Construction would generate elevated noise levels that may disrupt nearby residences. Noise-sensitive land uses include residences approximately 140 feet west of the project across S. Central Avenue and a daycare facility located in a commercial building approximately 30 feet north of the project site.

Construction equipment is mobile and would be moving across the site throughout the construction period. For modeling purposes, the general construction equipment was assumed to operate at a conservative distance of 75 feet from the project boundary. The noise levels for a dozer and a loader at this distance would be 73.4 dba L_{eq} during a given hour, which would be under the short-term construction significance threshold of 80 dba L_{eq} . Long-term (greater than 20 days) construction would be limited to occasional smaller and low-noise equipment, such as a mobile lift or skid steer, with the potential noise impacts in excess of the long-term 70 dba L_{eq} limit. Noise reduction for the noise impacts to the daycare shall be accomplished through implementation of mitigation measure MM-NOI-4.

MM-NOI-4 Temporary sound barriers or sound blankets shall be installed between construction operations and adjacent noise-sensitive receptors. Due to equipment exhaust pipes being approximately 7 to 8 feet above ground, a sound wall at least 10 feet in height above grade shall be located along the northern property line between the project and neighboring daycare facility, from S. Central Avenue east along the unnamed driveway between the site and daycare for approximately 180 feet.

To reduce noise levels effectively, the sound barrier should be constructed of a material with a minimum weight of 2pounds per square foot with no gaps or perforations, and shall remain in place until the conclusion of demolition, grading, and construction activities.

MM-NOI-4 would reduce construction noise levels at the nearby daycare center to be in compliance with the City's Noise Ordinance limit. Therefore, with implementation of mitigation, short-term construction noise impacts would be less than significant.

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

No Impact. The closest public airports to the project site are the Compton/Woodley Airport, which is located approximately 1.3 miles north of the project site, and Long Beach Airport, which is located approximately 5.5 miles southeast of the project site. According to the Los Angeles County Airport Land Use Commission, the project is not located within the airport land use plans for these nearby airports. In addition, the Noise Contour Map provides the 65 CNEL contour, which is located approximately 4,500 feet north of the project site (ALUC 2018).

- f) ***Would the project be within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?***

No Impact. The project site is located approximately 1.75 miles northeast of the Goodyear Blimp Base Airport (19200 South Main Street) and approximately 2.5 miles from the Carson Sheriff Station Heliport (21356 South Avalon Boulevard). However, due to the distance and intervening distance, the project would not expose people working or residing in the project area to excessive noise levels. Therefore, no impacts would occur.

3.13 Population and Housing

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

Less-Than-Significant Impact. According to SCAG's 2016–2040 RTP/SCS growth forecast, the City of Carson is projected to add approximately 15,900 people, 5,500 households, and 11,200 jobs in the future, based on regional demographic and economic assumptions (SCAG 2016). Specifically, SCAG's forecast indicates the population to increase from the 2012 population of 92,000 to the projected 2040 population of 107,900 (an increase of 17%).

The project would directly induce population growth in the City by constructing 175 new dwelling units on a property that is currently vacant. According to SCAG, the average household size in the City is 3.6 persons (SCAG 2017). Using this factor of 3.6 persons per household, the project could support a residential population of approximately 630 persons. By comparison to SCAG's growth forecast, the project's 630 additional residents would represent

approximately 4% of the projected growth in the City. In addition, it is anticipated that new residents would include a mix of both new transplants to the City and existing residents, so these projections may be conservative.

According to Table 28 in the City's General Plan Housing Element, the total regional housing need is 1,698 housing units. In addition, the City addresses the importance of identifying sites for future housing development (City of Carson 2013a). Since the project site is currently vacant, the project would assist the City in fulfilling its housing needs, as determined by SCAG. As such, direct impacts to population growth would be less than significant. Therefore, impacts related to substantial population growth would be less than significant.

b) *Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?*

No Impact. Under the existing condition, the project site is currently vacant, with no residential uses found on the project site. Therefore, no impacts associated with the displacement of existing housing would occur.

c) *Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?*

No Impact. No residential uses currently exist on the project site, and the proposed project would not displace any existing housing. As such, it follows that the project site also does not presently support a residential population and would not displace any people. Therefore, no impacts associated with displacement of people would occur.

3.14 Public Services

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:*

Fire protection?

Less-Than-Significant Impact. The Los Angeles County Fire Department (LACoFD) provides fire protection services to the City. There are six primary fire stations that provide fire and emergency medical services to the City. Four of the stations are located within the City's boundaries. The Fire Prevention Office is located at the Carson City Hall (701 East Carson Street), which is located approximately 2.6 miles southwest of the project site. The nearest fire station is the LACoFD Station 116 (755 East Victoria Street), located approximately 0.8 miles east of the project site via E. Victoria Street (LACoFD 2018).

Based on the proximity of the project site to the existing LACoFD facilities, and since the project site is located in a developed part of the City that is within the service area of LACoFD, it is anticipated that the project could

be served by LACoFD without adversely affecting response times or other performance objectives. In addition, the project applicant would be required to pay development impact fees to the City prior to the issuance of building permits. These fees would help offset incremental impacts to LACoFD resources by helping to fund capital projects, as needed. Therefore, impacts associated with LACoFD facilities would be less than significant.

Police protection?

Less-Than-Significant Impact. The Los Angeles County Sheriff's Department (LASD) contracts with the City to provide police protection services. LASD staff has indicated that an officer-to-population ratio of one officer to every 1,000 residents is the desired level of service (County of Los Angeles 2014). The Carson Sheriff's Station is located at 21356 South Avalon Boulevard, approximately 2.4 miles southwest of the project site.

Based on the proximity of the project site to the existing Carson's Sheriff Station, and since the project site is located in a developed part of the City that is within the service area of the Carson Sheriff's Station, it is anticipated that the project could be served without adversely affecting response times or other performance objectives. In addition, the project applicant would be required to pay development impact fees to the City prior to the issuance of building permits. These fees would help offset incremental impacts to LASD resources by helping to fund capital projects, as needed. Therefore, impacts associated with LASD facilities would be less than significant.

Schools?

Less-Than-Significant Impact. The Los Angeles Unified School District and the Compton Unified School District (CUSD) serve the City. The Los Angeles Unified School District has 14 elementary schools, 5 middle schools, and 6 high schools that serve the project area. The CUSD has one elementary school, one middle school, and one high school serving the City. The project site is within the CUSD boundary, and the assigned resident schools are Ralph Bunche Elementary School (grades K–8), Frank L. Walton Middle School (grades 6–8), and Compton High School (grades 9–12) (CUSD 2018), located approximately 1.3 miles northwest, 1 mile northeast, and 2 miles northeast from the project site, respectively.

CUSD would serve students in grades kindergarten through 12th grade who would reside on the project site. According to the California Department of Education, during the 2017/2018 school year, Bunche Elementary School had 420 students enrolled; Walton Middle School had 311 students enrolled; and Compton High School had 1,766 students enrolled (CDE 2018). According to the City's General Plan, Bunche Elementary School has a capacity of 511 students (City of Carson 2004). Thus, it is anticipated Bunche Elementary School would have existing capacity and facility to accept additional students. In addition, the City of Compton's General Plan EIR identified the existing enrollment in 2014 at Walton Middle School to be 695 students, and at Compton High School to be 2,224 students (City of Compton 2014). As such, these schools are also expected to have the capacity for additional student enrollment.

Using the student generation rates used in the City's General Plan EIR (City of Carson 2002), high-density residential uses generate 0.178 elementary school students, 0.0823 middle school students, and 0.081 high school students per unit. At 175 dwelling units, the project could generate approximately 31 elementary school students, 14 middle school students, and 14 high school students. Because these CUSD schools currently experienced declines in student enrollment, it is assumed that CUSD has the capacity and facilities to accept an increase in students generated by the project.

Nonetheless, the project would be subject to SB 50, which requires the payment of mandatory impact fees to offset any impact to school facilities. In accordance with SB 50, the project applicant would pay its fair share of school impact fees based on the number of proposed dwelling units and square footage per Government Code Section 65995(h). Therefore, impacts associated with CUSD facilities would be less than significant.

Parks?

Less-Than-Significant Impact. The project would include 175 dwelling units that would house approximately 630 residents. These residents are anticipated to patronize various public parks and recreational facilities located in proximity to the project site. The closest park to the project is the 13-acre Stevenson Park, which is located 0.5 miles northwest of the project site and provides a range of passive and active recreational amenities, including two baseball fields, two tennis courts, two basketball courts, two play areas, a recreation room, gymnasium, fitness center, and three picnic shelter areas (City of Carson 2018b). In addition, Mills Park is located 1.3 miles south of the project site. Mills Park is a 5-acre facility with an activity room, two play areas, three picnic shelter areas, a basketball court, recreation room, and three picnic areas (City of Carson 2018c).

The project would be subject to the state's Quimby Act, which requires development projects to set aside land, donate conservation easements, or pay in-lieu fees for park improvements. Pursuant to the Quimby Act, the project applicant would pay its fair share of in-lieu fees based on the number and type of dwelling units. In addition, the project would include a clubhouse, pool, linear park, and a dog park. These on-site amenities would provide an alternative to off-site public parks and recreational facilities, allowing the project's residents to recreate on the project site while incrementally reducing impacts to off-site public parks and recreational facilities. Therefore, impacts associated with park facilities would be less than significant.

Other public facilities?

Less-Than-Significant Impact. At least a portion of the approximately 630 residents generated by the project would patronize public facilities, such as local library branches, operated by the City and County. Library services in the City are provided by the County of Los Angeles Public Library System. The Carson Library is located at 151 East Carson Street, approximately 2.9 miles south of the project site. The service area for the library has a population of 100,980 and has a collection of 216,146 library materials, such as books, audio materials, periodicals, and government documents. In addition, the Dr. Martin Luther King, Jr. Library is located at 17906 South Avalon Boulevard, approximately 1 mile east of the project site (City

of Carson 2002). According to the City's General Plan EIR, the libraries are underserved in terms of facility size and library materials (City of Carson 2002).

The project would add approximately 630 residents, which represents approximately 0.7% of the existing 92,797 City residents that are served by the library system (U.S. Census Bureau 2015). This nominal increase in library patrons is not expected to significantly impact the County of Los Angeles Public Library System's ability to serve users compared to existing conditions. In addition, the County of Los Angeles applies a library mitigation fee to new residential developments, which is deposited into a special library capital facilities fund (County of Los Angeles 2014). The project applicant would be required to pay their fair share of this library mitigation fee to the City prior to the issuance of building permits. Therefore, impacts associated with libraries and other public facilities would be less than significant.

3.15 Recreation

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

Less-Than-Significant Impact. The project would be subject to the state's Quimby Act, which requires development projects to set aside land, donate conservation easements, or pay in-lieu fees for park improvements. Pursuant to the Quimby Act, the project applicant would pay its fair share of in-lieu fees based on the number and type of dwelling units. In addition, the project would include a clubhouse, pool, linear park, and a dog park. These on-site amenities would provide an alternative to off-site public parks and recreational facilities, allowing the project's residents to recreate on the project site while incrementally reducing impacts to off-site public parks and recreational facilities. Therefore, impacts associated with the increased use of existing recreational facilities would be less than significant.

- 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. The project would include common areas located throughout the project site. These areas would include multifunctional lawns, a recreation center, a dog park, and a linear park. Cumulatively, residents will enjoy over 22,000 square feet of communal recreation space that includes a pool area and clubhouse. These on-site amenities would be fully contained and secured within the project site and are part of the project. Any potential environmental impacts related to the construction and operation of these on-site recreational amenities are already accounted for in this IS/MND as part of the impact assessment conducted for the entirety of the project. No adverse physical impacts beyond those already disclosed in this document would occur as a result of implementation of the project's on-site recreational facilities. Therefore, impacts associated with the construction or expansion of recreational facilities would be less than significant.

3.16 Transportation and Traffic

The following analysis is based on the TIA prepared by Fehr and Peers in October 2018, and the Parking Study prepared by IBI Group in October 2018, both included as Appendix G.

Existing Traffic Setting

This section presents existing base peak-hour traffic volumes, describes the methodology used to assess the traffic conditions at each intersection, and analyzes the resulting operating conditions at each, indicating volume-to-capacity (V/C) ratios and levels of service (LOS).

Existing Traffic Volumes

Weekday AM and PM peak hour turning movement counts were collected at the study intersections in March 2018. The existing weekday morning and afternoon peak hour volumes at the study intersections are provided in Appendix G. Traffic count worksheets for these intersections are provided in Appendix B of Appendix G.

Level of Service Methodology

All three study area jurisdictions use the Intersection Capacity Utilization (ICU) methodology to determine LOS. The ICU methodology estimates the V/C ratio for an intersection based on the individual V/C ratios for the conflicting traffic movements. The ICU value represents the percent signal green time of capacity of the intersection movements. It should be noted that the ICU methodology assumes uniform traffic distribution per intersection approach lane and optimal signal timing. The overall intersection V/C ratio is subsequently assigned an LOS value to describe intersection operations, as identified in Table 15. LOS ranges from LOS A (free flow) to LOS F (jammed condition). The standard LOS methodology varies by jurisdiction. Study intersections are analyzed according to the methodology of the appropriate jurisdiction.

Table 15
Level of Service Definitions for Signalized Intersections

City of Carson, City of Compton, and LA County ICU Methodology		
<i>Level of Service (LOS)</i>	<i>Volume/Capacity (V/C) Ratio</i>	<i>Definition</i>
A	0.000 – 0.600	EXCELLENT. No vehicle waits longer than one red light and no approach phase is fully used.
B	>0.600 – 0.700	VERY GOOD. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.
C	>0.700 – 0.800	GOOD. Occasionally drivers may have to wait through more than one red light; backups may develop behind turning vehicles.
D	>0.800 – 0.900	FAIR. Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups.
E	>0.900 – 1.000	POOR. Represents the most vehicles intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.
F	> 1.000	FAILURE. Backups from nearby locations or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously increasing queue lengths.

Source: TRB 1980.

Notes: ICU = intersection capacity utilization.

Existing 2018 LOS

Existing year traffic volumes presented in Appendix G were analyzed using the methodologies described above to determine the existing operating conditions at the study intersections. Table 16 summarizes the results of the analysis of the existing weekday morning and evening peak hour V/C ratio and corresponding LOS at each of the analyzed intersections. Existing LOS were analyzed with the current lane configurations observed in the field. Four of the six signalized intersections currently operate at LOS A or B during both peak periods. The intersections of S. Central Avenue and Artesia Boulevard, and S. Central Avenue and Albertoni Street, both in the City of Compton, currently operate at LOS C during both peak periods. Detailed LOS analysis sheets for the project are provided in Appendix C of Appendix G.

Table 16
Existing Conditions Intersection Levels of Service

ID	N/S Street Name	E/W Street Name	Intersection Control	Jurisdiction ¹	Analyzed Period	Existing	
						V/C or Delays	LOS
1	Tamcliff Ave.	E. Victoria St.	Signalized	City of Carson	AM PM	0.438 0.524	A A
2	S. Central Ave.	E. Victoria St.	Signalized	City of Carson	AM PM	0.594 0.699	A B
3	S. Wilmington Ave.	W. Victoria St.	Signalized	Los Angeles County	AM PM	0.539 0.614	A B
4	S. Central Ave.	E. Artesia Blvd.	Signalized	City of Compton	AM PM	0.765 0.713	C C
5	S. Central Ave.	E. Albertoni St.	Signalized	City of Compton	AM PM	0.790 0.764	C C
6	S. Central Ave.	E. University Dr.	Signalized	City of Carson	AM PM	0.540 0.504	A A

Notes: N/S = north/south; E/W = east/west; V/C = volume-to-capacity; LOS = level of service.

¹ Methodologies and impact thresholds vary by jurisdiction.

- a) *Would the project conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?*

Less-Than-Significant Impact. The project would not conflict with an applicable plan, ordinance, or policy that establishes measures of effectiveness for the performance of the circulation system, as further discussed below.

Project Trip Generation

Trip generation rates from *Trip Generation, 10th Edition* (ITE 2017) were used to estimate the number of trips associated with the project. As shown in Table 17, the project is estimated to generate a net increase of 1,281 daily trips, including 81 trips (19 inbound/62 outbound) during the AM peak hour and 98 trips (62 inbound/36 outbound) during the PM peak hour.

Table 17
Project Trip Generation Estimate

Land Use	ITE Land Use Code	Size	Trip Generation Rates ¹							Estimated Trip Generation						
			Daily Rate	AM Peak Hour			PM Peak Hour			Daily Trips	AM Peak Hour Trips			PM Peak Hour Trips		
				Rate	% In	% Out	Rate	% In	% Out		In	Out	Total	In	Out	Total
Low-Rise Residential	220	175 du	7.32	0.46	23 %	77 %	0.56	63%	37 %	1,281	19	62	81	62	36	98

Note:

¹ Source: ITE 2017.

Project Traffic Distribution

The geographic distribution of traffic generated by the project depends on several factors, including the type and density of the proposed land use, the locations of employment and commercial centers to which residents of the project may be drawn, and the location of the project’s access points in relation to the surrounding street system. Considering those factors, a trip distribution pattern was developed for the project and the corresponding percentage of traffic likely to be regionally oriented and using the freeway as opposed to the local street system (Figure 7, Regional Project Trip Distribution).

Project Traffic Assignment

The traffic expected to be generated by the project was assigned to the street network using the distribution patterns described in Figure 7. The TIA (Appendix G) shows the assignment of project-only traffic volumes for the morning and afternoon peak hours at the six analyzed intersection locations.

Existing plus Project Impact Analysis

Existing plus Project Traffic Conditions

The project traffic estimated and assigned to the study intersections was added to the existing traffic volumes to estimate existing plus project traffic volumes. Turning movement traffic volumes and analysis sheets for the existing plus project scenario are provided in the TIA (Appendix G).

Existing plus Project Traffic LOS

The existing plus project traffic volumes were analyzed to determine the projected V/C ratios and LOS for each of the analyzed signalized intersections under this scenario. Table 18 summarizes the existing plus project LOS.

Table 18
Existing Plus Project Intersection LOS and Impact Analysis

ID	N/S Street Name	E/W Street Name	Intersection Control	Jurisdiction ¹	Analyzed Period	Existing		Existing + Project		Project Increase In V/C or Delay(s)	Significant Impact?
						V/C or Delay (s)	LOS	V/C or Delay (s)	LOS		
1	Tamcliff Ave.	E. Victoria St.	Signalized	City of Carson	AM PM	0.438 0.524	A A	0.440 0.530	A A	0.002 0.006	No No
2	S. Central Ave.	E. Victoria St.	Signalized	City of Carson	AM PM	0.594 0.699	A B	0.600 0.711	A C	0.006 0.012	No No
3	S. Wilmington Ave.	W. Victoria St.	Signalized	Los Angeles County	AM PM	0.539 0.614	A B	0.540 0.614	A B	0.001 0.000	No No
4	S. Central Ave.	E. Artesia Blvd.	Signalized	City of Compton	AM PM	0.765 0.713	C C	0.776 0.720	C C	0.011 0.007	No No
5	S. Central Ave.	E. Albertoni St.	Signalized	City of Compton	AM PM	0.790 0.764	C C	0.795 0.773	C C	0.005 0.009	No No
6	S. Central Ave.	E. University Dr.	Signalized	City of Carson	AM PM	0.540 0.504	A A	0.541 0.504	A A	0.001 0.000	No No

Notes: N/S = north/south; E/W = east/west; V/C = volume to capacity; LOS = level of service.

¹ Methodologies and impact thresholds vary by jurisdiction.

As indicated in Table 18, three of the six analyzed intersections are projected to operate at LOS A or B during both morning and evening peak hours with the project. The intersection of S. Central Avenue and E. Victoria Street, in the City of Carson, is expected to operate at LOS A in the AM peak hour and LOS C in the PM peak hour. The intersections of S. Central Avenue and E. Artesia Boulevard, and S. Central Avenue & E. Albertoni Street, both in the City of Compton, are expected to operate at LOS C during both peak hours. Detailed LOS analysis sheets for the project are provided in the TIA (Appendix G).

Therefore, the project would not result in significant impacts to any of the six study intersections under the existing plus project traffic conditions.

Future Year 2020 Traffic Conditions

To evaluate the potential impacts of the project on future (Year 2020) conditions, it was necessary to develop estimates of future traffic conditions in the area both without and with project traffic. First, estimates of traffic growth were developed for the study area to forecast future conditions without the project. These forecasts included traffic increases as a result of both regional ambient traffic growth and traffic generated by specific developments in the vicinity of the project (related projects). Including both ambient growth and trips from specific projects proposed within the vicinity of the project provides a conservative estimate of future traffic projections.

These projected traffic volumes, identified herein as the future base conditions, represent the future conditions without the project.

Background or Ambient Growth

Based on historic trends and at the direction of the City, it was established that an ambient growth factor of 0.5% per year should be applied to adjust the existing base year traffic volumes to reflect the effects of regional growth and development by year 2020. This growth factor was developed based on regional growth patterns, the SCAG 2016 RTP Model, the 2010 Congestion Management Program (CMP), and at the direction of the City. This growth factor was applied to the 2018 traffic volume data to reflect the effect of ambient growth by the year 2020.

Related Project Traffic Generation and Assignment

Future base traffic forecasts include the effects of known specific projects, called related projects, expected to be implemented in the vicinity of the project site prior to the buildout date of the project. The list of related projects was prepared based on data from the City of Carson, the City of Compton, and the County of Los Angeles. A total of 11 related projects were identified in the study area (Figure 8, Related Projects).

Future Year 2020 Base Traffic Volumes

Future year 2020 base weekday AM and PM peak-hour traffic volumes and lane geometries for the analyzed intersections are provided in the TIA (Appendix G). The future base traffic conditions represent an estimate of future conditions without the project inclusive of the ambient background growth and related projects traffic.

Future plus Project Traffic Impact Analysis

Future plus Project Traffic Condition

The project traffic volumes were added to the year 2020 future base traffic projections, resulting in future (year 2020) plus project AM and PM peak-hour traffic volumes. The future (year 2020) plus project scenario presents future traffic conditions with the completion of the project. The TIA (Appendix G) shows the lane configurations and volumes analyzed as part of the future plus project scenario.

Future Base Traffic Level of Service

The year 2020 future base peak-hour traffic volumes were analyzed to determine the projected V/C ratio and LOS for each of the analyzed intersections. Table 19 summarizes the future LOS. Three of the six intersections analyzed for impacts are projected to operate at LOS A or B during the morning and afternoon peak hours under future base conditions. The intersection of S. Central Avenue and E. Victoria Street, in the City of Carson, is projected to operate at LOS B during the AM peak hour and LOS C during the PM peak hour. The intersection of S. Central Avenue and Artesia Boulevard, in the City of Compton, is projected to operate at LOS D during the AM peak hour and LOS C during the PM peak hour. The intersection of S. Central Avenue and Albertoni Street in the City of Compton, is projected to operate at LOS D during both the AM and PM peak hours. Detailed LOS analysis sheets are provided in the TIA (Appendix G).

**Table 19
Future Year (2020) Plus Project Intersection Levels of Service and Impact Analysis**

ID	N/S Street Name	E/W Street Name	Intersection Control	Jurisdiction ¹	Analyzed Period	Future		Future + Project		Project Increase In V/C or Delay(s)	Significant Impact?
						V/C or Delay(s)	LOS	V/C or Delay(s)	LOS		
1	Tamcliff Ave.	E. Victoria St.	Signalized	City of Carson	AM	0.455	A	0.457	A	0.002	No
					PM	0.542	A	0.548	A	0.006	No
2	S. Central Ave.	E. Victoria St.	Signalized	City of Carson	AM	0.624	B	0.630	B	0.006	No
					PM	0.745	C	0.758	C	0.013	No
3	S. Wilmington Ave.	W. Victoria St.	Signalized	Los Angeles County	AM	0.551	A	0.552	A	0.001	No
					PM	0.621	B	0.621	B	0.000	No
4	S. Central Ave.	E. Artesia Blvd.	Signalized	City of Compton	AM	0.818	D	0.829	D	0.011	No
					PM	0.766	C	0.776	C	0.010	No
5	S. Central Ave.	E. Albertoni St.	Signalized	City of Compton	AM	0.854	D	0.859	D	0.005	No
					PM	0.815	D	0.825	D	0.010	No
6	S. Central Ave.	E. University Dr.	Signalized	City of Carson	AM	0.570	A	0.571	A	0.001	No
					PM	0.560	A	0.560	A	0.000	No

Notes: N/S = north/south; E/W = east/west; V/C = volume to capacity; LOS = level of service.

¹ Methodologies and impact thresholds vary by Jurisdiction.

Future plus Project Traffic Level of Service

The future (year 2020) plus project peak-hour traffic volumes were analyzed to determine the projected future operating conditions with the addition of the project traffic. The results of the future (year 2020) plus project analysis are also presented in Table 19, with analysis sheets. Three of the six intersections analyzed are projected to operate at LOS A or B during the morning and afternoon peak hours under future (year 2020) plus project conditions. The intersection of S. Central Avenue and E. Victoria Street, in the City of Carson, is projected to operate at LOS B during the AM peak hour and LOS C during the PM peak hour. The intersection of S. Central Avenue and Artesia Boulevard, in the City of Compton, is projected to operate at LOS D during the AM peak hour and LOS C during the PM peak hour. The intersection of S. Central Avenue and Albertoni Street in the City of Compton is projected to operate at LOS D during both the AM and PM peak hours. Detailed LOS analysis sheets for the Project are provided in the TIA (Appendix G).

Future (Year 2020) plus Project Intersection Impacts

As shown in Table 19, using the criteria for determination of significant impacts, it is determined that the project would not result in significant impacts at any of the six intersections under future (year 2020) plus project conditions.

Unsignalized Intersection Signal Warrant Analysis

The project driveway is currently planned as the fourth leg to the existing three-legged uncontrolled intersection of S. Central Avenue and Aspen Hill Road. S. Central Avenue at this location provides two through lanes in each direction, as well as left-turn pockets for both northbound and southbound turns. Aspen Hill Road provides gate-controlled access into Dominguez Hills Village. The outbound driveway provides one shared right-left lane onto S. Central Avenue. In order to assess whether the addition of the project driveway to the existing three-legged, side-street stop-controlled intersection will warrant signalization, a traffic signal warrant analysis was prepared utilizing the California Manual on Uniform Traffic Control Devices peak hour warrant. Traffic volumes utilized in the warrant analysis were collected on February 20, 2018.

A 24-hour traffic count on S. Central Avenue confirmed the AM peak hour as the peak hour with the highest volumes through the intersection. Morning peak hour volumes at the unsignalized intersection were therefore analyzed under existing, existing plus project, future base, and future plus project conditions. The volumes at the S. Central Avenue and Aspen Hill Road/project driveway intersection did not meet the signal warrant thresholds during the AM peak hour under any of the analysis scenarios.

Freeway Ramp Intersection Analysis

Per Caltrans' *Guide for the Preparation of Traffic Impact Studies* (Caltrans Guide; Caltrans 2002), it is recommended that traffic impact analysis evaluate the potential effects of a development project on intersections along nearby state highway facilities, including ramp terminal intersections. As such, the TIA analyzed the following two freeway ramp terminal intersections:

1. S. Central Avenue and E. Artesia Boulevard/SR-91 westbound ramps
2. S. Central Avenue and E. Albertoni Street/SR-91 eastbound ramps

Freeway Ramp Intersection Level of Service Analysis

LOS calculations were conducted using the Synchro 10.0 traffic analysis software and are reported using the *Highway Capacity Manual* (HCM) methodology. The analysis was conducted in accordance with methodologies outlined in the Caltrans Guide. Each intersection was configured according to its existing configuration, including signal timing and physical geometry. Four scenarios were tested for the AM and PM weekday peak hours:

- Existing year (2018)
- Existing plus project
- Future year (2020)
- Future year plus project

Freeway Ramp Level of Service Criteria

Under the HCM methodology, LOS is measured in seconds of delay and assigned a letter grade A through F, where LOS A through D are considered acceptable, and operations are considered unacceptable at LOS E or F. Signalized intersection LOS is reported as a weighted average delay for all movements. Table 20 shows the HCM definitions for LOS at signalized intersections.

Table 20
LOS Definitions for Signalized Intersections, HCM Operational Methodology

Level of Service	Average Total Delay (seconds/vehicle)	Definition
A	≤ 10.0	EXCELLENT. No vehicle waits longer than one red light and no approach phase is fully used.
B	> 10.0 and ≤ 20.0	VERY GOOD. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.
C	> 20.0 and ≤ 35.0	GOOD. Occasionally drivers may have to wait through more than one red light; backups may develop behind turning vehicles.

Table 20
LOS Definitions for Signalized Intersections, HCM Operational Methodology

Level of Service	Average Total Delay (seconds/vehicle)	Definition
D	> 35.0 and ≤ 55.0	FAIR. Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups.
E	> 55.0 and ≤ 80.0	POOR. Represents the most vehicles the intersection can accommodate; may be long lines of waiting vehicles through several signal cycles.
F	> 80.0	FAILURE. Backups from nearby locations or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously increasing queue lengths

Source: TRB 2010.

Freeway Ramp Level of Service Results

Tables 21 and 22 presents a summary of ramp intersection LOS analysis using the HCM methodology for existing and existing plus project conditions, and future and future plus project conditions, respectively. The Existing and Existing plus Project traffic volumes were analyzed to determine the projected delay and LOS for each of the analyzed ramp intersections.

Table 21
Existing Plus Project Ramp Intersection LOS and Impact Analysis

ID	N/S Street Name	E/W Street Name	Intersecti on Control	Analyzed Period	Future		Future + Project		Project Increase In Delay (sec)	Significant Impact?
					Delay (sec)	LOS	Delay (sec)	LOS		
4	S. Central Ave.	E. Artesia Blvd.	Signalized	AM	25.8	C	27.4	C	1.6	NO
				PM	18.9	B	19.2	C	0.3	NO
5	S. Central Ave.	E. Albertoni St.	Signalized	AM	26.4	C	26.2	C	-0.2	NO
				PM	22.2	C	22.4	C	0.2	NO

Notes: N/S = north/south; E/W = east/west; LOS = level of service.

Table 22
Future Year (2020) Plus Project Ramp Intersection LOS and Impact Analysis

ID	N/S Street Name	E/W Street Name	Intersection Control	Analyzed Period	Future		Future + Project		Project Increase In Delay (sec)	Significant Impact?
					Delay (sec)	LOS	Delay (sec)	LOS		
4	S. Central Ave.	E. Artesia Blvd.	Signalized	AM	30.8	C	33.1	C	2.3	NO
				PM	26.9	C	28.1	C	1.2	NO
5	S. Central Ave.	E. Albertoni St.	Signalized	AM	25.7	C	25.6	C	-0.1	NO
				PM	24.0	C	24.6	C	0.6	NO

Notes: N/S = north/south; E/W = east/west; LOS = level of service.

As indicated in Tables 21 and 22, all analyzed intersections are projected to operate at LOS C or better during both peak hours in both Existing and Future conditions.

Freeway Ramp Analysis Summary

Per the Caltrans Guide, Caltrans endeavors to maintain a target LOS at the transition between LOS C and LOS D on state highway facilities, however, Caltrans acknowledges that this may not always be feasible. If an existing state highway facility is operating above the appropriate target LOS, the existing measure of effectiveness should be maintained.

Based on these guidelines, a project-related impact is considered significant when the baseline LOS is C and becomes D with the addition of the project, the baseline LOS is D and becomes E with addition of the project, or the baseline LOS is E and becomes F with addition of the project.

Since the addition of project traffic is not projected to degrade the LOS from C to D, from D to E, or from E to F at any of the study ramp terminal intersections, the project impacts on the intersections would be less than significant.

Parking Study

As previously discussed in Section 3.10(b), a Parking Study (Appendix G) was prepared for determining if the project's 419 parking spaces (2.39 spaces per unit) are sufficient to accommodate the peak-parking forecast for the project. The peak parking demand was estimated using ITE *Parking Generation Manual 4th edition* for residential townhomes (ITE 2010). Based on this approach, the project would require 2.17 spaces per unit during peak period on a weekday and 2.19 spaces on a weekend. Although the Carson Municipal Code would require 2.86 spaces per unit, the project meets average peak hour parking demands. As such, sufficient parking would be provided on site. Therefore, the project would not conflict with a proposed policy regarding parking.

Summary of Project Impacts

The project would not result in significant impacts related to traffic. The traffic scenarios described above are summarized as follows:

- The project is estimated to generate approximately 1,281 daily trips, including 81 trips during the AM peak hour, and 98 trips during the PM peak hour.
- The LOS analysis for the existing plus project scenario determined that the project would not result in significant impacts at any of the six study intersections.
- The LOS analysis for the future plus project scenario determined that the project would not result in significant impacts at any of the six study intersections.
- A signal warrant analysis concluded that the addition of the primary project driveway to the existing three-legged intersection of S. Central Avenue and Aspen Hill Road would not warrant installation of a traffic signal.
- Following Caltrans guidelines, HCM delay-based LOS analysis determined that the project would not result in significant impacts at the two freeway ramp intersections within the study area.
- Based on the average rates from the similar site surveys and the ITE rate, the proposed 2.39 parking spaces per unit by the project should be reasonable to meet the estimated parking demand generated by the 175 units.

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

Less-Than-Significant Impact. The following analysis was conducted in accordance with the procedures outlined in the CMP. The CMP guidelines require that the first issue to be addressed is the determination of the geographic scope of the study area. The criteria for determining the study area for CMP arterial monitoring intersections and for freeway monitoring locations are:

- All CMP arterial monitoring intersections where the project will add 50 or more trips during either the AM or PM peak hours of adjacent street traffic.
- All CMP mainline freeway monitoring locations where the project will add 150 or more trips, in either direction, during either the AM or PM peak hours.

The CMP Traffic Impact Analysis Report Guidelines (County of Los Angeles 2013) establish that a significant project impact occurs when the following threshold is exceeded:

- The project increases traffic demand on a CMP facility by 2% of capacity (V/C 0.02), causing LOS F (V/C > 1.00)
- If the facility is already at LOS F, a significant impact occurs when the project increases traffic demand on a CMP facility by 2% of capacity (V/C 0.02)

None of the study area intersections is a CMP arterial monitoring location. The CMP arterial monitoring stations nearest to the project study area are:

- Alameda Street and SR-91 eastbound ramps (City of Compton)
- Alameda Street and Del Amo Boulevard (City of Carson)
- Vermont Avenue and Artesia Boulevard (City of Gardena)

The CMP arterial monitoring station closest to the project site is at Alameda Street and SR-91 eastbound ramps, located 2.2 miles east of the project site. Vermont Avenue and Artesia Boulevard is located approximately 2.7 miles west of the project site, and Alameda Street and Del Amo Boulevard is located 3.1 miles southeast of the project site. Based on the project trip distribution and trip generation, the project is not expected to add 50 peak hour vehicle trips through the closest CMP arterial monitoring station. The majority of project trips are anticipated to disperse among the transportation network within close proximity to the study area and less than 5% of total project trips (or fewer than a maximum of 5 trips during the highest peak hour) are expected at any of the CMP monitoring stations.

Freeway CMP Impact Analysis

The 2010 CMP (Metro 2010) for Los Angeles County requires that all CMP mainline freeway monitoring locations where a project will add 150 or more trips, in either direction, during either the AM or PM peak hours be analyzed. The closest CMP freeway monitoring stations to the project site are located on the Gardena Freeway west of the interchange with the Long Beach Freeway (I-710), and on the San Diego Freeway (I-405) south of the interchange with the Harbor Freeway (I-110). The project is expected to generate just 81 total trips in the AM peak hour and 98 total trips in the PM peak hour; therefore, fewer than 150 trips will be added to the closest CMP monitoring sites during the AM and PM peak hours. CMP analysis is not required and was not conducted.

Regional Transit Impact Analysis

Potential transit-related person-trips generated by the project were estimated. Appendix D.8.4 of the 2010 CMP provides a methodology for estimating the number of transit trips expected to result from a project based on the projected number of vehicle trips. This methodology assumes an average vehicle ridership factor of 1.4 in order to estimate the number of person trips to and from the project site, and then provides guidance regarding the percentage of person trips assigned to public transit depending on the type of use (commercial/other versus residential) and the proximity to transit services. Appendix D.8.4 of the 2010 CMP recommends summarizing the fixed-route local bus services within 0.25 miles of the project site and express bus routes and rail service within 2 miles of the project site.

The project is located within 0.25 miles of bus stops serving Metro Local Routes 53 and 130, and Torrance Transit Route 6, and within 2 miles of the Metro Silver Line E. Victoria Street station and the Blue Line Artesia station. However, the project site is not located within 0.25 miles of a designated CMP transit center, multimodal transportation center, or transit corridor. Therefore, the CMP guidelines provide that approximately 3.5% of total person trips generated are assumed to use transit to travel to and from the site. The project would have an estimated increase in vehicle trip generation of approximately 81 vehicle trips during the AM peak hour and 98 during the PM peak hour. Applying the average vehicle ridership factor of 1.4 to the estimated vehicle trips would result in an estimated increase of approximately 113 and 137 person-trips during the AM and PM peak hours, respectively. Applying the 3.5% transit use would result in approximately four new transit person-trips during the weekday AM peak hour and five new transit person-trips during the weekday PM peak hour.

Within the 2 miles of the project site, Metro operates the Blue Line (801) with 12-minute headways during peak hours and the Silver Line (950) with 5-minute headways during peak hours. Within a 0.25 miles of the project site, Metro also operates Local Routes 53 (approximately 25-minute headways during the peak hours) and 130 (approximately 40-minute headways during the peak hours), and Torrance Transit operates Route 6 with approximately 40-minute headways during the peak hours. The total of these services has an estimated seating capacity of 2,496 persons per hour during the peak periods based on a seating capacity of 40 persons for a local bus, 65 persons for a Rapid articulated bus, and 300 persons for a light rail vehicle. The project would utilize up to 0.2% of available transit capacity during the peak hours using the CMP assumption of transit trips equating to 3.5% of person trips. At this level of transit capacity utilization, the project is not anticipated to result in a significant CMP transit impact.

The project would not result in a significant impact to any CMP arterial or freeway monitoring stations. The projected level of additional transit riders generated by the project would not result in a significant impact on public transit services in the vicinity of the project site.

c) *Would the project result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?*

No Impact. The closest public airports to the project site are the Compton/Woodley Airport, which is located approximately 1.3 miles north of the project site, and Long Beach Airport, which is located approximately 5.5 miles southeast of the project site. According to the Los Angeles County Airport Land Use Commission, the project is not located within the airport land use plans for these nearby airports (ALUC 2018). The project site is located outside of any airport impact zones.

The project site is located approximately 1.75 miles northeast of the Goodyear Blimp Base Airport (19200 South Main Street) and approximately 2.5 miles from the Carson Sheriff Station Heliport (21356 South Avalon Boulevard). However, the height of the project would not interfere with flight paths or blimp or heliport operations. Therefore, no impacts associated with air traffic patterns would occur.

d) Would the project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Less-Than-Significant Impact. The project would be subject to DOR No. 1695-18 to regulate the design of the project through the General Plan and Zoning Ordinance to ensure compatible use. The project applicant would be responsible for on-site circulation improvements (driveways and internal drive aisles) and the access route along S. Central Avenue. These on-site and adjacent improvements would be designed accordance with all applicable design standards set forth by the City, which were established to ensure safe and efficient vehicular circulation on City roadway facilities. In addition, the City reviews all site plans to ensure that adequate line-of-sight is provided at all driveways, making sure that no structures or landscaping blocks the views of vehicles entering and exiting a site. As such, no sharp curves, dangerous intersections, or incompatible uses would be introduced by the project.

The project would provide two driveways, one on S. Central Avenue and one on E. Victoria Street. The driveway on S. Central Avenue will serve as the primary project driveway and provide full access in and out of the project, except during the weekday morning and evening peak hours, when egress will be limited to right-out only. The driveway on E. Victoria Street will provide left-turn and right-turn egress only. The residential driveway on S. Central Avenue will provide the eastern leg of S. Central Avenue and Aspen Hill Road, while the driveway on E. Victoria Street will form a T-intersection. As previously discussed in Section 3.16(a), the project would not warrant a traffic signal at this intersection. Therefore, impacts related to hazardous design features would be less than significant.

e) Would the project result in inadequate emergency access?

Less-Than-Significant Impact. As previously discussed in Section 3.16(d), the project would be accessible via two driveways, one on S. Central Avenue and one on E. Victoria Street. Each of these driveways would be designed and constructed to City standards and comply with City width, clearance, and turning-radius requirements. The project site would be accessible to emergency responders during construction and operation of the project.

A test was performed that determined a 44-foot pumper fire truck and a 38-foot rear-load garbage truck were able to enter and exit the primary driveway turning radii without any conflicts; however, firetrucks inbound and outbound to the residential alleys do need to make wide turns that require partially crossing over onto landscaping for some portion of their turn in and out of the alleys. Truck turning movements are presented in the TIA (Appendix G). Therefore, impacts associated with inadequate emergency access would be less than significant.

f) Would the project conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

No Impact. The project site is served by public transit. The project is directly served by Metro Local Route 53 (north-south service from downtown Los Angeles to California State University, Dominguez Hills) and Route 130 (east-west service from Artesia to Redondo Beach), Carson Circuit Route A, and Torrance Transit Route

6, which all stop at a bus stop on S. Central Avenue just south of the project driveway. The project will work with Metro to improve the existing bus stop.

Additional transit service is available on Long Beach Transit (Route 1) and Compton Renaissance Transit (Route 5) via a stop at California State University, Dominguez Hills, and on Metro Local Route 205, which runs north–south along Wilmington Avenue within the vicinity of the project. The project would be subject to review by the City to ensure local bus providers would experience decrease performance or safety.

The project area has a limited existing bikeway network which includes a Class I shared use path that runs north–south along the west side of S. Central Avenue between Aspen Hill Road and University Drive, and a marked Class II bicycle lane that runs east–west along either side of University Drive. The Class I path that runs along the west side of S. Central Avenue varies in width from 8 feet to 12 feet to 16 feet, depending on intermittent landscaping dividing the pathway in two or the presence of a parkway buffering users from the adjacent roadway. There is no identifying or wayfinding signage provided along the pathway. From south to north, the pathway begins at University Drive. From University Drive to Glen Curtiss Street, the pathway runs 615 feet uninterrupted. Widths vary from 12 feet to 16 feet. A planted parkway is present intermittently. At the signalized intersection with Glen Curtiss Street, a standard crosswalk is provided. From Glen Curtiss Street north to the side-street stop-controlled intersection with Gate G Stub Hub Center entrance/Charles Willard Street, the pathway runs uninterrupted for 1,785 feet. Widths vary from 8 feet to 12 feet, depending on variable landscaping that divides the path into two 8-foot lanes in some sections. From Gate G Stub Hub Center entrance/Charles Willard Street north to E. Victoria Street, the pathway runs 950 feet and is interrupted by two driveways into a light industrial park. The driveway intersections are uncontrolled. At the signalized intersection with E. Victoria Street, a standard crosswalk is provided. The pathway terminates approximately 405 feet north of E. Victoria Street at the side-street stop-controlled T-intersection with Aspen Hill Road, opposite the planned project driveway. The pathway along this section is evenly divided into two 8-foot lanes by a 2-foot planted median; however, the pathway adjacent to the roadway competes for space with street trees, utility boxes, streetlights, and sidewalk furniture. No marked crossing is provided across Aspen Hill Road to connect the pathway to the sidewalk on the north side of the intersection.

The City of Carson Master Plan of Bikeways was adopted by the City council in August 2013 in compliance with Caltrans Bicycle Transportation Account standards. The Bicycle Master Plan proposes an extensive network of streets designed to be safe and comfortable for bicyclists. A robust network of additional facilities and improvements are planned as part of the City of Carson Master Plan of Bikeways, including a colored, buffered bike lane on S. Central Avenue from the Gardena Freeway to University Drive; a colored bicycle lane along University Drive from Wilmington Avenue to Avalon Boulevard; and a buffered bicycle lane along E. Victoria Street from Wilmington Avenue to the western edge of the California State University, Dominguez Hills campus (City of Carson 2013b).

Pedestrian facilities in the study area are limited. Sidewalks are not uniformly provided. There is no sidewalk along the east side of S. Central Avenue, adjacent to the project site. The project has been conditioned by the City to construct missing segments of sidewalk along the project's frontage on S. Central Avenue. This will result in the removal of on-street parking along this section of roadway.

As such, the project would not include site improvements that would extend into the public right-of-way or interfere with existing public transit, bicycle, or pedestrian facilities, or impede the construction of new or the expansion of such existing facilities in the future. Therefore, no impacts associated with alternative modes of transportation would occur.

3.17 Tribal Cultural Resources

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:*

i) *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)?*

Less-Than-Significant Impact. As previously discussed in Section 3.5, no historical resources were identified within the project site or immediate vicinity as a result of the intensive pedestrian survey, the CHRIS records search, a search of the SLF, or through Native American coordination. The project site has undergone extensive modification over time, which is evidenced by the grading scars and push-piles that are still present at the project site. Though historic aerials indicate a building was once present within the project site, close inspection of the area failed to indicate any remnants of this building. Therefore, impacts associated with listed historical resources would be less than significant.

ii) *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. No archaeological resources were identified within the project site or immediate vicinity as a result of the intensive pedestrian survey, the CHRIS records search, a search of the SLF, or through Native American coordination. The project site has undergone extensive modification over time, which is evidenced by the grading scars and push-piles that are still present on the project site. Prior disturbance within the project site has likely been heavily impacted and/or destroyed any surficial archaeological deposits that may have been present.

As such, there is a low potential for discovering significant archaeological resources during construction due to past landform modifications and the lack of resources nearby.

The project is subject to compliance with both AB 52 (PRC Section 21074) and SB 18. AB 52 requires consideration of impacts to tribal cultural resources as part of the CEQA process and requires the City, as the lead agency, to notify any groups that are traditionally or culturally affiliated with the geographic area of the project and who have requested notification. SB 18 requires local governments to consult with California Native American tribal representatives for the purpose of avoiding, protecting, and/or mitigating impacts to cultural places in creating or amending specific plans.

As a part of the government-to-government consultation efforts prescribed under AB 52 and SB 18, the City notified Native American representatives, inviting the tribes to consult on the project. The City sent notification letters to five tribes on January 8, 2019. Consultation between the Native American Tribes and the City is currently ongoing, and any resulting recommendations received during consultation and agreed upon by the City will be incorporated as a project condition prior to the first public hearing for the project.

The project was previously used for oil exploration activities from the 1920s through the late 1990s. These previous uses involved a significant amount of ground-disturbing activities, and remediation activities that previously took place, resulted in excavation of soils to a depth of 10 feet below ground surface. During these activities, any tribal cultural resources would have been significantly disturbed. Nonetheless, it is always possible that intact archaeological deposits are present at subsurface levels. For this reason, the project site should be treated as potentially sensitive for archaeological resources. Mitigation measure (MM-CUL-1) is recommended to reduce potential impacts to unanticipated archaeological resources. With the incorporation of the mitigation, impacts associated with tribal cultural resources would be less than significant.

3.18 Utilities and Service Systems

a) ***Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?***

Less-Than-Significant Impact. The Los Angeles County Sanitation Districts provides wastewater treatment services to the City. Wastewater generated on the project site would be transported to the Joint Water Pollution Control Plant (JWPCP) located in the City. JWPCP provides primary and secondary treatment for approximately 260 million gallons of wastewater per day, and has a total permitted capacity of 400 million gallons per day (LACSD 2018). JWPCP is required to comply with treatment requirements specified in the NPDES permits issued by the RWQCB. Since the project would involve residential use, it would generate the same types of municipal wastewater that are currently generated throughout the City. The project would not include industrial uses or activities that would require a unique wastewater treatment process.

According to the Preliminary Sewer Capacity Analysis (Appendix E), the site currently does not have sanitary sewer connections. An existing 12-inch sanitary sewer mainline is located within E. Victoria Street. The project includes construction of an on-site lift station to collect and convey wastewater flows to this existing 12-inch sewer mainline, which is currently designated as a “dry-sewer,” meaning that there is currently no sewage being conveyed within this system. This existing sewer mainline has a capacity of 838.51 gallons per minute. The total peak flow for the proposed 175 dwelling units is 57.63 gallons per minute, which can be accommodated by the existing sewer mainline. Thus, wastewater generated by the project could flow to JWPCP via this existing sewer mainline. Therefore, impacts associated with wastewater treatment requirements would be less than significant.

- c) *Would the project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?*

Water Facilities

Less-Than-Significant Impact. The project would involve construction of 175 dwelling units, which would increase demand for water supplies on the project site compared with the existing conditions. The project site would receive its water supply from the Dominguez District of Cal Water. Based on the 2015 UWMP, the Dominguez District receives its water from 17% groundwater, 15% recycled water, and 68% purchased water. Purchased water is delivered from four Metropolitan Water District distribution feeders (Cal Water 2016).

Since the main source of water for the site is purchased water, supply availability is dependent on precipitation. However, customer demands do vary with local rainfall. In general, water demand tends to increase in dry years, primarily due to increased water activities such as landscape irrigation. Thus, to assess the reliability of their water supply service, every urban water supplier is required to assess its water service under normal, dry, and multiple-dry water years. Table 23 provides water demand and supplies for first year- and multiple-year dry year scenarios for the Dominguez District of Cal Water.

Table 23
Multiple Dry Years Supply and Demand Comparison (Acre-Feet per Year)

Dry Year Scenario	Supply and Demand	2020	2025	2030	2035	2040
First Year	Supply Totals	43,623	44,376	45,395	46,554	47,858
	Demand Totals	43,623	44,376	45,395	46,554	47,858
	Difference	0	0	0	0	0
Second Year	Supply Totals	43,210	43,964	44,981	46,138	47,440
	Demand Totals	43,210	43,964	44,981	46,138	47,440
	Difference	0	0	0	0	0

Table 23
Multiple Dry Years Supply and Demand Comparison (Acre-Feet per Year)

Dry Year Scenario	Supply and Demand	2020	2025	2030	2035	2040
Third Year	Supply Totals	43,412	44,165	45,183	46,341	47,664
	Demand Totals	43,412	44,165	45,183	46,341	47,664
	Difference	0	0	0	0	0

Source: Cal Water 2016, Table 7-4.

According to the 2015 UWMP, Cal Water coordinates on an ongoing basis with all relevant agencies in the region to optimize the use of regional water supplies. This includes the West Basin Municipal Water District, Los Angeles County Sanitation Districts, the Water Replenishment District of Southern California, and other public and private entities. In addition, Cal Water has its own conservation programs to reduce demand on water sources. The UWMP also describes the water shortage contingency plan for the Dominguez District in the event of a drought or a catastrophic supply interruption. The details of the Water Shortage Contingency Plan are provided in the 2015 UWMP and include restrictions on water use based on the four stages of action. With the projects and programs implemented by Cal Water and the City, water supplies are projected to meet full-service demands (see Table 23) (Cal Water 2016).

Because the City’s water demands can be met under multiple dry years, and because supply would meet projected demand due to diversified supply and conservation measures, the project’s water demands would be served by the City’s projected current and future supplies. Therefore, impacts associated with water facilities and supplies would be less than significant.

Wastewater Treatment Facilities

Less-Than-Significant Impact. According to the Preliminary Sewer Capacity Analysis (Appendix E), the site currently does not have sanitary sewer connections. An existing 12-inch sanitary sewer mainline is located within E. Victoria Street. The project includes construction of an on-site lift station to collect and convey wastewater flows to this existing 12-inch sewer mainline, which is currently designated as a “dry-sewer,” meaning that there is currently no sewage being conveyed within this system. This existing sewer mainline has a capacity of 838.51 gallons per minute. The total peak flow for the proposed 175 dwelling units is 57.63 gallons per minute, which can be accommodated by the existing sewer mainline. Thus, wastewater generated by the project could flow to JWPCP via this existing sewer mainline.

The potential environmental impacts related to the construction and operation of this wastewater collection and conveyance system is already accounted for in this IS/MND as part of the impact assessment conducted for the entirety of the project. No adverse physical impacts beyond those already disclosed in this document

would occur as a result of implementation of the project's on-site recreational facilities. Therefore, impacts associated with the construction or expansion of wastewater facilities would be less than significant.

- c) ***Would the project require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?***

Less-Than-Significant Impact. Under the existing conditions, a 33-inch RCP municipal storm drain main is located in S. Central Avenue, and a catch basin is located on the project site at the northeast corner of S. Central Avenue and E. Victoria Street. This existing RCP storm drain would provide the point of connection for the project's stormwater system.

The project would implement LID BMPs in accordance with the County of Los Angeles Low Impact Development Standards Manual to improve water quality and mitigate potential water quality impacts caused by the project. The project would be designed to mitigate increase peak flow rates on the project site through on-site storage/detention (Appendix E). In addition, tree well filters (i.e., Contech Engineered Solutions Filterra-biorention system) are proposed to address stormwater runoff quality from the project site, which is included in the County's list of acceptable BMPs. The proposed tree well filters would be adequate in treating stormwater runoff prior to discharge off site into the adjacent municipal storm drain (Appendix E).

Similar to all other on-site improvements associated with the project, the environmental effects of the new storm drain system have been accounted for in this IS/MND. No additional impacts would occur as a result of the stormwater drainage system. Therefore, impacts associated with the construction or expansion of storm drain facilities would be less than significant.

- d) ***Would the project have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?***

Less-Than-Significant Impact. As previously discussed in Section 3.18(b), because Cal Water's water demands can be met under multiple dry years, and because supply would meet demand due to diversified supply and conservation measures, the project's water demands would be served by existing water supplies. Therefore, impacts associated with water supplies would be less than significant.

- e) ***Would the project 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. As previously discussed in Section 3.18(a), wastewater generated on the project site would be transported to JWPCP located in the City. JWPCP provides primary and secondary treatment for approximately 260 million gallons of wastewater per day, and has a total permitted capacity of 400 million gallons per day (LACSD 2018). JWPCP is required to comply with treatment requirements specified in the NDPES

permits issued by the RWQCB. Since the project would involve residential use, it would generate the same types of municipal wastewater that are currently generated throughout the City. The project would not include industrial uses or activities that would require a unique wastewater treatment process. Therefore, impacts associated with wastewater treatment capacities would be less than significant.

f) *Would the project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?*

Less-Than-Significant Impact. Residential solid waste is collected in the City by Waste Management and taken to a transfer station (321 West Francisco Street) located in the City where it is sorted. This 10-acre facility has a permitted capacity of 5,300 tons per day. After materials are sorted; special wastes, such as green waste, steel, and wood, are taken to facilities for disposal or recycling; and the remaining waste is taken to El Sobrante Landfill in Riverside County (City of Carson 2004).

The California Department of Resources Recycling and Recovery publishes solid waste generation rates based on land use types. According to the California Department of Resources Recycling and Recovery, residential multifamily uses can generate solid waste at a rate of approximately 8.6 pounds per dwelling unit per day (CalRecycle 2016). Based on these generation rates, construction of the proposed 175 residential units could generate solid waste at a rate of approximately 1,505 pounds per day.⁴

The El Sobrante Landfill currently has a maximum permitted throughput of 16,054 tons per day, and a remaining capacity of 145,530,000 tons. Operations at this facility are expected to cease in 2045 (CalRecycle 2009). Waste Management also uses Lancaster Landfill and Simi Valley Landfill as alternates. These landfills have capacities of 5,100 tons per day and 9,250 tons per day, respectively (CalRecycle 2012, 2013). As such, solid waste generated by the project would represent a nominal percentage of the collective maximum daily throughput permitted for the local landfills. Therefore, impacts associated with solid waste disposal would be less than significant.

g) *Would the project comply with federal, state, and local statutes and regulations related to solid waste?*

Less-Than-Significant Impact. All collection, transportation, and disposal of solid waste generated by the project would comply with all applicable federal, state, and local statutes and regulations. Under AB 939, the Integrated Waste Management Act of 1989, local jurisdictions are required to develop source reduction, reuse, recycling, and composting programs to reduce the amount of solid waste entering landfills. Local jurisdictions are mandated to divert at least 50% of their solid waste generation into recycling. The project would be required to submit plans to the Public Works Department for review and approval to ensure the plan would comply with AB 939.

⁴ This estimate does not account for diversion of recyclables from the solid waste stream, and, thus, should be considered a conservative projection.

In addition, the state has set an ambitious goal of 75% recycling, composting, and source reduction of solid waste by 2020. To help reach this goal, the state has adopted AB 341 and AB 1826. AB 341 is a mandatory commercial recycling bill, and AB 1826 is mandatory organic recycling. Waste generated by the project would enter the City's waste stream but would not adversely affect the City's ability to meet AB 939, AB 341, or AB 1826, since the project's waste generation would represent a nominal percentage of the waste created within the City. Therefore, impacts associated with solid waste disposal regulations would be less than significant.

3.19 Mandatory Findings of Significance

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

Less-Than-Significant Impact With Mitigation Incorporated. As discussed throughout this IS/MND, impacts related to archaeological resources, paleontological resources, and tribal cultural resources would be minimized to less than significant with the incorporation of mitigation. As discussed in Section 3.4, Biological Resources; Section 3.5, Cultural Resources; and Section 3.17, Tribal Cultural Resources, the project would not result in significant impacts to biological, cultural, or tribal cultural resources. Therefore, the project would not 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. As addressed throughout this IS/MND, the project would have no impact, a less-than-significant impact, or a less-than-significant impact with mitigation incorporated with respect to all environmental impact areas. Cumulative impacts of several resource areas have already been addressed in several resource sections: Section 3.3, Air Quality; Section 3.7, Greenhouse Gas Emissions; Section 3.12, Noise; and Section 3.16, Transportation and Traffic. CalEEMod was used to assess the air quality and GHG emissions impacts resulting from the project, concluding less-than-significant impacts. The noise analysis conducted as part of this IS/MND concluded that cumulative impacts would be less than significant with mitigation incorporated. The traffic assessment considered cumulative increases in traffic less than significant. Some of the other resource areas (i.e., Section 3.1, Aesthetics; Section 3.2, Agricultural and Forestry Resources; Section 3.9, Hydrology and Water Quality;

Section 3.10, Land Use and Planning; Section 3.11, Mineral Resources; Section 3.13, Population and Housing; Section 3.14, Public Services; Section 3.15, Recreation; and Section 3.18, Utilities and Services Systems) were determined to have a less-than-significant or no impact compared to existing conditions, and, thus, the project would not contribute to cumulative impacts related to these environmental topics. Other issues areas (i.e., Section 3.5, Cultural Resources; Section 3.6, Geology and Soils; Section 3.8, Hazards and Hazardous Materials; and Section 3.17, Tribal Cultural Resources) are by their nature site-specific, and impacts at one location do not add to impacts at other locations or create additive impacts.

For all resource areas analyzed, with the incorporation of feasible mitigation measures identified within this IS/MND, the project's individual-level impacts would be reduced to less-than-significant levels, which would, in turn, reduce the potential for these impacts to be considered part of any possible cumulative impact. Therefore, the project would not result in individually limited but cumulatively considerable impacts.

- 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. As evaluated throughout this document, with incorporation of mitigation, environmental impacts associated with the project would be reduced to less-than-significant levels. Thus, the project would not directly or indirectly cause substantial adverse effects on human beings.

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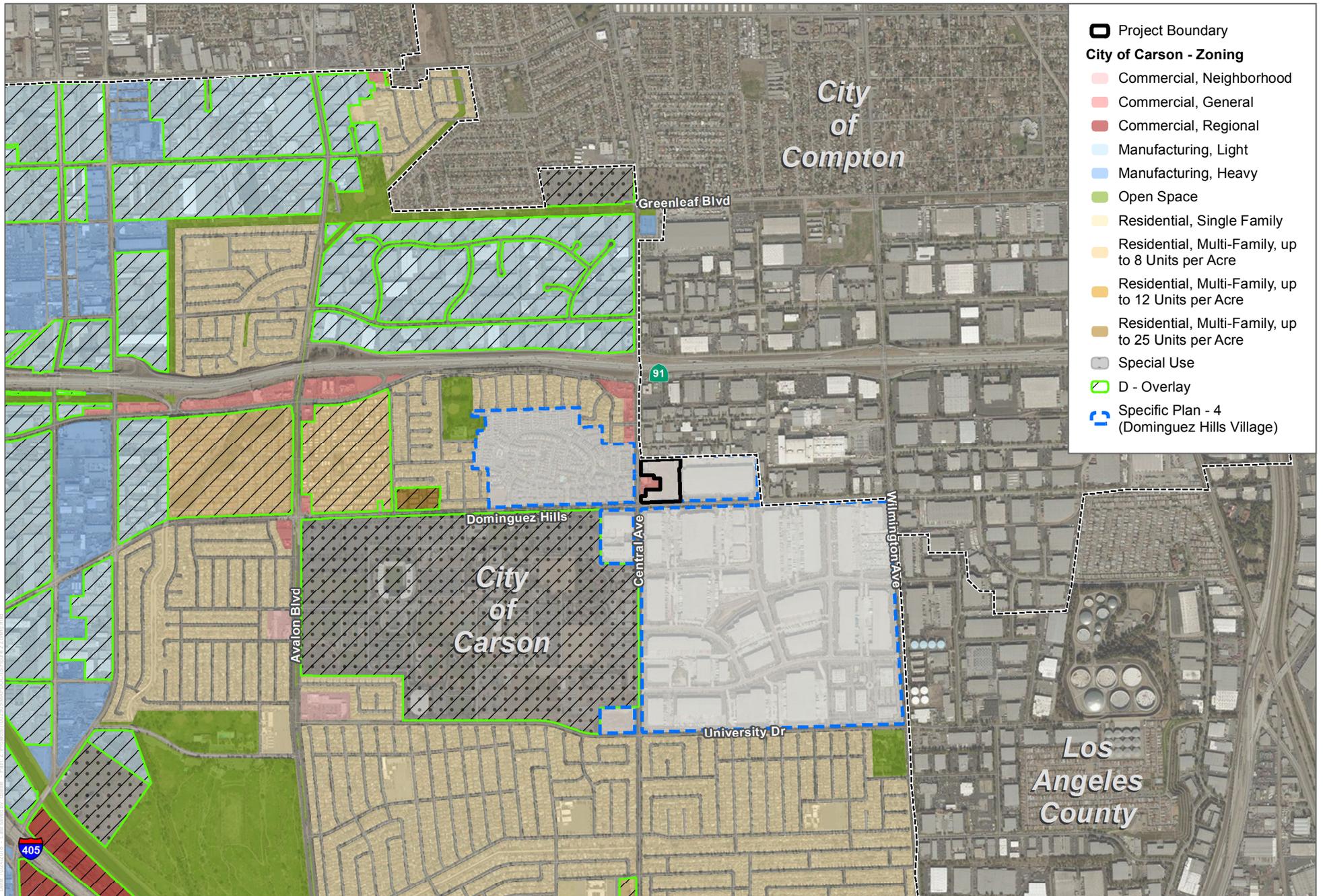
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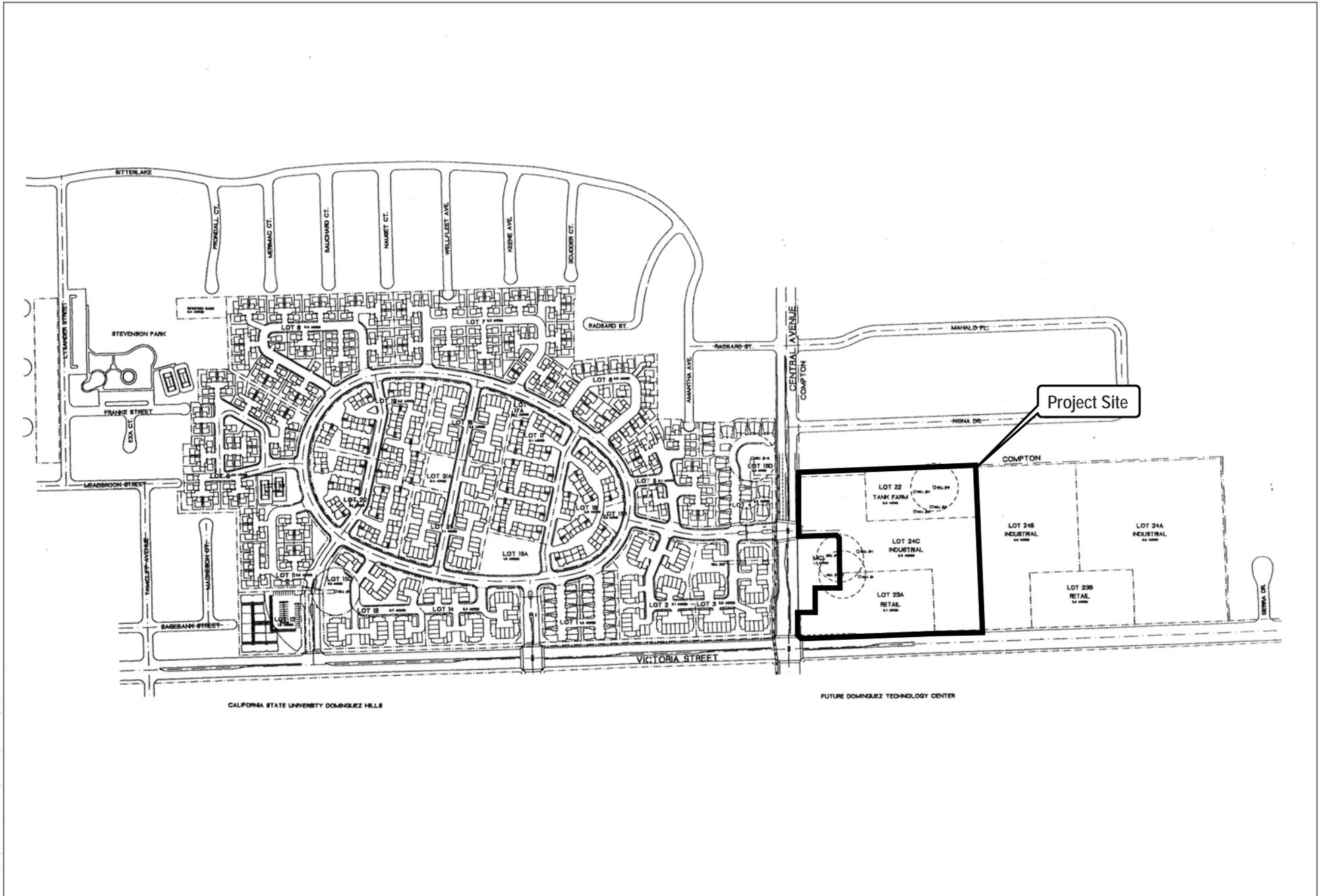
SOURCE: BING 2018

DUDEK

0 1,000 2,000 Feet

FIGURE 2
Zoning

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SOURCE: Van Tilburg, Banvard & Soderbergh

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Plan Type Summary				175 Units	
Plan Type	S.F.	BR	Total	% of total	Total buildable SF
UA ROW					
Plan 1	1,517	3	26	27%	39,442
Plan 2	1,578	2	26	27%	41,028
Plan 3	1,857	3	15	16%	27,855
Plan 4	1,999	3	28	29%	55,972
			95	100%	164,297

UA LEVEL				Total	
Plan Type	S.F.	BR	Total	% of total	Total buildable SF
Plan 1	1,413	2	25	31%	36,325
Plan 2	1,558	3	25	31%	38,950
Plan 3	1,811	3	15	19%	27,165
Plan 4	2,072	3	15	19%	31,080
			80	100%	133,520

Parking Summary		
Parking Required: Per Proposed Amended Dominguez Hills Specific Plan		
Required spaces per unit	No of units	Spaces required
2.35	175	411
Total parking required:		411 Spaces

Parking Provided:		
Garages		Spaces provided
Residential surface parking (Guest)	33	330
Driveway (Guest)		53
Compact spaces (Guest)		9
		7
Total parking provided:		419 Spaces
	Spaces/unit:	2.39

Recreation Area Summary		
Recreation Area Required: Per City of Carson Municipal Code		
Plan Type	SF required/unit	No of units required
2 bed unit	75	33
3+ bed unit	164	124
Total recreation area required:		21,426 SF

Recreation Area Provided:		
Dog park		8,445
Rec area		10,290
Linear park		4,930
Total recreation area provided:		23,665 SF

Recreation Building:	
Area	1,040 SF

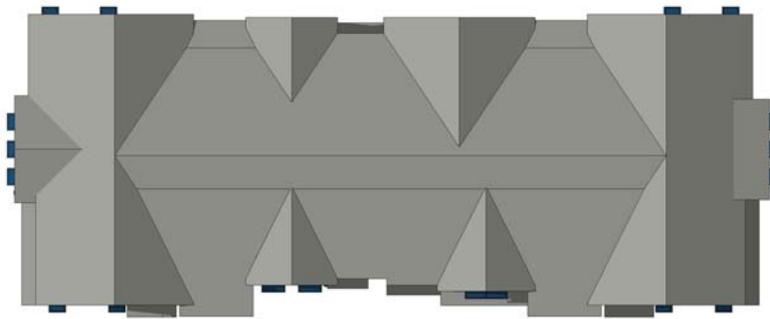
Note
Buildings are shown up to 11 units in length

NOTE:
Upgraded windows to be provided for units facing northern and easterly property boundaries (2nd and 3rd floors)

----- PROJECT PROPERTY LINE

SOURCE: Integral Communities

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ROOF PLAN

SCALE: 1/8" = 1'-0"



SIDE ELEVATIONS

SCALE: 1/8" = 1'-0"



FRONT ELEVATION

SCALE: 1/8" = 1'-0"



FRONT PERSPECTIVE



REAR ELEVATION

SCALE: 1/8" = 1'-0"



REAR PERSPECTIVE

PH: Z. Projević/ISTOCKPHOTO.COM

SOURCE: Integral Communities 2018

DUDEK

FIGURE 5
Elevations

Victoria Greens Initial Study/Mitigated Negative Declaration

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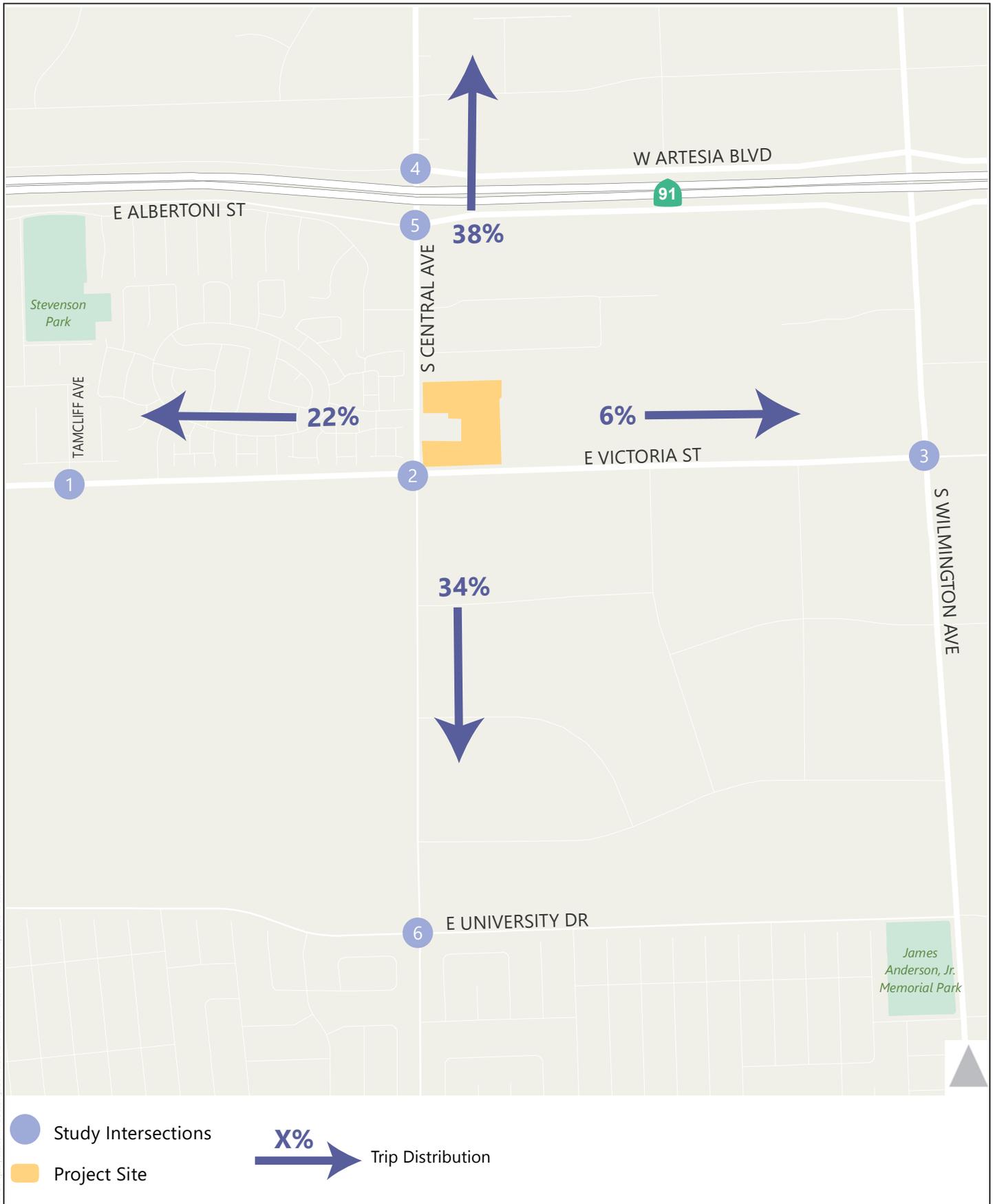
SOURCE: Helix Environmental Planning 2018

FIGURE 6

Future Traffic Noise Contours, Receivers, and Proposed Barrier Location

Victoria Greens Initial Study/Mitigated Negative Declaration

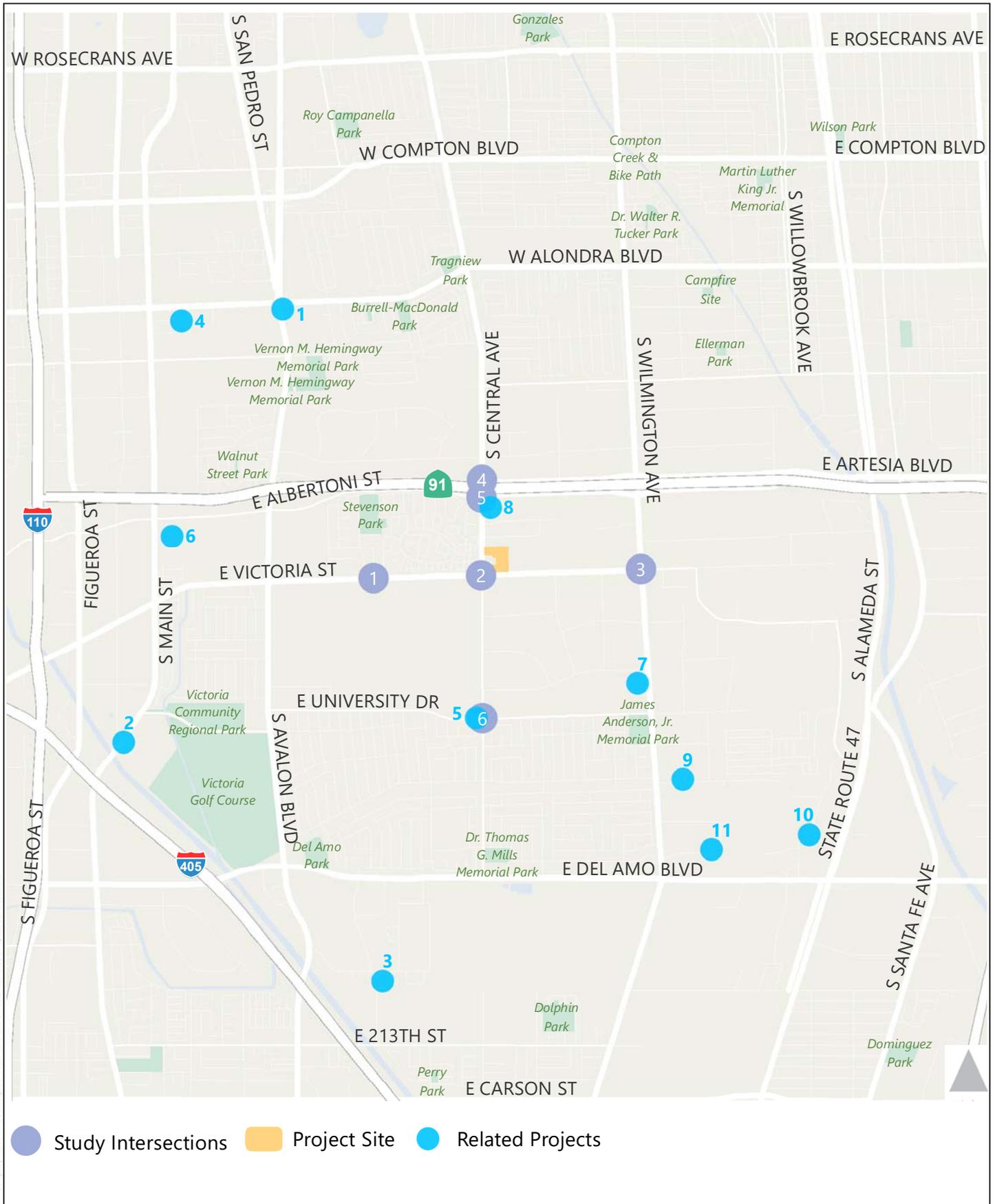
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SOURCE: Fehr and Peers 2018

FIGURE 7

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SOURCE: Fehr and Peers 2018

FIGURE 8

Related Projects

Victoria Greens Initial Study/Mitigated Negative Declaration

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