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Summary Form for Electronic Document Submittal

Form F

Lead agencies may include 15 hardcopies of this document when submitting electronic copies of Environmental Impact Reports, Negative Declarations, Mitigated Negative Declarations, or Notices of Preparation to the State Clearinghouse (SCH). The SCH also accepts other summaries, such as EIR Executive Summaries prepared pursuant to CEQA Guidelines Section 15123. Please include one copy of the Notice of Completion Form (NOC) with your submission and attach the summary to each electronic copy of the document.

SCH #: 2018081078

Project Title: The Creek at Dominguez Hills Project

Lead Agency: County of Los Angeles

Contact Name: Ryan Kristan

Email: rkristan@dpw.lacounty.gov Phone Number: 626-300-3271

Project Location: City of Carson, *City* County of Los Angeles *County*

Project Decription (Proposed actions, location, and/or consequences).

The proposed project would consist of the development of the project site with approximately 509,500 square feet of buildings, including a multi-use indoor sports complex, enhanced driving range experience, youth learning experience facility, indoor skydiving facility, marketplace, clubhouse, recreation and dining center, restaurants (alternatively, a specialty grocery store may be developed in place of some of the restaurant uses), and a sports wellness center. The proposed Project would include other recreational amenities such as a zipline and adventure course, a community park, putting green and jogging/walking path. Additionally, 2,113 parking spaces would be included as part of the proposed Project. Access to the project site would be provided via two east–west roadways extending westerly from Avalon Boulevard into the project site and one north–south roadway extending southwesterly from Martin Luther King Jr. Street into the project site. Of the access roads that would extend from Avalon Boulevard, the southerly of the two access roads would be located opposite the westerly terminus of Turmont Street (on the east side of Avalon Boulevard), and the northerly access road would be located approximately midway between Turmont Street and Elsmere Drive. The access road extending from Martin Luther King Jr. Street would be opposite Victoria Park (on the north side of Martin Luther King Jr. Street). A portion of this access road would cross the northwesterly portion of the Kimmelman project site, and the road would then span the Dominguez Branch Channel to access the proposed project site.

Identify the project's significant or potentially significant effects and briefly describe any proposed mitigation measures that would reduce or avoid that effect.

Based on the Initial Study, the following environmental factors do not need to be addressed in the Draft EIR: Agriculture and Forestry Resources and Mineral Resources. Impacts identified in the EIR related to Greenhouse Gas Emissions, Hydrology and Water Quality, Land Use and Planning, Population and Housing, Public Services, Utilities and Service Systems and Energy would be less than significant. Impacts identified in the EIR related to Aesthetics, Biological Resources, Cultural Resources, Geology and Soils, Hazards and Hazardous Materials, and Tribal Cultural Resources would be less than significant with mitigation incorporated. Significant and unavoidable impacts would occur to Air Quality (construction, operational, and cumulative construction and operation), Noise (construction), Recreation (construction and operational), and Transportation (operational).

If applicable, describe any of the project's areas of controversy known to the Lead Agency, including issues raised by agencies and the public.

The primary areas of controversy identified by the public and agencies included the following potential issues (the EIR section that addresses the issue raised is provided in parentheses):

- Potential impacts due to congestion and increased traffic in the project vicinity, including freeways and on- and off-ramps, especially in combination with events at the StubHub Center, resulting in a need for transit improvements, highway and road improvements, consistency with regional transportation plans, and reduction of vehicle miles traveled (VMT). (Section 4.14, Transportation).
- Potential impacts associated with increased need for services, including Public Works, Public Safety, County Sheriff's Department and County Fire Department response and safety approvals (Section 4.12, Public Services).
- Potential impacts associated with stormwater, impact on City services, groundwater, landfill liner, wastewater flow and treatment, and fees association with the sewer system connection, and modification to the Los Angeles Flood Control District (LACFCD) facilities, streams or channels, including flooding in the Dominguez Channel (Section 4.8 Hydrology and Water Quality; Section 4.16, Utilities and Service Systems).
- Potential impacts regarding chemicals and toxic substances on site (Section 4.7, Hazards and Hazardous Materials).

Potential impacts associated with City land use and zoning compliance, EIR processing and permitting (Section 4.9, Land Use and Planning).

Provide a list of the responsible or trustee agencies for the project.

Approvals required for development of the Project may include, but would not necessarily be limited to, the following permits and approvals:

- County of Los Angeles: Approval of ground lease, related agreements and division of land to implement the proposed project – Board of Supervisors; Site plan review – Department of Regional Planning; Approval of alcoholic beverage sales – Department of Regional Planning; Building permits, grading permits, and other construction-related permits such as stockpile, foundation, plumbing, mechanical, electrical, sewer, storm drain etc. necessary to implement the proposed project –Los Angeles County Public Works and Consolidated Sewer Maintenance District; and Encroachment Permit – Flood Control District
- City of Carson: Street improvements, encroachment and haul route permits, sewer connection permits, tree removal permits, etc. as applicable;
- State of California: Department of Alcoholic Beverage Control - Issuance of alcoholic beverage licenses; Department of Fish and Wildlife - Permits under Section 1600 of the Fish and Game Code; California Department of Toxic Substances Control - Approval of an environmental design document and related plans and/or documents, including but not limited to a Soil Management Plan, Construction Quality Assurance Plan, Dust Control Plan, and Pile Driving Plan, prior to construction and "No exception to issuance" letters; Los Angeles Regional Water Quality Control Board - Issuance of Notice of Intent prior to construction operations related to NPDES Construction Permit and issuance of water quality certification pursuant to Section 401 of the Clean Water Act in connection with issuance of Section 404 Clean Water Act permit, as applicable; South Coast Air Quality Management District - Issuance of excavation permit under Rule 1150, approval of Site-Specific Mitigation Plan pursuant to Rule 1166, and notifications pursuant to Rule 1466 prior to construction, as applicable and issuance of a Permit to Construct and Operate a landfill gas collection and control system pursuant to Rule 1150.1, as applicable, and compliance with SCAQMD rules, as applicable.
- U.S. Army Corps of Engineers: Issuance of Section 404 permit under the CWA, as applicable.
- Additional Discretionary Actions or approvals that may be required to implement the proposed project.

CHAPTER 1
SUMMARY

This section provides a summary for the Draft Environmental Impact Report (EIR) for The Creek at Dominguez Hills project (project or proposed project). In addition, this section provides a summary of the proposed project, areas of known controversy and issues to be resolved, a summary of project alternatives, and a summary of all project impacts, associated mitigation measures, and the level of significance after mitigation is applied.

1.1 DOCUMENT PURPOSE

This Draft EIR was prepared by the County of Los Angeles (County), as lead agency, to inform decision makers and the public of the potential significant environmental impacts associated with the proposed project. This Draft EIR has been prepared in accordance with the California Environmental Quality Act (CEQA) of 1970 (California Public Resources Code, Section 21000 et seq.) and the Guidelines for Implementation of the California Environmental Quality Act (CEQA Guidelines; 14 CCR 15000 et seq.) published by the Public Resources Agency of the State of California.

The purpose of this Draft EIR is to focus the discussion on those potential impacts on the environment of the project which the lead agency has determined may be significant. In addition, feasible mitigation measures are recommended, when applicable, that could reduce significant environmental impacts or avoid significant environmental impacts.

1.2 DOCUMENT ORGANIZATION

This EIR is organized as follows:

Chapter 1, Summary, of the EIR is provided at the beginning of this document. This summary outlines the conclusions of the environmental analysis and provides a summary of the proposed project and the project alternatives analyzed in the EIR. This section also includes a table summarizing all environmental impacts identified in this EIR along with the associated mitigation measures proposed to reduce or avoid each impact.

Chapter 2, Introduction, serves as a forward to this EIR, introducing the project, the applicable environmental procedures, and the organization of the EIR.

Chapter 3, Project Description, provides a thorough description of the proposed project elements, the purpose and need for the project, project objectives, and required discretionary approvals. This chapter also includes a description of the intended uses of the EIR and public agency actions.

Chapter 4, Environmental Analysis, describes the potential environmental impacts of the proposed project, as well as proposed mitigation measures to reduce or avoid any potentially significant impacts. The discussion in Chapter 4 is organized by 17 environmental issue areas as follows:

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

For each environmental issue area, the analysis and discussion are organized into seven subsections as described below:

- **Existing Conditions** – This subsection describes the physical environmental conditions in the vicinity of the proposed project at the time of publication of the Notice of Preparation. The environmental setting establishes the baseline conditions by which the County will determine whether specific project-related impacts are significant.
- **Relevant Plans, Policies, and Ordinances** – This subsection describes the regulatory setting applicable to the environmental issue area and the proposed project at the time of publication of the Notice of Preparation.
- **Thresholds of Significance** – This subsection identifies a set of thresholds by which the level of impact is determined. Thresholds that were eliminated from further review in the EIR as part of the Initial Study analysis will be identified here.

- **Impacts Analysis** – This subsection provides a detailed analysis regarding the environmental impacts of the proposed project, and whether the impacts of the proposed project would meet or exceed the established significance criteria.
- **Mitigation Measures** – This subsection identifies potentially feasible mitigation measures that would avoid or substantially reduce significant adverse project impacts.
- **Level of Significance After Mitigation** – This subsection discusses whether project-related impacts would be reduced to below a level of significance with implementation of the mitigation measures identified in the EIR. If applicable, this subsection also identifies any residual significant and unavoidable adverse impacts of the proposed project that would result even with implementation of mitigation measures.
- **Cumulative Impacts** – This subsection discusses the cumulative impacts of the project in combination with the impacts of other projects in the vicinity.

In addition to the subsections listed above, full citations for all documents referred to in each environmental issue area discussion are included at the end of each section or chapter.

Chapter 5, Other CEQA Considerations, addresses significant environmental impacts that cannot be avoided, the significant irreversible environmental changes that would result from implementation of the proposed project, and growth-inducing impacts associated with the proposed project, and potential secondary impacts of mitigation measures implemented to reduce the impacts of the proposed project.

Chapter 6, Alternatives, discusses alternatives to the proposed project, including a No Project Alternative. This subsection describes the rationale for selecting the range of alternatives discussed in the EIR and identifies the alternatives considered by the County that were rejected from further discussion as infeasible during the scoping process. Lastly, Chapter 6 includes a discussion of the environmental impacts of the alternatives that were carried forward for analysis and identifies the environmentally superior alternative.

Chapter 7, List of Preparers, gives names and contact information of those responsible for writing this EIR.

Appendices include various technical studies prepared for the proposed project, as listed in the Table of Contents.

1.3 SIGNIFICANCE THRESHOLDS

As discussed in CEQA Guidelines Section 15064.7, a threshold of significance is an identifiable quantitative, qualitative or performance level of a particular environmental impact, non-compliance with which means the impact will normally be determined to be significant by the agency and

compliance with which means the effect normally will be determined to be less than significant. Each public agency is encouraged to develop and publish thresholds of significance that the agency uses in the determination of the significance of environmental impacts. For purposes of the analysis included within this EIR, the County is utilizing the thresholds of significance included within Appendix G of the newly adopted CEQA Guidelines (December 2018).

Based upon the results of the Initial Study and EIR scoping process and the Appendix G thresholds, this EIR is evaluating project-specific impacts using the following thresholds of significance.

Aesthetics

AES-1 In non-urbanized areas, would the project substantially degrade the existing visual character or quality of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

AES-2 Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Air Quality

AQ-1 Would the project conflict with or obstruct implementation of the applicable air quality plan?

AQ-2 Would the project result in a cumulatively considerable new increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

AQ-3 Would the project expose sensitive receptors to substantial pollutant concentrations?

AQ-4 Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Biological Resources

BIO-1 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?

BIO-2 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?

BIO-3 Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

BIO-4 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?

BIO-5 Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Cultural Resources

CUL-1 Would the project cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines Section 15064.5?

CUL-2 Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5?

CUL-3 Would the project disturb any human remains, including those interred outside of dedicated cemeteries?

Geology and Soils

GEO-1 Would the project directly or indirectly cause potential adverse effects, including the risk of loss, injury, or death involving:

i. Strong seismic ground shaking?

ii. Seismic-related ground failure, including liquefaction?

GEO-2 Would the project result in substantial soil erosion or the loss of topsoil?

GEO-3 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?

GEO-4 Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating direct or indirect risks to life or property?

GEO-5 Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Greenhouse Gas Emissions

GHG-1 Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

GHG-2 Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Hazards and Hazardous Materials

HAZ-1 Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

HAZ-2 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?

HAZ-3 Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or wastes within one-quarter mile of an existing or proposed school?

HAZ-4 Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as result, would it create a significant hazard to the public or the environment?

Hydrology and Water Quality

HYD-1 Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

HYD-2 Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

HYD-3 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 through the addition of impervious surfaces, in a manner which would:

a. Result in substantial erosion or siltation on- or off-site?

b. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

c. 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?

d. Impede or redirect flood flows?

HYD-4 Would the project in flood hazard zones, risk release of pollutants due to project inundation?

HYD-5 Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Land Use and Planning

LU-1 Would the project cause a significant environmental impact due to a conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

Noise

NOI-1 Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

NOI-2 Would the project result in generation of excessive groundborne vibration or groundborne noise levels?

Population and Housing

POP-1 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)?

Public Services

PUB-1 Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or

physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:

a. Fire protection?

b. Police protection?

c. Parks?

Recreation

REC-1 Would the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

Transportation

TRAF-1 Would the project conflict with an applicable plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

TRAF-2 Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

TRAF-3 Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves, or dangerous intersections) or incompatible uses (e.g., farm equipment)?

TRAF-4 Would the project result in inadequate emergency access?

Tribal Cultural Resources

TCR-1 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:

ii. Listed or eligible for listing in the CRHR, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or

iii. 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.

Utilities and Service Systems

UTL-1 Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

UTL-2 Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

UTL-3 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?

UTL-4 Would the project generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

UTL-5 Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Energy

ENG-1 Would the project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation?

ENG-2 Would the project conflict with existing or obstruct a state or local plan for renewable energy or energy efficiency?

1.4 PROJECT LOCATION

The project site is located at 340 Martin Luther King Jr. Street (formerly E. 192nd Street) in the City of Carson and consists of approximately 87 acres in the southwestern portion of the existing Links at Victoria Golf Course (Victoria Golf Course). The project site is generally located northwest of the intersection of East Del Amo Boulevard and South Avalon Boulevard, northeast of the Dominguez Channel, and east of the junction of Interstate (I-) 405 and I-110.

The Goodyear Blimp Airship Base is located to the northwest, the Dominguez Channel to the west, Del Amo Boulevard to the south, and Avalon Boulevard to the east. Directly south of the project site across from a storm drainage ditch is a small lot with a Mobil gas station and U-Haul dealer. One- to two-story single-family residential uses are located east of the project site across from South

Avalon Boulevard. Commercial uses exist south of the project site across East Del Amo Boulevard and east of South Avalon Boulevard, including the South Bay Pavilion commercial shopping center. The Dominguez Channel, I-405 freeway, and an undeveloped swath of land between I-405 and the golf course is located west of the project site. As stated above, land adjacent to and north of the project site is currently used by Victoria Golf Course.

1.5 PROJECT DESCRIPTION

Plenitude Holdings LLC (Plenitude) proposes to develop a new sports, recreation, fitness, and wellness destination on a portion of the approximately 170-acre Victoria Golf Course, located at 340 Martin Luther King Jr. Street in the City of Carson. The approximately 87-acre project site is located northwest of the intersection of East Del Amo Boulevard and South Avalon Boulevard, in the southwesterly area of the golf course, as shown in Figure 3-1, Project Location. The County is the owner of the proposed project site and has leased the site to Plenitude since September 2015. In January 2018, the County entered into an Exclusive Negotiating Agreement with Plenitude to explore potential future public recreational uses of a portion of Victoria Golf Course, and amended Plenitude's lease agreement to allow for the reconfiguration of the leased premises in the event that new or different public-purpose uses are approved by the County.

The proposed project would consist of the development of the project site with approximately 509,500 square feet of building area, including a multi-use indoor sports complex, youth learning experience facility, indoor skydiving facility, marketplace, clubhouse, recreation and dining center, restaurants (alternatively, a specialty grocery store may be developed in place of some of the restaurant uses), and a sports wellness center.

The proposed project would also provide ziplining facilities, a community park, open space areas, a putting green, and a jogging path. The enhanced driving range experience may also include additional amenities such as pitch and putt areas and other golf practice facilities. A proposed Sports Park use would be located in the northwestern portion of the site while the proposed Main Street Park would be located in the southeastern portion of the site. A summary of proposed project facilities is described in Table 3-1 of Chapter 3, Project Description.

1.6 PROJECT OBJECTIVES

The proposed project objectives include the following:

- Convert the underperforming golf course into a more accessible, economically viable recreational facility that would provide new active and passive recreational amenities, including a multipurpose indoor sports facility, enhanced driving range experience, park and community gathering areas, meeting rooms, along with complementary commercial

uses that would serve the public recreation facilities, located within a safe environment to better serve the surrounding community and region at large.

- Support high-quality sports training, instruction, and competition activities, as well as health and youth education, while simultaneously creating a destination for community gatherings and entertainment.
- Provide a balance between both passive and active recreational uses that meets the demands of the community and surrounding area.
- Provide the opportunity for a wider range of recreational amenities and activities for the community and surrounding area, compared to the current golf course use.
- Provide the opportunity for a healthier community through an increase of recreational facilities and the provision of an extensive trail system.
- Provide facilities where community gatherings and events can be held.
- Create a successful and significant regional sports and events venue that is economically viable and self-sustaining because of the complementary commercial uses.
- Maintain and enhance the economic vitality of the region by providing job opportunities.
- Preserve the sensitive riparian areas within the Dominguez Branch Channel that bisects the property, and provide viewing and interpretive opportunities as part of the overall project plan.
- Provide adequate traffic access into and through the project area.
- Provide adequate parking facilities within the project area.
- Provide for signage that supports and enhances the future success of the project.

1.7 PROJECT DESIGN FEATURES

The following Project Design Features (PDFs) are incorporated into the proposed project so as to reduce and avoid any potentially significant environmental impacts.

PDF-GHG-1. The project shall employ the following design features to reduce the demand for energy use and GHG emissions:

- All installed appliances (e.g., washer/dryers, refrigerators, dishwashers) shall be Energy Star rated or equivalent.
- Prior to the issuance of permits, the project applicant or its designee shall submit building plans that demonstrate that all outdoor lighting shall be light-emitting diodes (LED) or other high-efficiency lightbulbs.

- The applicant will provide information on energy efficiency, energy efficient lighting and lighting control systems, energy management, and existing energy incentive programs to building tenants.
- The proposed project shall provide electrical outlets at building exterior areas.
- Prior to the issuance of nonresidential building permits, the project applicant or its designee shall submit building plans illustrating nonresidential structures meet the U.S. Green Building Council standards for cool roofs. This is defined as achieving a 3-year solar reflective index (SRI) of 64 for a low-sloped roof and 32 for a high-sloped roof.
- Prior to the issuance of building permits, the project applicant or its designee shall submit building plans illustrating that outdoor pavement, such as walkways and patios, use paving materials with 3-year SRI of 0.28 or initial SRI of 0.33.
- The applicant will install duct insulation to a minimum level of R-6 and modestly enhanced window insulation (for a 5% improvement over the 2016 Title 24 requirement) consistent with County of Los Angeles criteria.
- The applicant will include the following design elements:
- Construction of modest cool roof, defined as Cool Roof Rating Council (CRRC) Rated 0.15 aged solar reflectance and 0.75 thermal emittance
- Use of HVAC equipment with a seasonal energy efficiency ratio (SEER) of 12 or higher
- Installation of water heaters with an energy factor of 0.92 or higher
- Include some form of daylighting (e.g., skylights, windows) in rooms with exterior walls that would normally be occupied
- Include high-efficiency artificial lighting in at least 50% of unit fixtures
- Include waterless urinals and high-efficiency faucets and toilets throughout the project

PDF-GHG-2: The project applicant shall consider the use of a solar photovoltaic rooftop system to reduce the electric demand from the local grid where feasible.

PDF-GHG-3: The project's landscape non-potable water system shall meet "purple" pipe standards.

1.8 AREAS OF CONTROVERSY

A public scoping meeting was held at the Victoria Community Regional Park on September 13, 2018. The purpose of this meeting was to seek input from public agencies and the general public regarding the environmental issues and concerns that may potentially result from the proposed project. Approximately 50 people attended the scoping meeting. Comment letters were also received in response to the Notice of Preparation (NOP) Study for the project. Copies of comment letters are available in Appendix A. The primary areas of controversy identified by the public and agencies included the following potential issues (the EIR section that addresses the issue raised is provided in parentheses):

- Potential impacts due to congestion and increased traffic in the project vicinity, including freeways and on- and off-ramps, especially in combination with events at the StubHub Center, resulting in a need for transit improvements, highway and road improvements, consistency with regional transportation plans, and reduction of vehicle miles traveled (VMT). (Section 4.14, Transportation).
- Potential impacts associated with increased need for services, including Public Works, Public Safety, County Sheriff's Department and County Fire Department response and safety approvals (Section 4.12, Public Services).
- Potential impacts associated with stormwater, impact on City services, groundwater, landfill liner, wastewater flow and treatment, and fees association with the sewer system connection, and modification to the Los Angeles Flood Control District (LACFCD) facilities, streams or channels, including flooding in the Dominguez Channel (Section 4.8 Hydrology and Water Quality; Section 4.16, Utilities and Service Systems).
- Potential impacts regarding chemicals and toxic substances on site (Section 4.7, Hazards and Hazardous Materials).
- Potential impacts associated with City land use and zoning compliance, EIR processing and permitting (Section 4.9, Land Use and Planning).

1.9 REQUIRED PERMITS AND APPROVALS

Approvals required for development of the Project may include, but would not necessarily be limited to, the following permits and approvals:

- County of Los Angeles
    - Approval of ground lease, related agreements and division of land to implement the proposed project – Board of Supervisors;
    - Site plan review – Department of Regional Planning;

- Approval of alcoholic beverage sales – Department of Regional Planning;
- Building permits, grading permits, and other construction-related permits such as stockpile, foundation, plumbing, mechanical, electrical, sewer, storm drain etc. necessary to implement the proposed project –Los Angeles County Public Works and Consolidated Sewer Maintenance District; and
- Encroachment Permit – Flood Control District

- City of Carson
  - Street improvements, encroachment and haul route permits, sewer connection permits, tree removal permits, etc.as applicable;
- State of California
  - Department of Alcoholic Beverage Control
    - Issuance of alcoholic beverage licenses;
  - Department of Fish and Wildlife
    - Issuance of permits under Section 1600 of the Fish and Game Code related to streambed alterations, as applicable;
  - California Department of Toxic Substances Control
    - Approval of an environmental design document and related plans and/or documents, including but not limited to a Soil Management Plan, Construction Quality Assurance Plan, Dust Control Plan, and Pile Driving Plan, prior to construction;
    - "No exception to issuance" letters for various primary reviewing agencies on items including, but not limited to, the grading plan, landscape plan, building protection system, and certificates of building occupancy;
  - Los Angeles Regional Water Quality Control Board
    - Issuance of Notice of Intent prior to construction operations related to National Pollutant Discharge Elimination System (NPDES) Construction Permit;
    - Issuance of water quality certification pursuant to Section 401 of the Clean Water Act (CWA) in connection with issuance of a Section 404 CWA permit, as applicable;
  - South Coast Air Quality Management District
    - Issuance of excavation permit under Rule 1150 (Excavation of Landfill Sites); approval of Site-Specific Mitigation Plan pursuant to Rule 1166 (Volatile Organic Compound Emissions from Decontamination of Soil); and notifications pursuant to Rule 1466 (Control of Particulate Emissions from Soils with Toxic Air Contaminants) prior to construction, as applicable;

    - Issuance of a Permit to Construct and Operate a landfill gas collection and control system pursuant to Rule 1150.1 (Control of Gaseous Emissions from Municipal Solid Waste Landfills), as applicable;
    - Compliance with other SCAQMD rules, as applicable;
- Federal Agencies
    - U.S. Army Corps of Engineers
        - Issuance of Section 404 permit under the CWA, as applicable;
- Additional Discretionary Actions
    - Any other discretionary actions or approvals that may be required to implement the proposed project.

1.10 SUMMARY OF ENVIRONMENTAL IMPACTS

This Draft EIR has been prepared to assess the potentially significant impacts on the environment that could result from implementation of the proposed project. For a detailed discussion regarding potential significant impacts, please see Chapter 4, Environmental Impact Analysis, of this EIR.

As required by CEQA, a summary of the proposed project's impacts is provided in Table 1-1, Summary of Project Impacts, below. Also provided in Table 1-1 is a list of the proposed mitigation measures that are recommended in response to the potentially significant impacts identified in the EIR, as well as a determination of the level of significance of the impacts after implementation of the recommended mitigation measures.

Table 1-1
Summary of Project Impacts

Environmental Topic	Impact Before Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
Aesthetics			
Except as provided in Public Resources Code Section 21099,			
AES-1. Would the project, in non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	Less than significant	None	Less than significant
AES-2. Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	Potentially significant	**MM-AES-1:** Project sign lighting facing Interstate (I-) 405 along the exterior of the multi-use indoor sports complex building on Pad 1 shall conform to a maximum luminance of 500 candelas per square meter (cd/m^2) for the period beginning 20 minutes prior to sunset until 20 minutes after sunrise, when ambient luminance levels reach minimum levels in order to avoid high contrast conditions. As specified in the project Lighting Study, conducted by Francis Krahe & Associates Inc., sign lighting shall be controlled by a photocell and time clock to transition smoothly from daytime conditions to the maximum nighttime luminance of 500 cd/m^2. As detailed in the Lighting Study, a maximum luminance of 500 cd/m^2 for the project sign during nighttime hours would reduce the contrast ratio to a level below the 30:1 threshold at all Monitoring Sites and nearby sensitive receptors.	Less than significant
Air Quality			
AQ-1. Would the project conflict with or obstruct implementation of the applicable air quality plan?	Potentially significant	**MM-AQ-1:** To reduce the potential for health risks, and mass emissions VOCs, CO, and NO_x as a result of the construction of the project, the applicant shall do the following: • Equip heavy-duty diesel-powered construction equipment with Tier 4 Final or better diesel engines, except where Tier 4 Final or better engines are not available for specific construction equipment. The	Significant and unavoidable

Table 1-1
Summary of Project Impacts

Environmental Topic	Impact Before Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
		County of Los Angeles shall verify and approve all pieces within the construction fleet that would not meet Tier 4 Final standards. • Minimize simultaneous operation of multiple construction equipment units. During construction, vehicles in loading and unloading queues shall not idle for more than 5 minutes, and shall turn their engines off when not in use to reduce vehicle emissions. • Properly tune and maintain all construction equipment in accordance with manufacturer's specifications; • Where feasible, employ the use of electrical or natural gas-powered construction equipment, including forklifts and other comparable equipment types. • To reduce the need for electric generators and other fuel-powered equipment, provide on-site electrical hookups for the use of hand tools such as saws, drills, and compressors used for building construction. • Develop a Construction Traffic Control Plan to ensure construction traffic and equipment use is minimized to the extent practicable. The Construction Traffic Control Plan shall include measures to reduce the number of large pieces of equipment operating simultaneously during peak construction periods, minimize scheduling of vendor and haul truck trips to occur during non-peak hours where feasible, establish dedicated construction parking areas to encourage carpooling and efficiently accommodate construction vehicles, identify alternative routes to reduce traffic congestion during peak activities, and increase construction employee carpooling. **MM-AQ-2:** Prior to the County's approval of any grading permits, and during project construction, a Fugitive Dust Plan shall be prepared demonstrating compliance with SCAQMD Rule 403, to the satisfaction of the County. The project applicant or its designee shall require implementation of the following fugitive dust measures to minimize PM_{10} and $PM_{2.5}$ emissions as part of the Fugitive Dust Plan. All measures shall	

Table 1-1
Summary of Project Impacts

Environmental Topic	Impact Before Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
		be designated on grading and improvement plans. Measures shall include but are not limited to the following: • Prior to construction activities, the project applicant shall employ a construction relations officer who will address community concerns regarding on-site construction activity. The applicant shall provide public notification in the form of a visible sign containing the contact information of the construction relations officer who will document complaints and concerns regarding on-site construction activity. The sign shall be placed in easily accessible locations along South Avalon Boulevard and noted on grading and improvement plans. • Water, or utilize another SCAQMD-approved dust control non-toxic agent, on the grading areas at least three times daily to minimize fugitive dust. • All permanent roads and roadway improvements shall be constructed and paved as early as possible in the construction process to reduce construction vehicle travel on unpaved roads. To reduce fugitive dust from earth-moving operations, building pads shall be finalized as soon as possible following site preparation and grading activities. • Stabilize grading areas as quickly as possible to minimize fugitive dust. • Apply chemical stabilizer, install a gravel pad, or pave the last 100 feet of internal travel path within the construction site prior to public road entry. • Remove any visible track-out into traveled public streets with the use of sweepers, water trucks, or similar method as soon as possible. • Provide sufficient perimeter erosion control to prevent washout of silty material onto public roads. Unpaved construction site egress points shall be graveled to prevent track-out.	

Table 1-1
Summary of Project Impacts

Environmental Topic	Impact Before Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
		• Wet wash the construction access point at the end of the workday if any vehicle travel on unpaved surfaces has occurred. • Cover haul trucks or maintain at least 2 feet of freeboard to reduce blow-off during hauling. • Evaluate potential for reduction in dust generating activity if winds exceed 25 miles per hour. • Apply chemical soil stabilizer to on-site stockpiles of excavated material. • Enforce a 15-mile-per-hour speed limit on unpaved surfaces. • Pave permanent roads as quickly as possible to minimize dust. • Provide haul truck staging areas for the loading and unloading of soil and materials. Staging areas shall be located away from sensitive receptors, at the furthest feasible distance. • Construction Traffic Control Plans shall route delivery and haul trucks required during construction away from sensitive receptor locations and congested intersections, to the extent feasible. Construction Traffic Control plans shall be finalized and approved prior to issuance of grading permits. **MM-AQ-3:** The construction contractor shall be required to utilize Super-Compliant VOC interior and exterior paints, which are defined by SCAQMD as meeting the "super-compliant" VOC standard of 10 grams per liter (g/L), during construction and long-term operations. **MM-AQ-4:** The applicant shall include the following transit-oriented development design features into the project to reduce the use of single-occupancy vehicles and vehicle miles traveled: • Bus pull-ins shall be constructed throughout the proposed project area. • The proposed project shall include improved design elements to enhance walkability and connectivity.	

Table 1-1
Summary of Project Impacts

Environmental Topic	Impact Before Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
		• The proposed project design shall include a network that connects the proposed project uses to the existing off-site facilities through connecting with off-site Class I bike paths or Class II bike lanes. • The proposed project shall provide a pedestrian access network that internally links all uses and connects to all existing or planned external streets and pedestrian facilities contiguous with the proposed project area. The proposed project shall minimize barriers to pedestrian access and interconnectivity. Physical barriers, such as walls or landscaping, that impede pedestrian circulation shall be eliminated. • Proposed project design shall include pedestrian/bicycle safety and traffic calming measures in excess of jurisdiction requirements. Roadways shall be designed to reduce motor vehicle speeds and encourage pedestrian and bicycle trips with traffic calming features. Traffic calming features may include: marked crosswalks, count-down signal timers, curb extensions, speed tables, raised crosswalks, raised intersections, median islands, tight corner radii, roundabouts or mini-circles, on-street parking, planter strips with street trees, chicanes/chokers, and others. • The proposed project shall promote ridesharing programs through a multi-faceted approach, such as designating a certain percentage of parking spaces for ridesharing vehicles; designating adequate passenger loading and unloading and waiting areas for ridesharing vehicles; or providing a website or message board for coordinating rides. • The proposed project shall implement marketing strategies to reduce commute trips. Information sharing and marketing are important components to successful commute trip-reduction strategies. Implementing commute trip-reduction strategies without a complementary marketing strategy would result in lower VMT reductions. Marketing strategies may include: new employee	

Table 1-1
Summary of Project Impacts

Environmental Topic	Impact Before Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
		orientation of trip reduction and alternative mode options; event promotions; or publications. • One percent (1%) of vehicle/employee parking spaces shall be reserved for preferential spaces for car pools and van pools. • The proposed project shall provide short-term bicycle parking facilities to meet peak season maximum demand (one bike rack space per 20 vehicle/employee parking spaces). • The proposed project shall promote the adjacent park-and-ride lots to employees to support carpooling. • The proposed project shall implement a demand-responsive shuttle service that provides access throughout the project site, to the park-and-ride lots, and to the nearby transit centers. • The proposed project shall coordinate with the Southern California Association of Governments (SCAG) for carpool, vanpool, and rideshare programs that are specific to the project's employees. • The proposed project shall coordinate with SCAG on the future siting of transit stops/stations at the adjacent park-and-ride lots. **MM-AQ-5:** The proposed project shall provide circuitry and capacity for installation of electric vehicle (EV) charging stations consistent with the County of Los Angeles criteria. The proposed project shall develop up to 2% of the available parking spaces on site as EV charging stations.	
AQ-2. Would the project result in a cumulatively considerable new increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	Potentially significant	**MM-AQ-1** through **MM-AQ-5**	Significant and unavoidable
AQ-3. Would the project expose sensitive receptors to substantial pollutant concentrations?	Potentially significant	**MM-AQ-1** through **MM-AQ-5**	Significant and unavoidable
AQ-4. Would the project result in other emissions (such as those leading to odors)	Less than significant	None	Less than significant

Table 1-1
Summary of Project Impacts

Environmental Topic	Impact Before Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
adversely affecting a substantial number of people?			
		Biological Resources	
BIO-1. 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?	Potential significant	**MM-BIO-1:** Prior to construction, a qualified biologist shall conduct a preconstruction survey sweep within areas of suitable habitat for special-status species, specifically the bank swallow. The biologist shall look for special-status species that may be located within or immediately adjacent to project work areas (within 500 feet). If bank swallows or other special-status species are found, the biologist shall identify their location for avoidance, and establish a buffer of up to 500 feet depending on sensitivity of the species and proximity to disturbance areas. The buffer would remain in place for as long as work activities take place in proximity to the species, or until the species has completed nesting and left the nest, or until the species can be allowed to move to off-site areas. If bank swallow is found and cannot be avoided by the project, additional mitigation will be required to comply with the California Endangered Species Act such as applying for an Incidental Take Permit (ITP) under Section 2081 of California Fish and Game Code. An ITP would require coordination with the California Department of Fish and Wildlife, payment of the application fee, and demonstration of measures to minimize and fully mitigate for proposed impacts. Additionally, impacts to occupied habitat for either species will require compensatory habitat-based mitigation through the purchase of mitigation credits at a minimum 1:1 ratio from an approved mitigation bank. The ITP process may take an additional month to complete, but mitigation can be finalized after the project has started. **MM-BIO-2:** Construction activities should avoid the migratory bird nesting season (typically February 1 through August 31), to reduce any potential significant impact to birds that may be nesting on the study area. If construction activities must occur during the migratory bird nesting season, an avian nesting survey of the project site and	Less than significant

Table 1-1
Summary of Project Impacts

Environmental Topic	Impact Before Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
		contiguous habitat within 500 feet of all impact areas must be conducted for protected migratory birds and active nests. The avian nesting survey shall be performed by a qualified wildlife biologist within 72 hours prior to the start of construction in accordance with the Migratory Bird Treaty Act (16 USC 703–712) and California Fish and Game Code, Sections 3503, 3503.5, and 3513. If an active bird nest is found, the nest shall be flagged and mapped on the construction plans along with an appropriate no disturbance buffer, which will be determined by the biologist based on the species' sensitivity to disturbance (typically 300 feet for passerines and 500 feet for raptors and special-status species). The nest area shall be avoided until the nest is vacated and the juveniles have fledged. The nest area shall be demarcated in the field with flagging and stakes or construction fencing.	
BIO-2. 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?	Potentially significant	**MM-BIO-3:** Direct impacts to jurisdictional waters shall be addressed through the regulatory application process to implement Section 1602 of the California Fish and Game Code. Direct temporary impacts resulting from temporary shoring of the Dominguez Branch Channel during construction of the new vehicle bridges includes 0.10 acre of non-wetland waters under California Department of Fish and Wildlife (CDFW) jurisdiction and shall be mitigated through the purchase of off-site mitigation credits. Additionally, direct permanent impacts resulting from construction of the storm drain outlets within the Dominguez Branch Channel and the Dominguez Channel up to 0.08 acre of non-wetland waters under CDFW jurisdiction shall also be mitigated through the purchase of off-site mitigation credits. Lastly, 3.31 acres of indirect permanent impacts to freshwater marsh habitat within the Dominguez Branch Channel resulting from increased shading impacts from construction of the proposed bridges shall also be mitigated through the purchase of off-site mitigation credits.	Less than significant

Table 1-1
Summary of Project Impacts

Environmental Topic	Impact Before Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
		The project applicant shall purchase credits through an agency-approved mitigation bank, in-lieu fee program, or other agreement, such as the Soquel Canyon Mitigation Bank. A minimum ratio of 1:1 for establishment or reestablishment credits shall be required for impacts to jurisdictional wetland and non-wetland CDFW waters consisting of freshwater marsh habitat. The compensatory mitigation ratio is based on the existing relatively low-quality aquatic resources that occur on the project site. However, the final mitigation ratio required will be determined through consultation with the regulatory resource agencies during the permitting process.	
BIO-3. Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	Potentially significant	**MM-BIO-3**	Less than significant
BIO-4. 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?	Less than significant	None	Less than significant
BIO-5. Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	Potentially significant	**MM-BIO-4:** To offset the loss of 21 City-protected trees, the project's landscape plan shall incorporate a minimum of 21 trees into the newly designed landscape. The replacement of 21 impacted City-protected trees with 21 trees shall result in a replacement ratio of 1:1. The 21 trees shall be replaced within the City's parkway along Avalon Boulevard. Should it be found that all 21 City-protected trees cannot be replaced in the parkway, they shall be planted in other locations as determined by the City of Carson. Additionally, the project's landscape plan is proposing to plant more than 21 trees within the project site for aesthetic purposes. Therefore, the project's proposed minimum replacement standards for the existing trees on the project site (both	Less than significant

Table 1-1
Summary of Project Impacts

Environmental Topic	Impact Before Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
		protected and unprotected trees) would exceed the amount typically required for replacement of protected trees.	
Cultural Resources			
CUL-1. Would the project cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines Section 15064.5?	Less than significant	None	Less than significant
CUL-2. Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5?	Potentially significant	**MM-CUL-1:** If archaeological resources (i.e., sites, features, or artifacts) are exposed during construction activities for the proposed 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 for Archaeology, can evaluate the significance of the find and determine whether or not additional study is warranted. The archaeologist shall be empowered to temporarily stop or redirect grading activities to allow removal of abundant or large artifacts. Depending upon the significance of the find under the California Environmental Quality Act (CEQA) (14 CCR 15064.5(f); PRC, 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. The archaeologist shall also be required to curate specimens in a repository with permanent retrievable storage and submit a written report to the lead agency for review and approval prior to occupancy of the first building on the site. Once approved, the final report will be filed with the South Central Coast Information Center (SCCIC). Once artifact analysis is completed, a final written report detailing the results of all research procedures and interpretation of the site shall be submitted to the lead agency for review and approval prior to occupancy of the first building on the site.	Less than significant

Table 1-1
Summary of Project Impacts

Environmental Topic	Impact Before Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
CUL-3. Would the project disturb any human remains, including those interred outside of dedicated cemeteries?	Potentially significant	**MM-CUL-2:** In accordance with Section 7050.5 of the California Health and Safety Code, if human remains are found within the project site, the county coroner shall be immediately notified of the discovery. No further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains shall 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 shall notify the Native American Heritage Commission (NAHC) in Sacramento within 24 hours. In accordance with California Public Resources Code, Section 5097.98, the NAHC must immediately notify those persons it believes to be the most likely descendant (MLD) of the deceased Native American. The MLD shall complete his/her inspection within 48 hours of being granted access to the site. The designated MLD would then determine, in consultation with the property owner, the disposition of the human remains.	Less than significant
Geology and Soils			
GEO-1. Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:			
a. Strong seismic ground shaking?	Potentially significant	**MM-GEO-1:** During final design, grading, and construction, the Applicant shall implement all recommendations provided in the site-specific geotechnical investigation, *Geotechnical Investigation and Grading Plan Review, The Creek at Dominguez Hills Project, 340 Martin Luther King, Jr. Street, Carson, California*, prepared by Carl Kim Geotechnical Inc.	Less than significant
b. Seismic related ground failure including liquefaction?	Potentially significant	**MM-GEO-1**	Less than significant
GEO-2. Would the project result in substantial soil erosion or the loss of topsoil?	Less than significant	None	Less than significant
GEO-3. Would the project be located on a geologic unit or soil that is unstable, or that	Potentially significant	**MM-GEO-1**	Less than significant

Table 1-1
Summary of Project Impacts

Environmental Topic	Impact Before Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			
GEO-4. Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	Potentially significant	**MM-GEO-1**	Less than significant
GEO-5. Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	Potentially significant	**MM-GEO-2:** Prior to commencement of any grading activity on site, the applicant shall retain a qualified paleontologist acceptable to the County. The paleontologist shall prepare a Paleontological Resources Impact Mitigation Program (PRIMP) for the proposed project. The PRIMP shall be consistent with the guidelines of the Society of Vertebrate Paleontology (SVP 2010). The qualified paleontologist shall attend the preconstruction meeting and be on site during all rough grading and other significant ground-disturbing activities in previously undisturbed older Quaternary alluvial deposits (including old lagoonal deposits). These deposits may be encountered at depths as shallow as 5-10 feet below ground surface. In the event that paleontological resources (e.g., fossils) are unearthed during grading, the paleontology monitor will temporarily halt and/or divert grading activity to allow recovery of paleontological resources. The area of discovery will be roped off with a 50-foot radius buffer. Once documentation and collection of the find is completed, the monitor will remove the rope and allow grading to recommence in the area of the find. If determined to be significant, the paleontological resources shall be stabilized, labeled, and prepared to the point of identification before accessioning into an appropriate paleontological repository with retrievable storage. Following the paleontological monitoring program, a final monitoring report shall be submitted to the lead agency for review and approval. The report should summarize the monitoring program and include geological observations	Less than significant

Table 1-1
Summary of Project Impacts

Environmental Topic	Impact Before Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
		and any paleontological resources recovered during paleontological monitoring for the proposed project.	
Greenhouse Gas Emissions			
GHG-1. Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	Less than significant	**PDF-GHG-1.** The project shall employ the following design features to reduce the demand for energy use and GHG emissions: • All installed appliances (e.g., washer/dryers, refrigerators, dishwashers) shall be Energy Star rated or equivalent. • Prior to the issuance of permits, the project applicant or its designee shall submit building plans that demonstrate that all outdoor lighting shall be light-emitting diodes (LED) or other high-efficiency lightbulbs. • The applicant will provide information on energy efficiency, energy efficient lighting and lighting control systems, energy management, and existing energy incentive programs to building tenants. • The proposed project shall provide electrical outlets at building exterior areas. • Prior to the issuance of nonresidential building permits, the project applicant or its designee shall submit building plans illustrating nonresidential structures meet the U.S. Green Building Council standards for cool roofs. This is defined as achieving a 3-year solar reflective index (SRI) of 64 for a low-sloped roof and 32 for a high-sloped roof. • Prior to the issuance of building permits, the project applicant or its designee shall submit building plans illustrating that outdoor pavement, such as walkways and patios, use paving materials with 3-year SRI of 0.28 or initial SRI of 0.33.	Less than significant

Table 1-1
Summary of Project Impacts

Environmental Topic	Impact Before Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
		• The applicant will install duct insulation to a minimum level of R-6 and modestly enhanced window insulation (for a 5% improvement over the 2016 Title 24 requirement) consistent with County of Los Angeles criteria. • The applicant will include the following design elements: • Construction of modest cool roof, defined as Cool Roof Rating Council (CRRC) Rated 0.15 aged solar reflectance and 0.75 thermal emittance • Use of HVAC equipment with a seasonal energy efficiency ratio (SEER) of 12 or higher • Installation of water heaters with an energy factor of 0.92 or higher • Include some form of daylighting (e.g., skylights, windows) in rooms with exterior walls that would normally be occupied • Include high-efficiency artificial lighting in at least 50% of unit fixtures • Include waterless urinals and high-efficiency faucets and toilets throughout the project **PDF-GHG-2:** The project applicant shall consider the use of a solar photovoltaic rooftop system to reduce the electric demand from the local grid where feasible. **PDF-GHG-3:** The project's landscape non-potable water system shall meet "purple" pipe standards.	
GHG-2. Would the project conflict with an applicable plan, policy, or regulation adopted for	Less than significant	**PDF-GHG-1.** The project shall employ the following design features to reduce the demand for energy use and GHG emissions:	Less than significant

Table 1-1
Summary of Project Impacts

Environmental Topic	Impact Before Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
the purpose of reducing the emissions of greenhouse gases?		• All installed appliances (e.g., washer/dryers, refrigerators, dishwashers) shall be Energy Star rated or equivalent. • Prior to the issuance of permits, the project applicant or its designee shall submit building plans that demonstrate that all outdoor lighting shall be light-emitting diodes (LED) or other high-efficiency lightbulbs. • The applicant will provide information on energy efficiency, energy efficient lighting and lighting control systems, energy management, and existing energy incentive programs to building tenants. • The proposed project shall provide electrical outlets at building exterior areas. • Prior to the issuance of nonresidential building permits, the project applicant or its designee shall submit building plans illustrating nonresidential structures meet the U.S. Green Building Council standards for cool roofs. This is defined as achieving a 3-year solar reflective index (SRI) of 64 for a low-sloped roof and 32 for a high-sloped roof. • Prior to the issuance of building permits, the project applicant or its designee shall submit building plans illustrating that outdoor pavement, such as walkways and patios, use paving materials with 3-year SRI of 0.28 or initial SRI of 0.33. • The applicant will install duct insulation to a minimum level of R-6 and modestly enhanced window insulation (for a 5% improvement over the 2016 Title 24 requirement) consistent with County of Los Angeles criteria. • The applicant will include the following design elements:	

Table 1-1
Summary of Project Impacts

Environmental Topic	Impact Before Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
		• Construction of modest cool roof, defined as Cool Roof Rating Council (CRRC) Rated 0.15 aged solar reflectance and 0.75 thermal emittance • Use of HVAC equipment with a seasonal energy efficiency ratio (SEER) of 12 or higher • Installation of water heaters with an energy factor of 0.92 or higher • Include some form of daylighting (e.g., skylights, windows) in rooms with exterior walls that would normally be occupied • Include high-efficiency artificial lighting in at least 50% of unit fixtures • Include waterless urinals and high-efficiency faucets and toilets throughout the project **PDF-GHG-2:** The project applicant shall consider the use of a solar photovoltaic rooftop system to reduce the electric demand from the local grid where feasible. **PDF-GHG-3:** The project's landscape non-potable water system shall meet "purple" pipe standards	
Hazards and Hazardous Materials			
HAZ-1. Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	Potentially significant	**MM-HAZ-1:** Prior to construction, a site-specific Hazardous Materials Contingency Plan (HMCP) shall be developed by the project applicant and followed during demolition, excavation, and construction activities for the project. The HMCP shall identify known areas of impacts, include training procedures for identification of contaminated media, as well as the proper handling and notification procedures should contaminated media be encountered. Contaminated media may include soil, groundwater, surface water, and solid waste. Contaminated media shall be managed in accordance	Less than significant

Table 1-1
Summary of Project Impacts

Environmental Topic	Impact Before Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
		with local and state regulations. The HMCP shall include health and safety measures for workers and the general public, including procedures for limiting access for properly trained personnel to contaminated areas.	
HAZ-2. 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?	Potentially significant	**See MM-HAZ-1** **MM-HAZ-2:** Prior to demolition or renovation of project site structures that were built before 1980, a lead-based paint and asbestos survey shall be conducted by a California Department of Public Health (DPH) Certified Asbestos Consultant and/or Certified Site Surveillance Technician and a California DPH Certified Lead Inspector/Risk Assessor or Sampling Technician. A report documenting material types, conditions and general quantities will be provided, along with photos of positive materials and diagrams. Demolition or renovation plans and contract specifications shall incorporate any abatement procedures for the removal of material containing asbestos or lead-based paint. All abatement work shall be done in accordance with federal, state, and local regulations, including those of the Environmental Protection Agency (which regulates disposal), Occupational Safety and Health Administration, U.S. Department of Housing and Urban Development, California Occupational Safety and Health Administration (which regulates employee exposure), and the South Coast Air Quality Management District. **MM-HAZ-3:** Specified programs are recommended in the Remedial Action Plan (RAP) and approved by the California Department of Toxic Substances Control, which are designed to minimize potential impacts to public and employee health and safety and the environment, including institutional controls, Operations, Monitoring & Maintenance plans, and perimeter monitoring. The County of Los Angeles and other responsible parties of OU-2 have been and will continue to be responsible for implementing the RAP as approved by DTSC. Construction and operation shall occur in such a way as to not interfere with the implementation of the RAP. **MM-HAZ-4:** Due to past uses as a shooting range, prior to grading permit issuance, soil shall be sampled and analyzed for lead in areas where	Less than significant

Table 1-1
Summary of Project Impacts

Environmental Topic	Impact Before Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
		grading and subsurface excavation are expected to occur within the former footprint of the shooting range. As previous localized surface sampling has confirmed the presence of contamination in surface soils less than 10 feet below ground surface, sampling shall be conducted in accordance with California Department of Toxic Substances Control guidance documents. The soil testing will confirm the presence or absence of localized contamination associated with past uses on the project site. Any soils qualifying as hazardous waste shall be managed in accordance with the Hazardous Materials Contingency Plan.	
HAZ-3. 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?	Potentially significant	**MM-HAZ-1** through **MM-HAZ-4**	Less than significant
HAZ-4. Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as result, would is create a significant hazard to the public or the environment?	Potentially significant	**MM-HAZ-1, MM-HAZ-3**	Less than significant
Hydrology and Water Quality			
HYD-1. Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	Less than significant	None	Less than significant
HYD-2. Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	Less than significant	None	Less than significant

Table 1-1
Summary of Project Impacts

Environmental Topic	Impact Before Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
HYD-3. 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 through the addition of impervious surfaces, in a manner which would: (i) result in substantial erosion or siltation on- or off-site; (ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off site; (iii) 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; or (iv) impede or redirect flood flows?	Less than significant	None	Less than significant
HYD-4. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	Less than significant	None	Less than significant
HYD-5. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	Less than significant	None	Less than significant
Land Use and Planning			
LU-1. Would the project cause a significant environmental impact due to a conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	Less than significant	None	Less than significant
Noise			
NOI-1. Would the project result in generation of a substantial permanent or temporary increase	Potentially significant	**MM-NOI-1:** The following measure shall be incorporated into the project contract specifications. Prior to commencement of construction activities	Significant and unavoidable

Table 1-1
Summary of Project Impacts

Environmental Topic	Impact Before Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?		involving heavy equipment, temporary construction noise barriers shall be constructed in the locations shown in Figure 4.10-2, Location of Required Temporary Barrier for Construction Noise Mitigation. The noise barriers shall be 8 feet in height, must have a surface density of at least four pounds per square foot, and be free of openings and cracks (with the exception of expansion joints gaps and other construction techniques, which could create an opening or crack). **MM-NOI-2:** Construction activities shall take place during the permitted time and day per Section 12.08.440 of the County of Los Angeles Code of Ordinances. The applicant shall ensure that construction activities for the proposed project are limited to the hours of 7 a.m. to 7 p.m. Monday through Saturday, and not at all during other hours or on Sundays. **MM-NOI-3:** The County of Los Angeles shall require the contractor to adhere to the following measures as a condition of granting a grading permit to the contractor: • All construction equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers. • Construction noise reduction methods such as shutting off idling equipment, construction of a temporary noise barrier, maximizing the distance between construction equipment staging areas and adjacent residences, and use of electric air compressors and similar power tools, rather than diesel equipment, shall be used where feasible. • During construction, stationary construction equipment shall be placed such that emitted noise is directed away from or shielded from sensitive receptors. • Construction hours, allowable workdays, and the phone number of the job superintendent shall be clearly posted at all construction entrances to allow surrounding property owners to contact the job superintendent regarding any potential noise complaint.	

Table 1-1
Summary of Project Impacts

Environmental Topic	Impact Before Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
NOI-2. Would the project result in generation of excessive groundborne vibration or groundborne noise levels?	Less than significant	None	Less than significant
Population and Housing			
POP-1. Would the project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	Less than significant	None	Less than significant
Public Services			
PUB-1. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:			
a. Fire protection?	Less than significant	None	Less than significant
b. Police protection?	Less than significant	None	Less than significant
c. Parks?	Less than significant	None	Less than significant
Recreation			
REC-1. Would the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	Potentially significant	• Aesthetics: **MM-AES-1** • Air Quality: **MM-AQ-1** through **MM-AQ-5** • Biological Resources: **MM-BIO-1** through **MM-BIO-4** • Cultural Resources: **MM-CUL-1, MM-CUL-2,** • Geography and Soils: **MM-GEO-1, MM-GEO-2** • Greenhouse Gas Emissions: **PDF-GHG-1, PDF-GHG-2, PDF-GHG-3** • Hazards and Hazardous Materials: **MM-HAZ-1** through **MM-HAZ-4** • Noise: **MM-NOI-1, MM-NOI-2, MM-NOI-3** • Transportation: **MM-TRA-1 through MM-TRA-17** • Tribal Cultural Resources: **MM-TCR-1**	Significant and unavoidable

Table 1-1
Summary of Project Impacts

Environmental Topic	Impact Before Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
REC-2. Would the project, when viewed in conjunction with other projects in the area, result in the deterioration of parks and recreational facilities due to increased usage or necessitate the construction of new parks or recreational facilities?	Less than significant	• Air Quality: **MM-AQ-1** through **MM-AQ-5** • Greenhouse Gas Emissions: **PDF-GHG-1, PDF-GHG-2, PDF-GHG-3** • Transportation: **MM-TRAF-2, MM-TRAF-4, MM-TRAF-5, MM-TRAF-7,** and **MM-TRAF-9** through **MM-TRAF-13**	Significant and unavoidable
Transportation			
TRAF-1. Would the project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	Potentially significant	**MM-TRAF-1** The proposed project shall implement the following improvements at Main Street/Martin Luther King Jr. Street: • Reconfigure the westbound approach to provide a left-turn, shared left/right-turn, and right-turn lanes; • Add new northbound right-turn lane. **MM-TRAF-2:** The proposed project shall implement the following improvements at Main Street/Del Amo Boulevard: • Add new second (dual) westbound left-turn lane; OR, • Add new northbound right-turn lane; AND • Add new eastbound right-turn lane • Widening of respective approaches will be required **MM-TRAF-3**: The proposed project shall implement the following improvements at Avalon Boulevard/Albertoni Street: • Restripe existing (cross-hatched) pavement on the northbound approach to a second (dual) northbound left-turn lane. This improvement could be accomplished within the existing right-of-way. • Modify signal left-turn lead-lag phasing for the northbound and southbound approaches (for opposing left-turn clearance purposes). **MM-TRAF-4:** The proposed project shall implement the following improvements at Avalon Boulevard/Del Amo Boulevard: • Add new southbound right-turn lane. This improvement could be accomplished within the existing right-of-way.	MM-TRAF-2, MM-TRAF-12, MM-TRAF-13, and MM-TRAF-15 would reduce impacts to less-than-significant levels if approved by the City of Carson; however, the improvements would be in conflict with Carson General Plan Policies. Therefore, these impacts would remain significant and unavoidable unless the City of Carson amends the General Plan and subsequently approves these improvements.

Table 1-1
Summary of Project Impacts

Environmental Topic	Impact Before Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
		MM-TRAF-5: The proposed project shall implement the following improvements at Main Street/Albertoni Street: • Add new eastbound right-turn lane. This improvement could be accomplished within the existing right-of-way, but would require the removal of approximately 5 -street parking spaces approximately 100 feet west of the intersection. **MM-TRAF-6:**, The proposed project shall implement the following improvements at Main Street/Victoria Street: • Add new eastbound right-turn lane. This improvement could be accomplished within the existing right-of-way, but would require the removal of approximately 5 on-street parking spaces approximately 100 feet west of the intersection. **MM-TRAF-7:** The proposed project shall implement the following improvements at Hamilton Avenue/Del Amo Boulevard: • Modify signal head for protected-permitted phasing for the westbound approach (in order to prevent left-turn queue from blocking a westbound through lane) **MM-TRAF-8:** The proposed project shall implement the following improvements at Hamilton Avenue/I-110 southbound ramps: • Restripe the southbound approach to provide an exclusive left-turn lane and a shared through-left lane. This improvement could be accomplished within the existing right-of-way. **MM-TRAF-9:** The proposed project shall implement the following improvements at Figueroa Street/Del Amo Boulevard: • Restripe the westbound approach to provide two left-turn lanes, a through lane, and a shared through-right lane. • Modify the traffic signal to provide an overlap phase for the northbound right turn and overlap phase for the southbound right-turn	The remaining mitigation measures would reduce impacts to less-than-significant levels; however, the improvements require approval by other agencies, and these impacts would remain significant and unavoidable unless approved by those agencies.

Table 1-1
Summary of Project Impacts

Environmental Topic	Impact Before Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
		MM-TRAF-10: The proposed project shall pay its fair-share, as calculated based on the County's methodology, toward the implementation of the following improvements at Main Street/I-405 southbound ramps: • Convert the eastbound left-turn lane to a shared through-left-turn lane (onto the I-405 on-ramp). **MM-TRAF-11:** The proposed project shall pay its fair-share, as calculated based on the County's methodology, toward the implementation of the following improvements at Main Street/Del Amo Boulevard: • Add new second (dual) westbound left-turn lane; • Add new northbound right-turn lane; • Widening of the westbound approach will be required. **MM-TRAF-12**: The proposed project shall pay its fair-share, as calculated based on the County's methodology, toward the implementation of the following physical improvements at Avalon Boulevard/Victoria Street: • On the eastbound approach, restripe the right-turn lane into a shared through/right-turn lane • On the eastbound departure, restripe to provide three through lanes	

Table 1-1
Summary of Project Impacts

Environmental Topic	Impact Before Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
		Although the physical improvement described above could be accomplished through restriping, the geometric limitations of the eastbound departure lanes beyond the immediate vicinity of the intersection could result in the improvement being determined infeasible. Pursuant to County Department of Public Works policy, however, when an intersection is projected to exceed the significance criteria but still operate at a satisfactory LOS (LOS D or better), the County may direct that operational, rather than physical, improvements be implemented for the intersection. As previously detailed, Intersection No. 8 is projected to operate at LOS C under the Cumulative Future with Project conditions. As such, per County of Public Works direction, Intersection No. 8 was evaluated for operational deficiencies by comparing the projected turning lane queue lengths under Cumulative Future with Project conditions to the existing turning lane storage capacity at the intersection. Based on the results of the evaluation, no operational deficiencies were identified and, thus, no operational improvements were required. **MM-TRAF-13:** The proposed project shall pay its fair-share, as calculated based on the County's methodology, toward the implementation of the following physical improvements at Avalon Boulevard/University Avenue: • On the westbound approach, reconfigure to provide two left-turn lanes and one right-turn lane; this is anticipated to require some modification to the existing medians located on Avalon Boulevard and University Avenue • Reclassify a section of the existing dedicated westbound bicycle lane as a shared lane	

Table 1-1
Summary of Project Impacts

Environmental Topic	Impact Before Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
		Although the physical improvement described above could be accomplished through modifications to the existing medians, the physical requirements for the existing KV transmission tower within the Avalon Boulevard median could result in the improvement being determined infeasible. Pursuant to County Department of Public Works policy, however, when an intersection is projected to exceed the significance criteria but still operate at a satisfactory LOS (LOS D or better), the County may direct that operational, rather than physical, improvements be implemented for the intersection. As previously detailed, Intersection No. 10 is projected to operate at LOS C under the Cumulative Future with Project conditions. As such, per County of Public Works direction, Intersection No. 10 was evaluated for operational deficiencies by comparing the projected turning lane queue lengths under Cumulative Future with Project conditions to the existing turning lane storage capacity at the intersection. Based on the results of the evaluation, no operational deficiencies were identified and, thus, no operational improvements were required. **MM-TRAF-14:** The proposed project shall pay its fair-share, as calculated based on the County's methodology, toward the implementation of the following improvements at Avalon Boulevard/Del Amo Boulevard: • Add second (dual) northbound left-turn lane. • Reconfigure southbound approach to provide a right-turn lane. • Reconfigure eastbound right-turn lane into a shared through/right-turn lane. **MM-TRAF-15:** The proposed project shall pay its fair-share, as calculated based on the County's methodology, toward the implementation of the following physical improvements at I-110 southbound ramps/190th Street:	

Table 1-1
Summary of Project Impacts

Environmental Topic	Impact Before Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
		• Provide an additional eastbound lane for a total of three through lanes by reducing the width of the existing painted median on 190th Street to accommodate the additional eastbound lane. Although the physical improvement described above could be accomplished through restriping, the physical requirements for the corresponding advance warning signage and the existing physical constraints could result in the improvement being determined infeasible. Pursuant to County Department of Public Works policy, however, when an intersection is projected to exceed the significance criteria but still operate at a satisfactory LOS (LOS D or better), the County may direct that operational, rather than physical, improvements be implemented for the intersection. As previously detailed, Intersection No. 22 is projected to operate at LOS D under the Cumulative Future with Project conditions. As such, per County of Public Works direction, Intersection No. 22 was evaluated for operational deficiencies by comparing the projected turning lane queue lengths under Cumulative Future with Project conditions to the existing turning lane storage capacity at the intersection. Based on the results of the evaluation, no operational deficiencies were identified and, thus, no operational improvements were required. **MM-TRAF-16:** The proposed project shall pay its fair-share, as calculated based on the County's methodology, toward the implementation of the following improvements at Hamilton Avenue/Del Amo Boulevard: • Convert the second northbound through lane to a dedicated right-turn lane. • Modify the traffic signal to provide an overlap phase for the northbound right-turn and add protected-permitted phasing for the westbound left-turn movements.	

Table 1-1
Summary of Project Impacts

Environmental Topic	Impact Before Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
		This measure is able to mitigate the cumulative impact to a less than significant level. Implementation of this mitigation will require review and approval by the County of Los Angeles Public Works. **MM-TRAF-17:** The proposed project shall pay its fair-share, as calculated based on the County's methodology, toward the implementation of the following improvements at Figueroa Street/Del Amo Boulevard: • Restripe the westbound approach to provide two left-turn lanes, a through lane, and a shared through-right lane. • Restripe the eastbound approach to provide a left-turn lane, two through lanes, and a shared through-right turn lane. • Modify the traffic signal to provide an overlap phase for the northbound and southbound right-turns. **MM-TRAF-18:** Prior to receiving a Certificate of Occupancy, the proposed project shall optimize signal timings along the Avalon Boulevard corridor within the project study area.	
TRAF-2. Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3 subdivision (b)?	Less than significant	None	Less than significant
TRAF-3. Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves, or dangerous intersections) or incompatible uses (e.g., farm equipment)?	Potentially significant	**MM-TRAF-19:** Prior to receiving a Certificate of Occupancy for the multi-use indoor sports complex on Pad 1 or the clubhouse on Pad 7, or the commencement of special events within the community park that are anticipated to be attended by a large number of people, the proposed project shall develop a Traffic Management Plan for Special Events and submit to the County of Los Angeles for review and approval. Special events may require special event permits and traffic management plans as part of event planning. Examples of traffic management techniques that could be included in these plans include but are not limited to paid parking, traffic control at internal intersections, lane management, and wayfinding. These traffic management plan elements could improve the internal flow of traffic during special events.	Less than significant

Table 1-1
Summary of Project Impacts

Environmental Topic	Impact Before Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
		MM-TRAF-20: Prior to issuance of a grading permit, the proposed project shall develop a Construction Traffic Management Plan for construction activities that would impact public streets and submit to the County of Los Angeles for review and approval. As such, the County of Los Angeles shall ensure that temporary signage is posted and detour routes are identified to facilitate movement of traffic flow, including emergency vehicles, during project construction. A Construction Traffic Management Plan shall be implemented prior to construction of these improvements to minimize impacts throughout the duration of construction activities.	
TRAF-4. Would the project result in inadequate emergency access?	Potentially significant	**MM-TRAF-20**	Less than significant
Tribal Cultural Resources			
TCR-1. 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 CRHR, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	Less than significant	None	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.	Potentially significant	**MM-TRC-1:** While no tribal cultural resources (TCRs) have been identified that may be affected by the project, the following approach for the unanticipated discovery of TCRs has been prepared to reduce potential impacts to unanticipated resources. Should a potential TCR be encountered, construction activities near the potential TCR shall be temporarily halted within 50 feet of the potential TCR and the County of Los Angeles (County) notified. The County will notify Native American tribes that have been identified by the Native American Heritage Commission (NAHC) to be traditionally and culturally affiliated with the geographic area of the project. If the unanticipated resource is archaeological in nature, appropriate management requirements shall be implemented as outlined in Mitigation Measure (MM-) CUL-1 (see	Less than significant

Table 1-1
Summary of Project Impacts

Environmental Topic	Impact Before Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
		Section 4.4.5, Mitigation Measures). If the County determines that the potential resource is a TCR (as defined by Public Resources Code, Section 21074), tribes consulting under AB 52 would be provided a reasonable period of time, typically five days from the date a new discovery is made, to conduct a site visit and make recommendations regarding future ground disturbance activities as well as the treatment and disposition of any discovered TCRs. A qualified archaeologist shall implement a plan for the treatment and disposition of any discovered TCRs based on the nature of the resource and considering the recommendations of the tribe(s). All activities shall be conducted in accordance with regulatory requirements. If human remains are found within the project site, management recommendations as outlined in MM-CUL-3 (see Section 4.4.5) should be implemented.	
Utilities and Service Systems			
UTL-1. Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	Less than significant	None	Less than significant
UTL-2. Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	Less than significant	None	Less than significant

Table 1-1
Summary of Project Impacts

Environmental Topic	Impact Before Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
UTL-3. 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	None	Less than significant
UTL-4. Would the project generate solid waste in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	Less than significant	None	Less than significant
UTL-5. Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	Less than significant	None	Less than significant
Energy			
ENG-1. Would the project result in wasteful, inefficient, or unnecessary consumption of energy?	Less than significant	None	Less than significant
ENG-2. Would the project conflict with existing energy standards and regulations?	Less than significant	None	Less than significant
ENG-3. Would the project place a significant demand on local and regional energy supplies or require a substantial amount of additional capacity?	Less than significant	None	Less than significant

1.11 ALTERNATIVES TO THE PROPOSED PROJECT

The CEQA Guidelines Section 15126.6 requires consideration and discussion of alternatives to the proposed project in an EIR. Several alternatives, including alternate sites, were considered but rejected from consideration in this EIR. A review of those alternatives and the reasons for rejecting them is provided in Chapter 6, Alternatives, of this document. This section summarizes the alternatives to the project that were analyzed in detail as required under CEQA.

1.11.1 Alternatives Evaluated

The following alternatives to the proposed project were considered and are evaluated in Chapter 6 of this EIR:

Alternative 1: No Project Alternative

Section 15126.6(e) of the CEQA Guidelines requires that an EIR evaluate the specific alternative of "no project" along with its impact. As stated in this section of the CEQA Guidelines, the purpose of describing and analyzing a No Project Alternative is to allow decision makers to compare the impacts of approving the proposed project with the impacts of not approving the proposed project. As specified in Section 15126.6(e)(3)(B) of the CEQA Guidelines, the "no project" alternative for a development project consists of the circumstance under which a proposed project does not proceed. Section 15126.6(e)(3)(B) further states that "in certain instances, the no project alternative means 'no build' wherein the existing environmental setting is maintained." Accordingly, Alternative 1: No Project Alternative assumes the proposed project would not proceed, no new permanent development or land uses would be introduced within the project site, and the existing environment would be maintained. Under Alternative 1, the existing golf course would continue to operate and the proposed project would not be developed.

Alternative 2: Passive Use Park

Alternative 2 would result in the closure of the existing golf course and conversion of the property into a passive use recreational park. Features associated with the golf course, such as sand traps, would be removed and the land would be re-contoured to establish a more natural setting. Duration to complete demolition and re-contouring would be estimated at 2 to 4 months and with noise-generating activity conducted in accordance with the County's Noise Control Ordinance. Construction equipment similar to the proposed project (e.g., excavators, backhoes, bulldozers) would be used; however, less equipment would be necessary due to the smaller scope of construction required for Alternative 2. Grading depth would not exceed 3 feet below existing grade and minimal compaction would be required for site improvements like playgrounds. Standard erosion control measures and best management practices would be implemented during grading and work done in accordance with California Building Code requirements. Construction-

related hazardous materials (e.g., oils, lubricants) and hazardous waste would be stored and disposed of in compliance with manufacturer's specifications and applicable laws and regulations. Disturbed areas would be planted with drought-tolerant landscaping and would require minimal irrigation to establish the vegetation. The existing golf course parking lot would remain to provide parking for visitors to the site. Minimal security lighting would be incorporated. Passive uses would be similar to some of the improvements in the proposed project, such as a jogging trail, open lawn areas, flexible event space, a picnic grove, a playground, natural reflection spaces, and shaded terraces. However, no active uses such as sports fields would be included. The passive use under Alternative 2 would not be anticipated to generate revenue sufficient to offset maintenance cost. Additionally, limited job opportunities would be created by Alternative 2.

Alternative 3: Alternate Land Use – Active Sports Complex

Alternative 3 would result in the closure of the existing golf course and conversion of the property into an active sports complex including all recreational uses under the proposed project without any complementary commercial uses, except for the clubhouse building. Facilities would include multiuse indoor sports complex, youth learning experience, indoor skydiving, driving range, zipline, community park, putting green, and jogging/walking paths. The clubhouse building would be suitable for community-serving uses and include a full kitchen/prep area to support catering and food service, storage space, support facilities (restrooms, administrative and mechanical space, etc.), and a rooftop deck. The community park would be expanded to replace the buildings on Pads 5, 6, and 8–11, along with most of the surface parking areas surrounding those buildings. The overall structural development would be reduced from 509,500 square feet to 351,500 square feet (roughly 68% of the project's square footage), a change of 158,000 square feet. Consequently, construction duration would be reduced to approximately 13 months instead of 18 months. Grading would also be reduced to 136,000 cubic yards (68% of the 200,000 cubic yards proposed by the project). The equipment operating daily during site preparation and grading activities would be substantially similar to the project. However due to the smaller building square footage proposed under this alternative, total construction equipment would be less than the project during building construction. Standard erosion control measures and best management practices would be implemented during grading and work done in accordance with California Building Code requirements. Noise-generating activity conducted in accordance with the County's Noise Control Ordinance. Construction-related hazardous materials (e.g., oils, lubricants) and hazardous waste would be stored and disposed of in compliance with manufacturer's specifications and applicable laws and regulations. Revenue from rental of the facilities would not cover the costs of the building improvements and would be anticipated to be less than maintenance costs but not significantly less.

1.11.2 Environmentally Superior Alternative

CEQA Guidelines Section 15126.6(e)(2) indicates that an analysis of alternatives to a project shall identify an Environmentally Superior Alternative among the alternatives evaluated in an EIR. The CEQA Guidelines also state that should it be determined that the No Project Alternative is the Environmentally Superior Alternative, the EIR shall identify another Environmentally Superior Alternative among the remaining alternatives.

Based on the comparative analysis of the project alternatives, and as shown in Table 1-2, Alternative 2 – Passive Use Park is considered the Environmentally Superior Alternative because it reduces the potential project impacts in every issue area. However, Alternative 2 does not meet the stated project objectives and likely would not be economically self-sustaining over the long term.

Table 1-2
Comparison of Impacts from Alternatives to the Proposed Project

Environmental Topic Area	Proposed Project Level of Impact	Impact Compared to Proposed Project		
		Alternative 1: No Project	*Alternative 2: Passive Use Park*	*Alternative 3: Alternative Land Use – Active Sports Complex*
Aesthetics	Less than significant with mitigation	Less	Less	Similar
Air Quality	Significant unavoidable	Less	Less	Similar (construction) Less (operation)
Biological Resources	Less than significant with mitigation	Less	Less	Similar
Cultural Resources	Less than significant with mitigation	Less (construction) Similar (operation)	Similar	Similar
Geology and Soils	Less than significant with mitigation	Less	Less	Similar (construction) Less (operation)
Greenhouse Gas Emissions	Less than significant	Less	Less	Less
Hazards/Hazardous Materials	Less than significant with mitigation	Less (construction) Similar (operation)	Less (construction) Similar (operation)	Less
Hydrology & Water Quality	Less than significant	Less	Less	Similar (construction) Less (operation)
Land Use and Planning	Less than significant	Less	Less	Similar (construction) Less (operation)
Noise	Significant unavoidable	Less	Less	Similar
Population and Housing	Less than significant	Less	Less	Less
Public Services	Less than Significant	Less	Less	Less
Recreation	Significant unavoidable	Less	Less	Similar
Transportation	Significant unavoidable	Less	Less	Less
Tribal Cultural Resources	Less than significant with mitigation	Less (construction) Similar (operation)	Similar	Similar
Utilities and Service Systems	Less than significant	Less	Less	Similar (construction) Less (operation)
Energy	Less than significant	Less	Less	Less