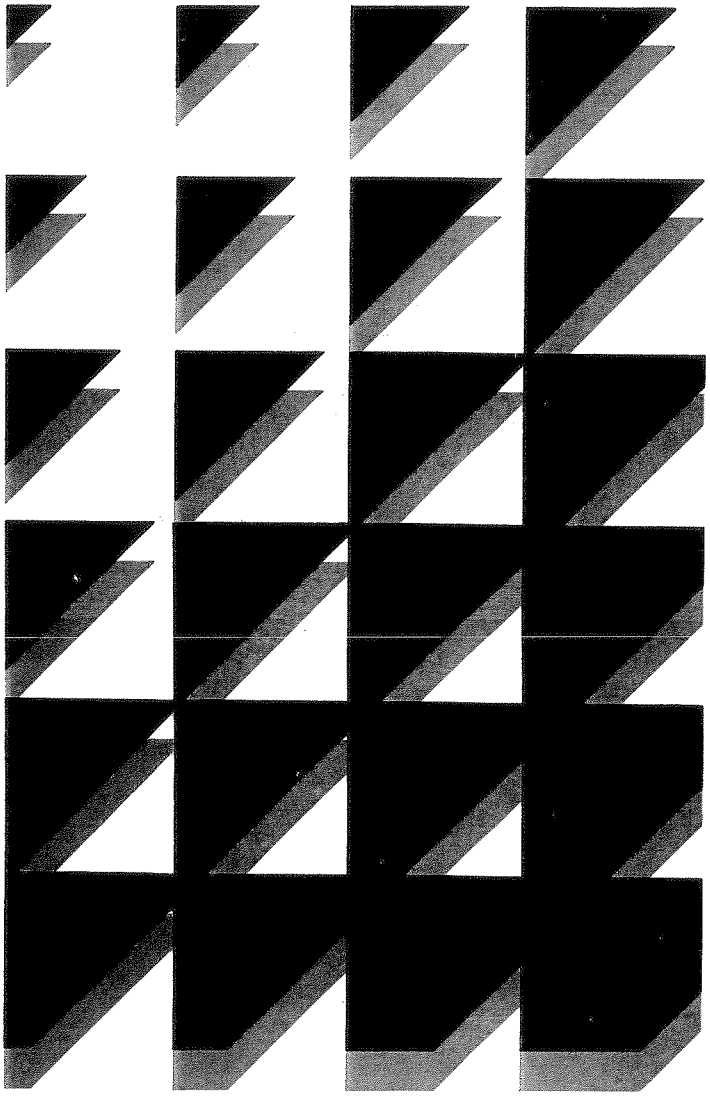
Dominguez

TECHNOLOGY CENTRE



FINAL
SPECIFIC PLAN/EIR

FINAL
SPECIFIC PLAN AND ENVIRONMENTAL IMPACT REPORT
for
DOMINGUEZ TECHNOLOGY CENTRE

Prepared for:

DOMINGUEZ PROPERTIES AND DOMINGUEZ ENERGY, L.P.

22010 South Wilmington Avenue

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and

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November 1990

DOMINGUEZ TECHNOLOGY CENTRE SPECIFIC PLAN
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1 INTRODUCTION

PURPOSE AND INTENT

This specific plan provides the City of Carson with a comprehensive set of plans, policies, regulations and programs for guiding and ensuring the orderly development of Dominguez Technology Centre in a manner consistent with the General Plan.

This document has been prepared in accordance with the requirements of California Government Code (Sections 65450 through 65507) and addresses all issues and topics specified in that code. As an overview, specific plans offer the opportunity to combine zoning standards, detailed site development standards and other regulatory devices into one document tailored to a particular development program and site. The Government Code states that specific plans must include, at a minimum, the following criteria:

- The location and standards for land uses, buildings and facilities, demonstrating a relationship to the goals and policies of the General Plan;
- The location and standards for streets, roads, and community facilities;
- Standards for population density and building intensity;
- Provisions for support services;
- Standards to conserve, develop and use natural resources;
- Provisions to implement the open space element.

After adoption, a specific plan effectively becomes the applicable zoning for that area. The Subdivision Map Act further requires the legislative body to find that a final or tentative subdivision map is consistent with

any applicable specific plans. Additionally, a development agreement can be approved only where the legislative body finds the agreement is consistent with the General Plan and any applicable specific plan.

OWNERSHIP

The site is currently owned, in fee, by Dominguez Properties, a California limited partnership and Dominguez Energy, L.P., a Delaware limited partnership. Dominguez Properties intends to convey to Carson Dominguez Properties, a Delaware limited partnership, a portion of the Dominguez Technology Centre owned by it and to convey the remaining portion to Watson Partners, L.P., a Delaware limited partnership.

LOCATION

The Dominguez Technology Centre is a 288-acre project located in the northeastern area of the City of Carson. The site is bounded on the south by University Drive, the west by California State University Dominguez Hills, the north by Victoria Street and on the east by Wilmington Avenue. Site location is shown on Exhibit 1.

Access to the project site from the greater Los Angeles area is provided by the Artesia Freeway (SR-91) to the north, the Harbor Freeway (I-110) to the west, the San Diego Freeway (I-405) to the south and the Long Beach Freeway (I-710) to the east.

BACKGROUND INFORMATION

This project is the third and final developmental phase of the Dominguez Technology Centre. The initial phase is located across Wilmington Avenue in unincorporated Los Angeles County and includes a number of industrial and technology uses. Phase two began with the project proponent requesting and receiving permission from the City of Carson to prepare a specific plan on 45 acres in the southeast area of the property. Phase two, the TRW site, was approved in August 1986 for technology and other similar uses.

To continue development of the Dominguez Technology Centre, a portion of the site in the southwest corner which was designated and zoned for residential uses had to be changed. A General Plan Amendment changing the designation to Light Industrial and a zone change to Manufacturing Light were requested and approved for the property on May 17, 1988 and are reflected in Exhibits 2 and 3.

The current proposal is for development of a business park on the adjacent 288 acres. The project had been designed to continue the theme established by the initial phase of the Dominguez Technology Centre while ensuring compatibility with surrounding land uses.

CALIFORNIA ENVIRONMENTAL QUALITY ACT COMPLIANCE

This specific plan contains a complete environmental impact report as an integral component of the plan. The EIR contains an introduction, description of existing conditions, assessment of environmental impacts, identification of mitigation measures and evaluation of project alternatives.

The integrated EIR addresses the Dominguez Technology Centre's land use plan, circulation and infrastructure plans, implementation mechanisms and the development standards of the specific plan. The EIR may be applicable to future development applications processed in conformance with this specific plan and the City of Carson's development regulations. The Response to Comment/Final EIR is included as Chapter 9 in this document.

A Mitigation Monitoring Plan shall be prepared and approved for this specific plan. The developer shall be responsible for any associated cost of the Mitigation Monitoring Plan as required under AB 3180. The mitigation monitoring plan shall be submitted to the Director for review and determination of completeness.

SUPPORTING DOCUMENTS

The specific plan has been developed on the basis of numerous special studies and technical investigations. Special reports and plans prepared in support of the specific plan include the following:

Environmental Analysis

Phillips Brandt Reddick, Dominguez Technology Centre Environmental Impact Report, July 1989. Irvine, California 92714.

Fiscal Analysis

Pasadena Research Institute, Dominguez Technology Center Fiscal Impact Analysis, July 1989. Pasadena, California 91403.

Civil Engineering

W. R. Lind Engineering, Dominguez Technology Centre Infrastructure Plan, July 1989. Pasadena, California 91106.

Geotechnical Investigation

Converse Consultants Orange County, Geotechnical Study Dominguez Technology Centre, July 1989. Irvine, California 92718.

Traffic Analysis

DKS Associates, Dominguez Technology Centre Specific Plan and EIR Traffic Impact Analysis, July 1989. Santa Ana, California 92701 (Revised August 1990).

Noise and Air Quality Analysis

Phillips Brandt Reddick, Dominguez Technology Centre Noise and Air Quality Study, July 1989. Irvine, California 92714.

Cultural Resource Assessment

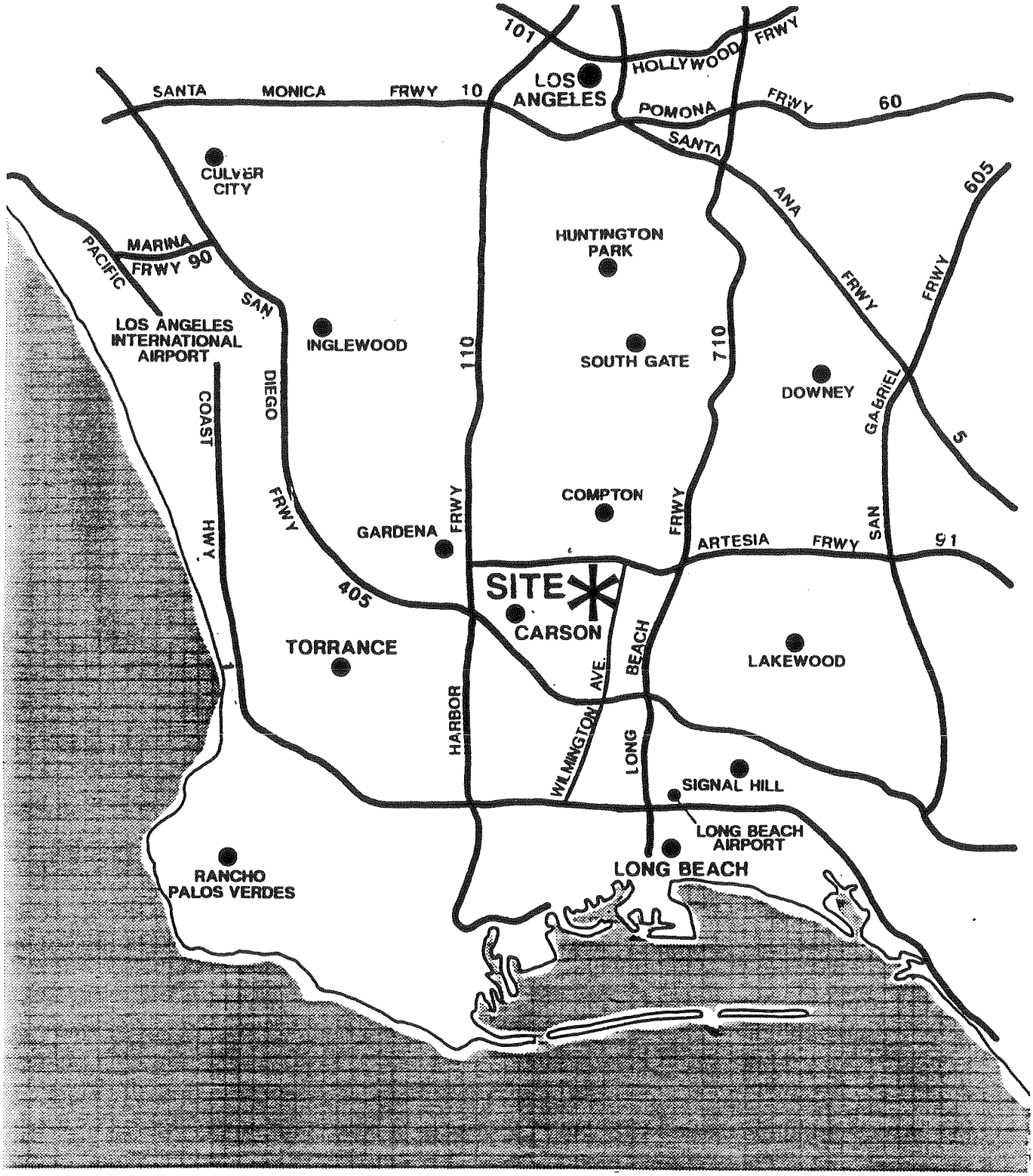
Archaeological Resource Management Corporation, Cultural Resource Assessment for a 300-Acre Parcel of Land Near Carson, July 1989. Fullerton, California 92633.

Paleontological Assessment

Archaeological Resource Management Corporation, Paleontological Assessment Conducted for a Proposed Business Park to be Developed in the Dominguez Hills, July 1989. Fullerton, California 92633.

Biological Survey

M.B. Gilbert Associates, Finding of a Biological Survey Conducted for the Proposed Dominguez Technology Centre, August 1989. Long Beach, California 90806.



SITE LOCATION
DOMINGUEZ TECHNOLOGY CENTRE

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EXHIBIT 1

DOMINGUEZ TECHNOLOGY CENTRE

GENERAL PLAN

LEGEND

LI	LIGHT INDUSTRAIL
GC	GENERAL COMMERCIAL

VICTORIA STREET

CENTRAL AVENUE (FUTURE)

WILMINGTON AVENUE

UNIVERSITY DRIVE

LI

GC

N.A.P.

EXIST BLDG.

PARKING AREA ASPH

pbr

EXHIBIT 2

DOMINGUEZ TECHNOLOGY CENTRE

ZONING

LEGEND

ML	MANUFACTURING, LIGHT
CN	COMMERCIAL, NEIGHBORHOOD CENTER

VICTORIA STREET

CENTRAL AVENUE (FUTURE)

WILMINGTON AVENUE

UNIVERSITY DRIVE

ML

CN

N.A.P.

EXIST BLDG.

pbr

EXHIBIT 3

2 DEVELOPMENT PLAN

INTRODUCTION

Dominguez Technology Centre is a business park with limited support commercial designed to be compatible with surrounding land uses. The project represents a continuation of previous development actions east of Wilmington Avenue. The objective of the project is to develop a framework allowing sufficient flexibility for future market considerations.

The land use plan for the Dominguez Technology Centre has been developed through a careful process of formulating, testing and refining various planning concepts and design criteria. Special attention has been devoted during plan development to ensure compatibility with the adjacent residential neighborhood and California State University Dominguez Hills. The plan responds to the General Plan's stated policies and is sensitive to the site features, resources and characteristics of the project setting.

The intent of the specific plan is to guide future development activities. Specific goals for the Dominguez Technology Centre include the following:

- To continue the theme previously developed in the initial Dominguez Technology Centre and the TRW facility.

- To implement a comprehensive program for the physical and economic development of the property.

- To ensure that the type and intensity of land uses are compatible with the surrounding area, particularly existing residential neighborhoods and California State University Dominguez Hills.

- To establish a quality and character of development which will maintain and enhance the image of the City of Carson in general and the immediate area in particular.

- To integrate new development with existing and continuing oil operations on the property.

- To provide a circulation system that meets transportation requirements and minimizes potential adverse impacts on the surrounding area.

- To ensure that infrastructure plans for water, wastewater and drainage are adequately designed for the project.

- To ensure that the sequential phasing of the project development is accomplished in a logical, orderly manner and in concert with the extension of necessary infrastructure improvements.

These major goals have been further refined and elaborated on the basis of specific site conditions, infrastructure relationships, market/ecomonic conditions and the policies of the General Plan.

CONTEXT

The 288-acre site is one of the few remaining large undeveloped properties in the northeastern area of Carson. Local access to the site is served by University Drive, Victoria Street and Wilmington Avenue. The San Diego, Artesia, Long Beach and Harbor freeways provide regional access.

Exhibit 4 indicates surrounding land use patterns reflecting the generally urban nature of the area. Dominguez Technology Centre began with development of the property on the east side of Wilmington Avenue, and is partially built out with a number of light industrial and technology uses. The Dominguez Technology Centre continued with development of the TRW site. As previously mentioned, development planned for the site is a continuation of previous activities associated with other facets of the Dominguez Technology Centre.

An attractive, well-kept single family residential neighborhood of single family homes borders the property on the south across University Drive. Adjacent to the project on the west is California State University Domin-

guez Hills. The University Master Development Plan calls for construction of additional dormitory facilities and expansion of the parking lot adjacent to the site. The time frame for completion of these improvements is dependent upon enrollment and available funds. The project has been designed to be compatible with, and supportive of, the high-tech, campus environment of the University. Numerous business, commercial and industrial facilities occupy the properties to the north of the project site.

Community and utility services available to the Dominguez Technology Centre include the following:

Fire. Fire protection to the area is provided by the Los Angeles County Fire Department under contract to the City of Carson.

Police. Law enforcement services are provided to the site by the Los Angeles County Sheriff Department under contract to the City of Carson.

Drainage. The Los Angeles County Flood Control District is the governing agency to the site.

Recreation. Park and recreation facilities include a substantial number of area facilities with James Anderson, Jr. Memorial Park located across University Drive from the TRW facility. This nine-acre park is fully developed with a community building, parking lot, lighted tennis courts, tot-lot, children's play area and picnic tables.

Water. Water service to the site is provided by the Dominguez Water Corporation.

Sewer. Sewer service is supplied to the City and this project by the Los Angeles County Department of Public Works.

Electrical. Electrical service is available through the Southern California Edison Company.

Natural Gas. The project area is located within the service area of the Southern California Gas Company.

Telephone. Pacific Bell provides telephone service to the area.

Solid Waste. Solid waste disposal for the tract is provided by numerous private contractors and is trucked to one of serveral transfer stations within three to five miles from the site.

The current General Plan designation for the site is "light industrial" and "general commercial," allowing for a variety of uses including those proposed for the Dominguez Technology Centre. The specific plan for Dominguez Technology Centre is also intended to systematically execute other programs contained within various elements of the General Plan, including Conservation, Land Use, Open Space, Safety (including Seismic), Circulation (including Scenic Highways), Noise and Housing.

SITE SUMMARY

The property is in an area commonly known as Dominguez Hill. Unlike most of the City, the topographic relief associated with the landform provides a unique setting for the project. Besides being highly visible from surrounding points of view, long distance vistas of Long Beach, Los Angeles Harbor and the Palos Verdes Peninsula are available from the site. A summary of features associated with the site is illustrated in Exhibit 5.

Underlying geology consists of old alluvium or terrace deposits in a layer some 600 to 700 feet thick. The site sits atop the Dominguez Hill land formation which is believed to have occurred as a result of tectonic movements. Further seismic activity may occur on the site as it is located within the Newport-Inglewood structural zone, a series of parallel northwest-southeast trending faults and folds extending from the Santa Monica Mountains southeast to Newport Beach. Although faults within the zone are considered active, no surface rupture is known to have occurred on the property during the last 10,000 years. The closest known active fault within the zone is the Cherry Hills fault segment, located about a mile southeast. The site is not within the Alquist-Priolo Special Studies Zone.

Natural vegetation was disturbed long ago with the introduction of cattle grazing and dairy farming in the eighteenth and nineteenth centuries. Natural vegetation was further disturbed with the discovery of oil and the subsequent development which followed. A limited amount of indigenous plant life is dispersed throughout the site. No unique nor rare and endangered plant species are known to occur on the property.

The lack of natural vegetation and the urbanized nature of the surrounding environment results in limited available habitat for wildlife. The introduction of a variety of tree and shrub species in the future development-related landscaping is expected to provide nesting areas, cover and food for a number of local bird species and small mammals.

A U.S.G.S. designated blueline stream traverses the southwestern area of the property. Any alteration of the stream could be subject to a 1603 permit.

A number of producing and abandoned oil wells are located on the property. Operating wells shall be screened and buffered in accordance with provisions in the specific plan. Oil wells scheduled for abandonment shall be done so in accordance with all applicable state regulations. The site also contains pipelines and other improvements which shall be vacated or incorporated into the plan during the tentative tract phase of project implementation. A conceptual production/drilling site plan is included as Exhibit 30 in Chapter 9.

DEVELOPMENT PROGRAM

The Dominguez Technology Centre incorporates various types of technological, business, commercial and industrial uses into a cohesive and readily comprehensive framework.

The plan allows for a flexible distribution of the proposed uses over the entire site, promoting creative and imaginative design solutions.

The Land Use Concept, as shown on Exhibit 6, consists of ten separate planning areas. Planning areas will likely be subdivided into smaller parcels for multiple users. Planning areas also may be utilized entirely by one

operation, depending on market demand. The plan calls for a maximum of 4.7 million square feet broken down into the following categories. However, an additional ten percent (10%) of gross floor area may be approved subsequent to determination that there is not a significant impact on air quality, traffic circulation, noise, public service or other areas as approved by City Council. Any increase beyond the 4.7 million is subject to Site Plan and Design Review, per Section 9172.23 Carson Municipal Code.

Technology

Continuing with the uses established with the initial phases of the Dominguez Technology Centre, approximately forty percent of the usable building area is projected for technology users. A maximum of 1.88 million square feet will be utilized for technology uses. This type of use includes product research and development, testing, laboratory facilities, distribution, light assembly and fabrication, and other associated activities.

The technological theme of the Dominguez Technology Centre is compatible with and supportive of California State University Dominguez Hills, the neighbor to the west as well as the residential area to the south.

Office

Approximately thirty percent of the project, to a maximum of 1.25 million square feet, has been projected for office and business uses in order to give the project an effective mixed use concept.

Support Commercial

Commercial activities in support of proposed technology, industrial and office uses are planned to occur within the project to a maximum of 100,000 square feet. Supportive activities could include restaurants, business supply, health clubs, service stations, bank branches, travel agency, limited retail, child care center and other similar types of uses.

Industrial

Industrial uses are intended to be nonpolluting and compatible with the other technolgical users within the Dominguez Technology Centre. Industrial uses will consist primarily of light manufacturing, assembly, warehousing and distribution. No more than thirty percent (30%) of the project shall be devoted to trucking company warehouses, public warehouses or custom bonded warehouses. As used herein, trucking company, public or custom bonded "warehouse" means a facility exclusively used by multiple users for short-term, truck intensive storage and distribution purposes.

Petroleum

Oil production and recovery have occurred on the site for over 65 years and will continue as a component of the overall development plan. Oil consolidation facilities are planned for future petroleum operations on the site.

Floor Area Ratio (FAR)

A floor area ratio is the ratio of the square footage of the building to the square footage of the parcel. The ratio provides a general indication of development intensity. The maximum floor area ratios for the uses listed below shall be as follows:

Technology	.45
Office	.40
Support commercial A (stand-alone)	.25
Support commercial B (other)	.40
Industrial	.50

Note: An additional 470,000 square feet of gross floor area may be approved by the City Council if a traffic study is completed that demonstrates all eleven (11) onsite and offsite intersections identified in the specific plan are operating at the following levels of service:

Local and residential street intersections	LOS C
Other surface street intersections	LOS D
Freeway ramps	ICU .94
Special situations with prior approval	ICU .94

An important component of this specific plan is the flexibility to incorporate changes based on market conditions. While the overall integrity of the specific plan is imperative, reasonable flexibility in design and implementation is essential for a successful development.

DOMINGUEZ TECHNOLOGY CENTRE
SURROUNDING LAND USES

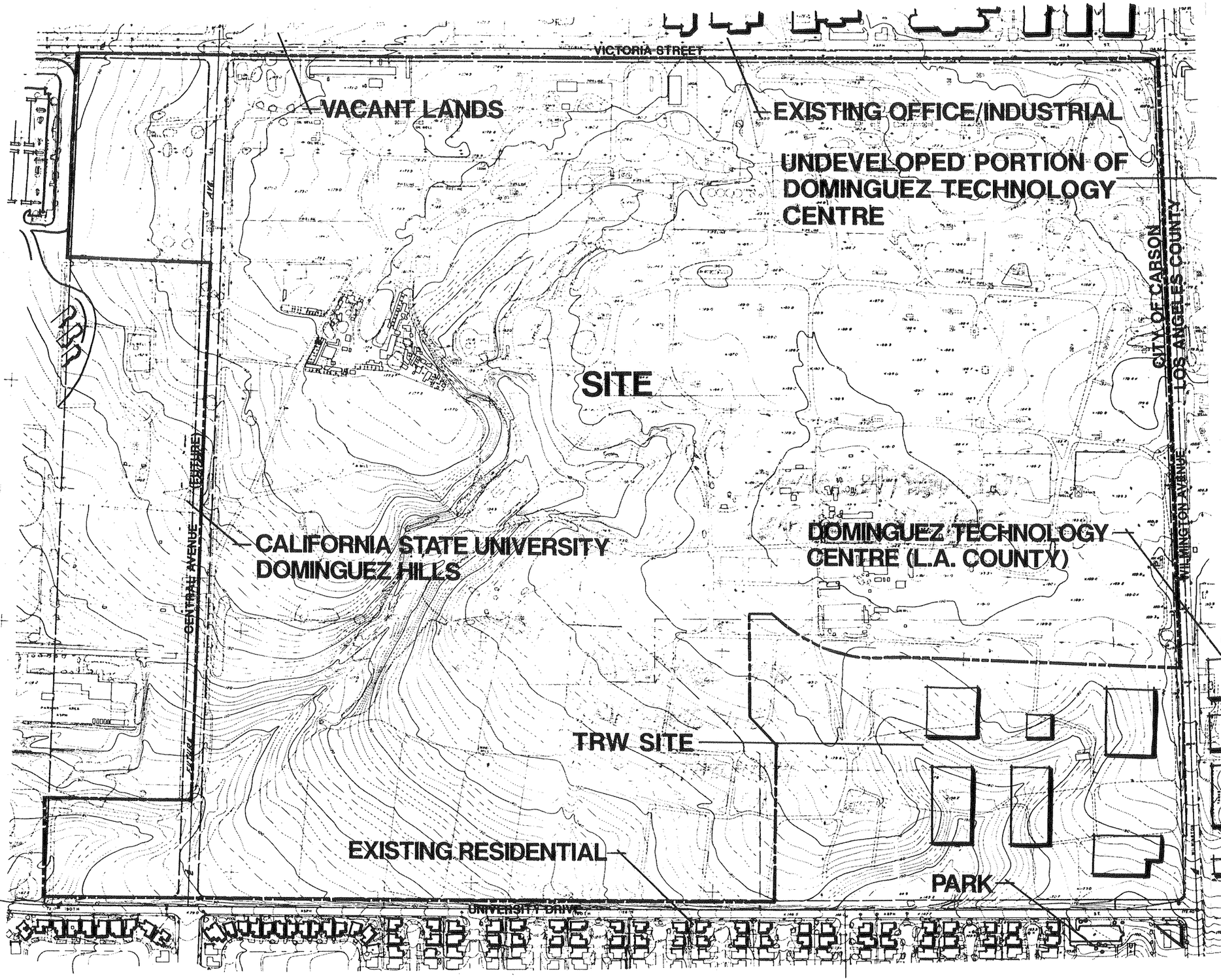

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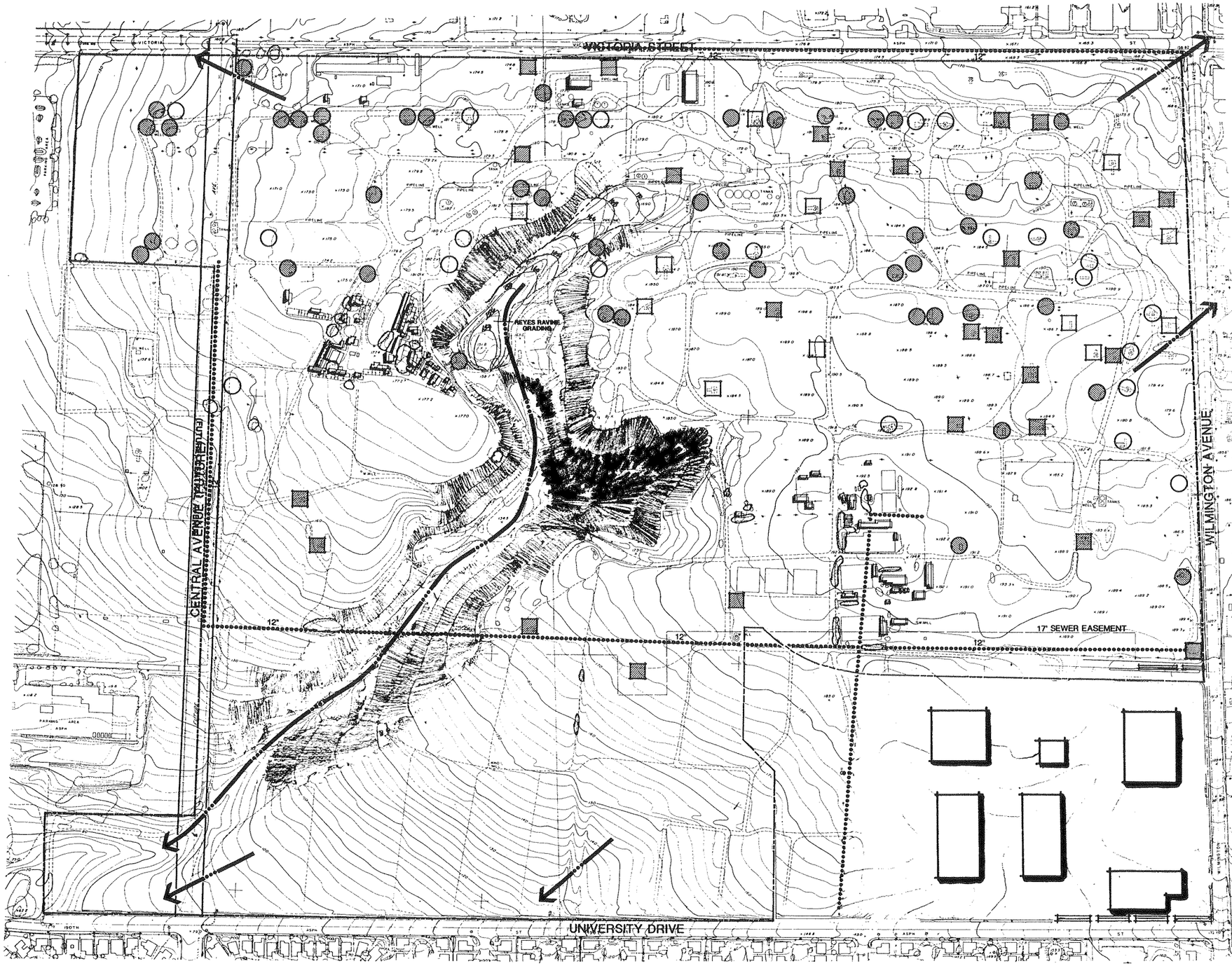
EXHIBIT 4

DOMINGUEZ TECHNOLOGY CENTRE
SITE SUMMARY



LEGEND

- PRODUCING WELL
- IDLE PRODUCING WELL
- INJECTOR WELL
- IDLE INJECTOR WELL
- EXISTING VEGETATION
- NATURAL DRAINAGE
- EXISTING STRUCTURES
- WATER
- SEWER

0 100 200 400
0 25 50 125

pbr

EXHIBIT 5

DOMINGUEZ TECHNOLOGY CENTRE
LAND USE CONCEPT

VICTORIA STREET

P.A.1
10.3 AC.

P.A.2
37.0 AC.

P.A.3
31.0 AC.

P.A.4
24.5 AC.

P.A.7
44.8 AC.

P.A.6
20.2 AC.

P.A.5
25.4 AC.

CENTRAL AVENUE (FUTURE)

WILMINGTON AVENUE

P.A.8
30.1 AC.

13.2 AC.

N.A.P.
40.7 AC.

P.A.9

P.A.10
5.2 AC.

UNIVERSITY DRIVE

LEGEND

P.A. PLANNING AREA

PLANNING AREA BOUNDARY

METERS 0 100 200 400
FEET 0 25 50 125

pbr

EXHIBIT 6

3 CIRCULATION PLAN

INTRODUCTION

The Circulation Master Plan establishes both offsite and onsite improvements required to support project vehicular movement to and within the project. The plan addresses the following individual components:

- Areawide circulation
- Vehicular access and onsite circulation
- Street improvements (public/private)
- Street sections
- Traffic controls (onsite/offsite)
- Pedestrian circulation

The Circulation Plan is based upon the results of a traffic analysis conducted by DKS Associates. That traffic study analyzed the following:

- The current volumes and capacities of the area's existing roadway network;
- The volume of traffic expected to be generated by the project (for average daily trips and peak hour trips);
- The probable distribution of the project-related trips;
- Estimated traffic volumes for the surrounding roadway system based on the specific plan uses;
- Estimated future volume to capacity ratios and intersection capacity utilization rates for streets and intersections;
- Recommended street classifications, rights-of-way widths and cross-sections; and
- Recommended traffic controls for signing and signalization.

AREAWIDE CIRCULATION PLAN

Regional access to the Dominguez Technology Centre is provided by the Artesia freeway (SR-91) (Exhibit 7). The Harbor (I-110) and Long Beach (I-710) freeways which are located approximately two miles from the pro-

ject site provide diagonal linkages between the two primary north-south freeways (I-5 and I-405) in southern California. The Artesia Freeway provides an east-west connection to the Inland Empire of Riverside County.

EXISTING CIRCULATION SYSTEM

The following discussion describes the existing circulation system and the level of existing improvement to the local street system as shown on Exhibit 8.

Victoria Street, bordering the site to the north, and Wilmington Avenue on the east, are designated major highways on the City of Carson's Master Plan of Highways. Major highways are designed with a 100-foot right-of-way and 84 feet of pavement width. Victoria Street currently has half-width improvements with one lane in each direction and a median two-way, left-turn lane. Wilmington Avenue from University Drive to Glenn Curtiss Street is fully improved with two through lanes in each direction and a median two-way left-turn lane. From Glenn Curtiss Street to Victoria Street, Wilmington Avenue is partially improved with two lanes in each direction divided by a painted center. University Drive is designated as a secondary highway with an 80-foot right-of-way and a 64-foot pavement section and has full improvements with two through lanes in each direction adjacent to the project site. University Drive also has a class three striped bicycle route (signs) on the north side of the street plus a raised, landscaped median which extends as a painted median to nearly its westerly terminus at Avalon Boulevard.

VEHICULAR ACCESS AND ONSITE CIRCULATION

The Circulation Plan, as shown on Exhibit 9, is intended to establish the framework and standards for safe and efficient vehicular and non-vehicular traffic movement both within the project and on the surrounding arterials. The plan is also intended to minimize through traffic in adjacent residential areas by promoting use of the existing arterial and freeway systems.

All primary access points for this project will be from Central Avenue, Wilmington Avenue and Victoria Street. Direct access onto arterials shall

be limited to those driveways required to serve individual lots, as determined by the Director of Public Works at the time of building permit issuance. Internal access to the site from Wilmington Avenue is provided by Glenn Curtiss Street and a proposed road between Glenn Curtiss and Victoria Street. Victoria Street is also planned with two primary access points. The remaining three primary access points occur along an extended Central Avenue and provide ingress and egress to the area. Central Avenue, between Victoria Street and University Drive, is currently unimproved. The General Plan designates the street be improved to major highway standards. The developer shall not be responsible for construction of raised medians, if such medians are required, in Victoria Street and Wilmington Avenue.

The internal circulation system is designed to provide convenient access to every planning area. A portion of Glenn Curtiss Street was constructed to provide initial access to the TRW site. The roadway is improved to industrial street standards with an 80-foot right-of-way and 64 feet of pavement width. Two left-turn lanes and a right-turn lane are provided at the Wilmington Avenue intersection. The circulation plan provides for the extension of Glenn Curtiss to the future Central Avenue. Other connecting links to other points along Central Avenue and Victoria Street emanate from the extension forming the internal circulation network for the project. All internal public streets shall be constructed in accordance with the General Plan's standards for local industrial streets. Wilmington Avenue and Victoria Street sections are illustrated on Exhibit 10A and Central Avenue and University Drive sections are depicted on Exhibit 10B.

PEDESTRIAN CIRCULATION

Onsite pedestrian circulation will be provided by a system of curvilinear sidewalks along Wilmington Avenue, Victoria Street and Central Avenue. Curvilinear sidewalks on one side of the interior streets are designed to facilitate pedestrian movement and access to individual parcels.

PARKING

All parking for the Dominguez Technology Centre shall be off-street with requirements determined by the proposed land use on that particular site. Parking standards based on current City regulations are contained in Chapter 6.

TRANSPORTATION DEMAND MANAGEMENT PROGRAM

The Dominguez Technology Centre is planning on instituting a voluntary Transportation Demand Management Program (TDMP) which may substantially reduce the anticipated number of vehicle trips generated by the project. The developer will provide a qualified coordinator to assist in carpooling, vanpooling and other trip reduction strategies. The coordinator will prepare the program, provide information to project employees on the program and encourage their participation.

The TDM program may include some or all of the following key measures:

1. Mandatory compliance with the Southern California Air Quality Management District regulations.

2. Provision of onsite trip matching services.

3. Organized employer-sponsored vanpool or buspool programs. Employers would generally be involved during early start-up phases of these programs when employee participation is most difficult to achieve. Research has shown that many vanpool/buspool programs become self-supporting financially and administratively following initial start-up phases.

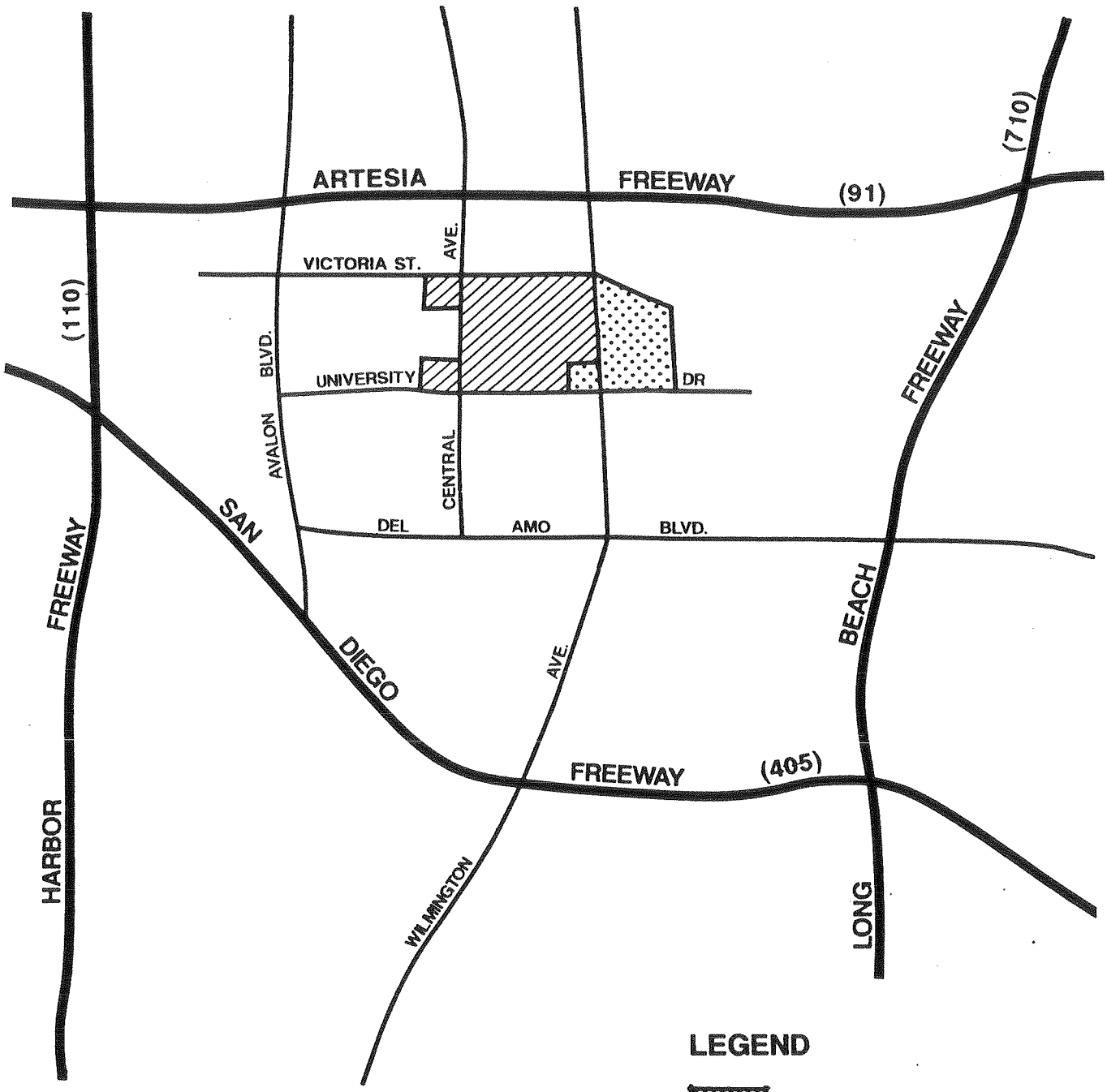
4. Provision of "preferential" parking for carpool participants. This may include the use of parking fee discounts (if applicable), reserved spaces closest to the door, or both.

5. Special ridesharing-related amenities. This may include special vanpool/buspool staging and parking areas, secure bicycle locker facilities, and transit and rideshare information stations.

6. Creation of a voluntary Transportation Management Organization (TMO) which would oversee all TDM-related activities. The organization could coordinate trip reduction strategies and provide a forum for other local businesses outside of the Dominguez Technology Centre to participate in organized traffic management planning.

7. Existing public transit services could be modified and expanded to serve the project site. The size of the proposed development would likely warrant both expanded local and regional bus service. This will require coordination with local transit providers.

8. Organize flex-time working schedules to reduce peak hour trip generation.



AREA WIDE CIRCULATION SYSTEM
DOMINGUEZ TECHNOLOGY CENTRE

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EXHIBIT 7

DOMINGUEZ TECHNOLOGY CENTRE

EXISTING STREET IMPROVEMENTS

VICTORIA STREET

CENTRAL AVENUE (FUTURE)

WILLINGTON AVENUE

UNIVERSITY DRIVE

N.A.P.

EXIST BLDG

PARKING AREA ASPH

PIPELINE

OIL WELL

TANKS

LEGEND

- MAJOR HIGHWAY 100' R.O.W. FULL IMPROVEMENTS
- MAJOR HIGHWAY 100' R.O.W. PARTIAL IMPROVEMENTS
- SECONDARY HIGHWAY FULL IMPROVEMENTS
- INDUSTRIAL COLLECTOR 80' R.O.W. FULL IMPROVEMENTS

METERS / FEET

0 100 200 400

0 25 50 125

pbr

EXHIBIT 8

DOMINGUEZ TECHNOLOGY CENTRE

CIRCULATION PLAN

VICTORIA STREET

CENTRAL AVENUE

WILMINGTON AVENUE

UNIVERSITY DRIVE

B

C

A

D

E

N.A.P.

EXIST BLDG

LEGEND

B — SECTION LOCATION

0 100 200 400 METERS

0 25 50 125 FEET

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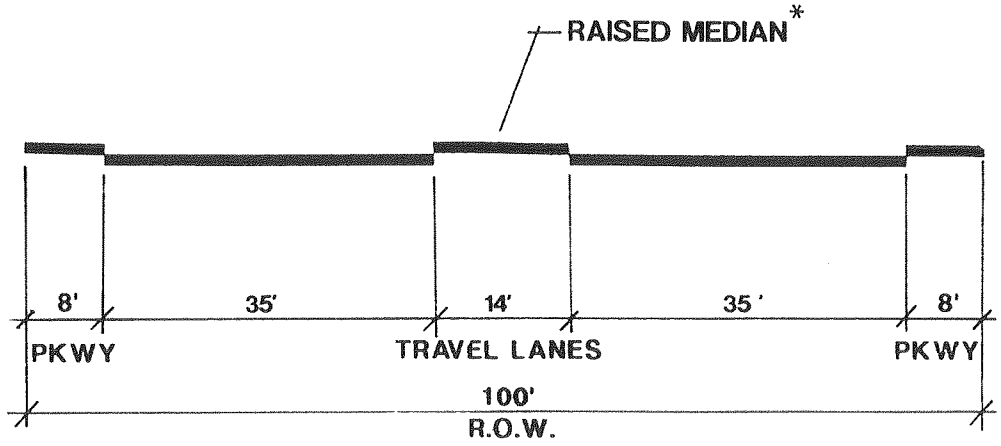
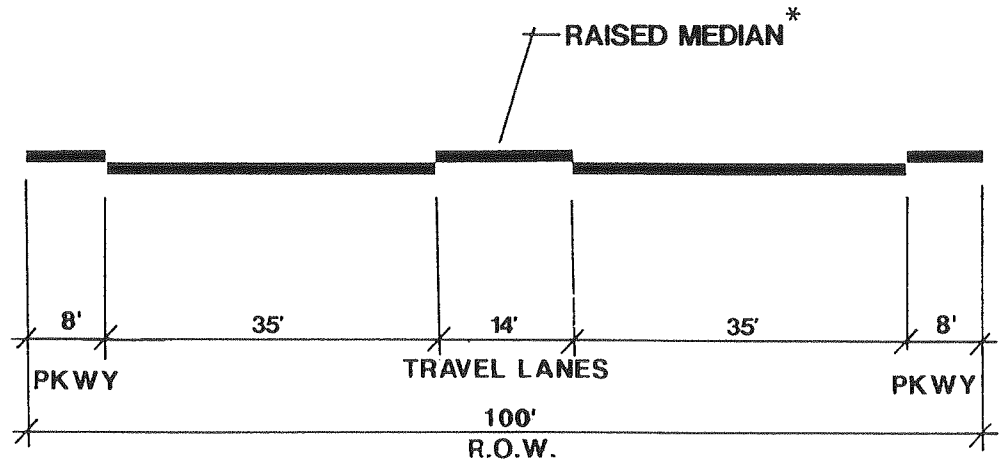
EXHIBIT 9



A. WILMINGTON AVENUE



B. VICTORIA STREET

* NOT A CONDITION OF THIS DEVELOPMENT

STREET SECTIONS
DOMINGUEZ TECHNOLOGY CENTRE

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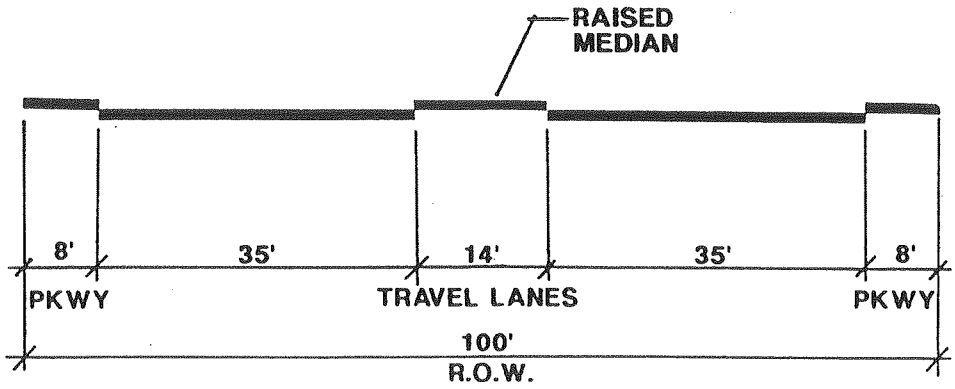
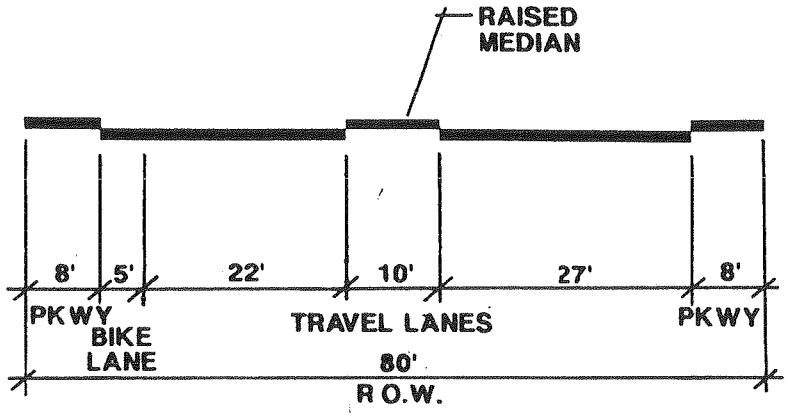
EXHIBIT 10A



C. CENTRAL AVENUE



D. UNIVERSITY DRIVE

STREET SECTIONS
DOMINGUEZ
TECHNOLOGY CENTRE

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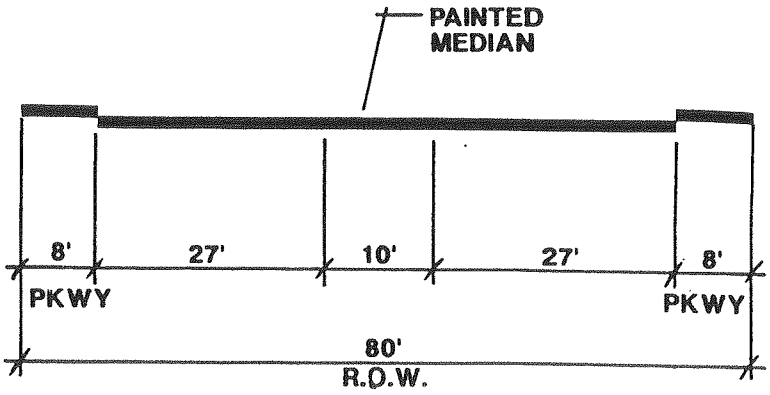
EXHIBIT 10B



E. INTERIOR STREETS

STREET SECTIONS
DOMINGUEZ
TECHNOLOGY CENTRE

pbr

EXHIBIT 10C

4 INFRASTRUCTURE PLAN

INTRODUCTION

The infrastructure plan describes the manner in which storm drainage, water and wastewater facilities will be provided for the Dominguez Technology Centre. Contractors providing telephone, electricity, natural gas and solid waste collection are also identified.

The proposed drainage, water and wastewater facilities have been designed to provide an appropriate level of service for the maximum intensity of planned development. These facilities have been based upon studies and plans prepared by W.R. Lind and submitted to the appropriate public agencies. These supplemental plans are included in the Appendix to this specific plan.

GRADING PLAN

The conceptual grading plan for the Dominguez Technology Centre, as shown in Exhibit 11, delineates the percentage and direction of proposed slopes and the high and low point elevations. The grading plan ties into the complete infrastructure plan as discussed below.

DRAINAGE PLAN

Existing hydrologic as well as post development conditions are discussed in the following paragraphs.

The property is divided naturally into eight drainage subareas (Exhibit 12). With the exception of a 20-acre area in the southwestern portion of the site, all runoff is generated entirely from within the project.

Area D, 80.0 acres in size in the northeast portion of the site, drains to the intersection of Victoria Street and Wilmington Avenue. An existing storm drain at this location collects the runoff.

Area F in the northwest corner consists of 27 acres of surface drainage onto Victoria Street.

The majority of the site, consisting of Areas A, B, C, E, G, drains to the southwest where a series of storm drain inlets pick up the water along University Drive.

The Storm Drain Concept (Exhibit 13) utilizes a system of on-street flow, catch basins and underground pipes to manage development generated runoff. As existing storm drain facilities in the project vicinity are not capable of accommodating runoff associated with buildout, drainage patterns have been altered to direct water to two onsite retention basins. In addition to the redirected 81 acres, the retention basins have been sized to accommodate the flow from most of Area A and all of Area G, totaling roughly 114 acres. The retention basin is illustrated on Exhibit 14.

WATER SERVICE PLAN

Water will be provided by the Dominguez Water Corporation utilizing existing 14-inch mains in Victoria Street and University Drive and a 16-inch main in Wilmington Avenue. An existing 12-inch main in Glenn Curtiss Street continuing westerly to Central Avenue, will be abandoned and replaced with a new line.

The network of water mains planned for the development is illustrated on Exhibit 15. Water service plans conceptually provide for construction of a looped system of 12- or 14-inch mains on interior streets and a 14- or 16-inch main on Central Avenue. Dominguez Water Coorporation, the water purveyor for the site, will provide the final layout, and required construction drawings of all water mains.

SEWER SERVICE PLAN

Existing sewage trunk lines and the proposed gravity flow collection systems planned for the site are shown in Exhibit 16. All facilities fall under the jurisdiction of the Los Angeles County Department of Public Works, with the exception of a line at the northeast corner of the pro-

perty within the City of Compton. Approval has been obtained from Compton to discharge sewage generated from roughly 60 acres into this existing 15-inch line.

Sewage for a majority of the site will be discharged into a trunk line at the intersection of University Drive and Central Avenue. Construction of an offsite parallel trunk in Central Avenue to Del Amo Boulevard where the line will connect to an existing 24-inch Sanitation District trunk line will be required to accommodate flows. Los Angeles County Sanitation District has indicated that adequate capacity will be provided by the District for the entire business park.

Permitted uses within the specific plan area are subject to sewer service availability.

DOMINGUEZ TECHNOLOGY CENTRE

CONCEPTUAL GRADING PLAN

VICTORIA STREET

WILMINGTON AVENUE

UNIVERSITY DRIVE

N.A.P.

LEGEND

- H.P. — HIGH POINT
- L.P. — LOW POINT
- 2.5% → — DIRECTION AND % OF SLOPE

pbr

EXHIBIT 11

DOMINGUEZ TECHNOLOGY CENTRE

STORM DRAINAGE CONCEPT

VICTORIA STREET

EA = 30 AC.
Q50 = 87 cfs

EA = 48 AC.
Q50 = 144 cfs

HP

168

192

189

42" R.C.P.

42" R.C.P.

187.5

CENTRAL AVENUE (FUTURE)

WILMINGTON AVENUE

48" R.C.P.

48" R.C.P

176

42" R.C.P

45" R.C.P.

EXIST BLDG

N.A.P

EA = 217 AC.
Q50 = 126 cfs

EA = 19 AC.
Q50 = 60 cfs

EA = 11 AC.
Q50 = 34 cfs

EA = 33 AC.
Q50 = 92 cfs

UNIVERSITY DRIVE

48" R.C.P.

33" R.C.P.

LEGEND

- PROPOSED STORM DRAIN
- CATCH BASIN
- CULVERT
- DIRECTION OF FLOW
- EXISTING STORM DRAIN
- HP — HIGH POINT WITH ELEVATION
- RETENTION BASIN

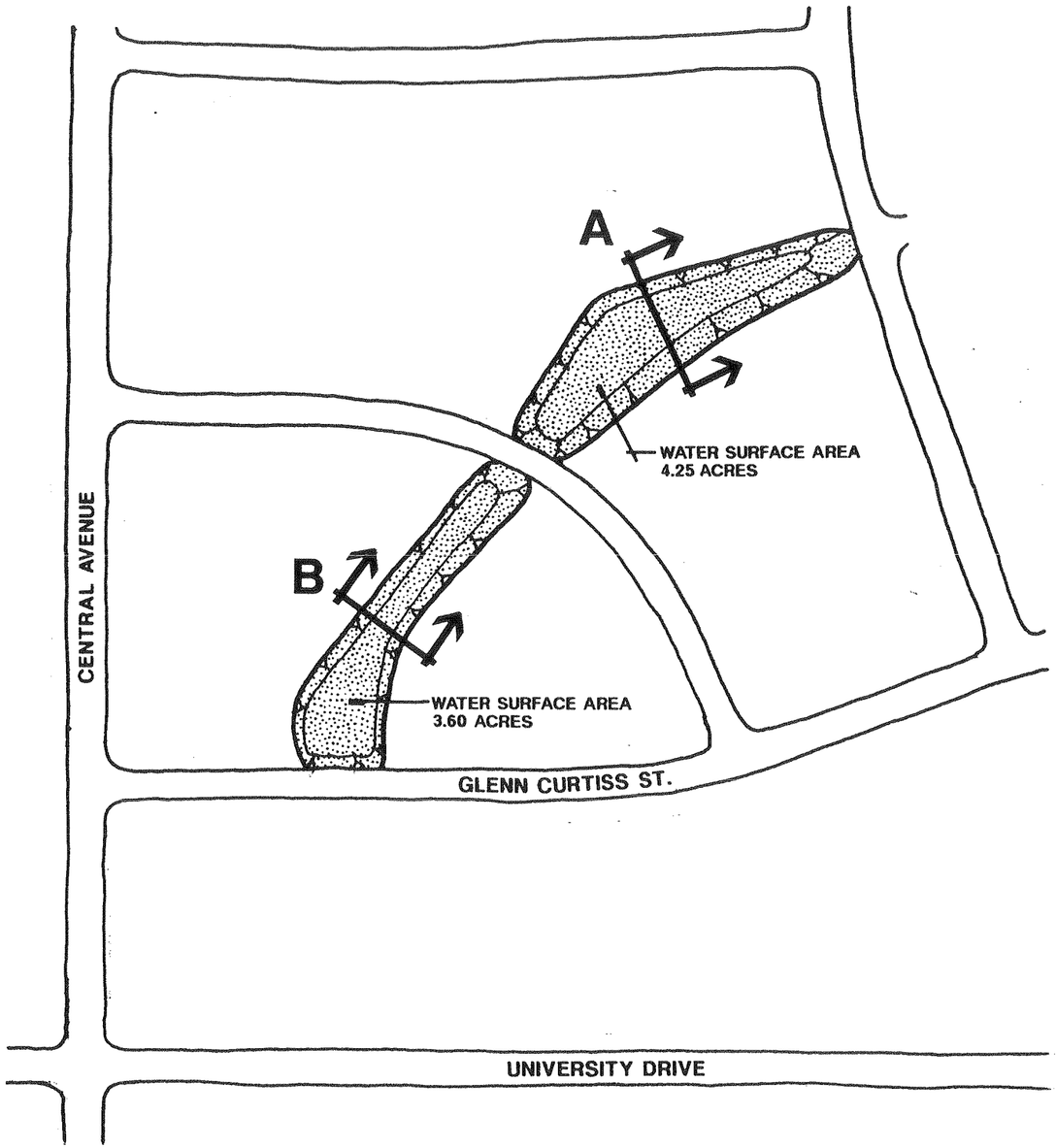
0 100 200 400 FEET
0 25 50 125 METERS

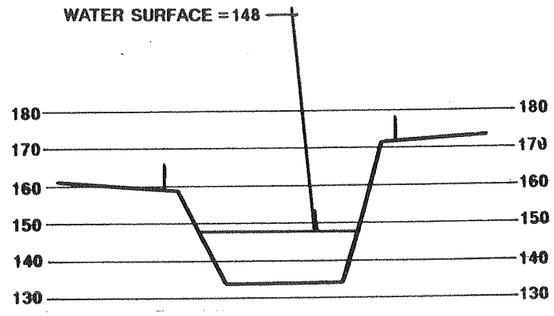
pbr

EXHIBIT 13

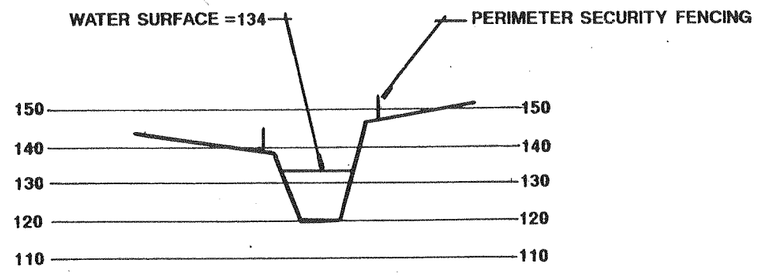
DOMINGUEZ TECHNOLOGY CENTRE

RETENTION BASIN CONCEPT





SECTION A



SECTION B

PROFILE SCALE
HORIZONTAL: 1"=100"
VERTICAL: 1"=20"

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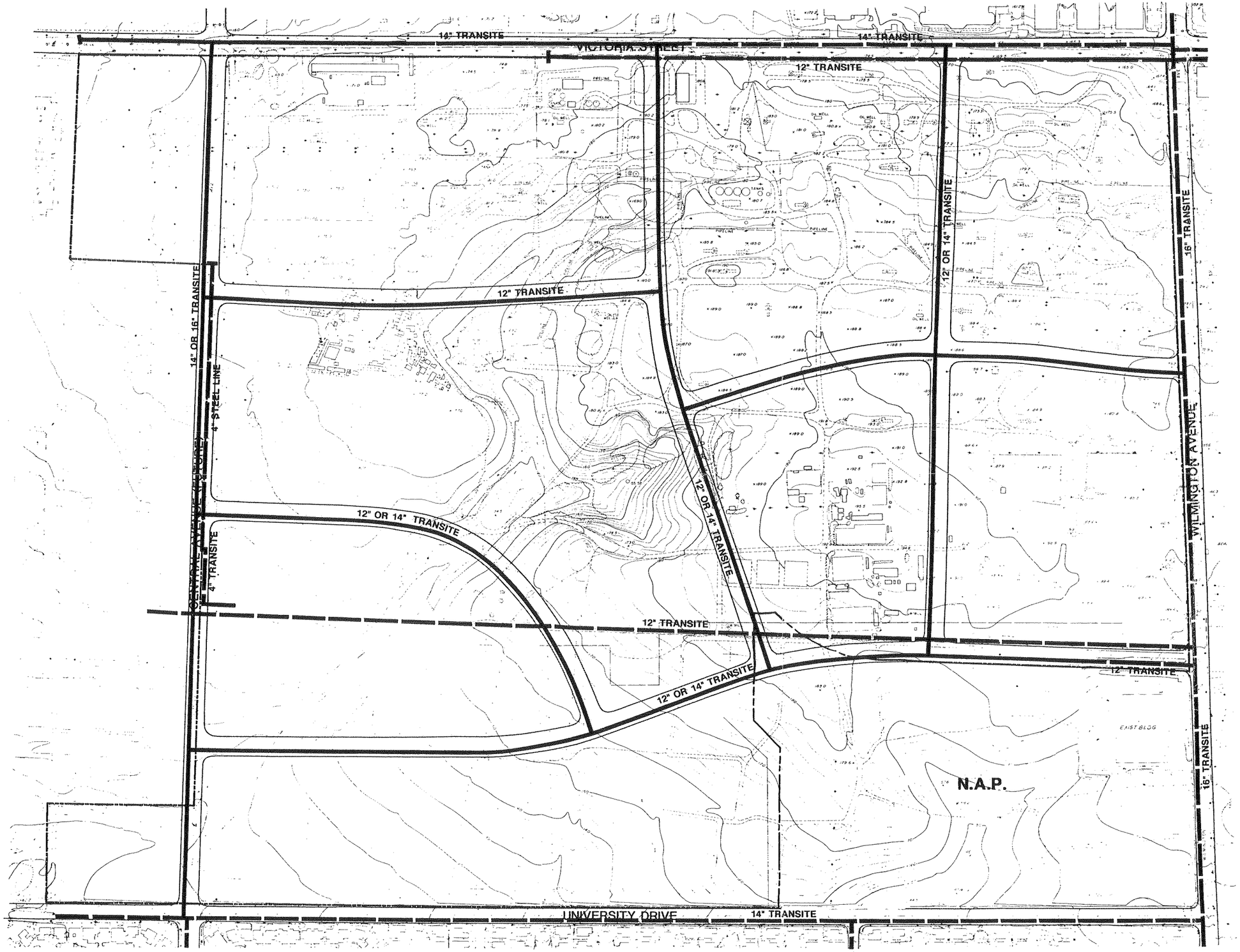
EXHIBIT 14

DOMINGUEZ TECHNOLOGY CENTRE

WATER CONCEPT



LEGEND

PROPOSED TRANSMISSION MAIN

EXISTING TRANSMISSION MAIN

0 100 200 400
METRIC FEET
0 25 50 125

pbr

EXHIBIT 15

DOMINGUEZ TECHNOLOGY CENTRE
SEWER CONCEPT

CITY OF COMPTON TRUNK LINE

VICTORIA STREET

8" V.C.P.

10" V.C.P.

12" V.C.P.

16" V.C.P.

18"

CENTRAL AVENUE (FUTURE)

WILMINGTON AVENUE

EXIST BLDG

N.A.P.

UNIVERSITY DRIVE

OFFSITE SEWER CONSTRUCTION TO DEL AMO TRUNK

LEGEND

PROPOSED SEWAGE TRUNK LINE

EXISTING SEWAGE TRUNK LINE

METRIC FEET 0 100 200 400 25 50 25

pbr

EXHIBIT 16

DOMINGUEZ TECHNOLOGY CENTRE
LANDSCAPE CONCEPT

VICTORIA STREET

CENTRAL AVENUE (FUTURE)

WILMINGTON AVENUE

UNIVERSITY DRIVE

N.A.P.

LEGEND

- PROJECT ENTRANCE
- SPECIAL ACCENT TREATMENT
- SECONDARY SPECIAL ACCENT TREATMENT
- PERIMETER STREETSCAPE
- INTERIOR STREETSCAPES
- SPECIALIZED LANDSCAPE TREATMENT
- RETENTION BASIN
- RETENTION BASIN PERIMETER LANDSCAPE

NOTE: PLANT MATERIAL SIZES, LOCATIONS, AND SHAPES ARE FOR ILLUSTRATIVE PURPOSES ONLY.

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EXHIBIT 17

5 CONFORMANCE WITH CITY CARSON GENERAL PLAN

The specific plan prepared for Dominguez Technology Centre is intended to implement each of the elements of the General Plan. The General Plan contains eleven elements to guide development activities within the City. The Land Use, Public Services and Facilities, and Circulation elements are particularly relevant to the Dominguez Technology Centre Specific Plan. Additional General Plan elements provide further direction in evaluating land use proposals. Additional elements include Safety and Seismic Safety, Recreation, Housing, Historical Preservation, Fine Arts, Conservation, Scenic Highway and Open Space. The specific plan complies with and is supportive of the goals and objectives of the elements of the General Plan.

The following analysis provides a detailed comparison between the elements of the General Plan and the Dominguez Technology Centre.

LAND USE ELEMENT

Community Goals and Objectives

Goal: Allow each type of land use sufficient area to develop to the fullest extent indicated by the economy and general welfare.

Conformance: Sufficient area has been designated by the General Plan for this project.

Goal: Separate nonconforming uses, replace substandard buildings and prevent deterioration of residential, commercial and industrial areas.

Conformance: The property currently contains a number of substandard, nonconforming structures which will be removed as the project develops. Special buffering and screening techniques are planned to enhance both the project and the adjacent areas.

Goal: Provide a comprehensive guide for public improvement and private investment.

Conformance: A complete infrastructure system including streets, water and wastewater improvements is proposed for Dominguez Technology Centre.

Goal: Provide a guide for continued development of a strong retail commercial center.

Conformance: Limited support retail uses have been provided for in the specific plan.

Goal: Improve development standards in order to control urban blight and protect property values.

Conformance: Development standards for this project include stringent construction and landscape regulations designed to improve substantially the existing condition of the property and maintain a high quality development.

Goal: Encourage the development of stable industrial and commercial uses which will broaden the economic base to create a more self-sufficient local economy.

Conformance: Dominguez Technology Centre is a business park which will increase employment opportunities and significantly contribute to the local economy.

Goal: Expand public community facilities in accordance with increasing population.

Conformance: As a business park, an increase in resident population is not an anticipated impact.

Goal: Plan for orderly future growth by updating and revising the General Plan whenever necessary.

Conformance: The General Plan was amended for this development in conformance with this goal.

Goal: Promote annexation of those areas originally within the Carson area prior to incorporation.

Conformance: This project is currently within the city limits of Carson.

In addition to the general goals, specific goals and objectives have been developed to address commercial and business parks in Carson.

Specific Goals and Objectives

Goal: Most commercial areas should be served with arterial highway access and all commercial businesses should have an adequate supply of parking.

Conformance: The project is served by two existing major highways (Victoria Street and Wilmington Avenue), an existing secondary arterial (University Drive) and the proposed extension of Central Avenue as a major highway, in accordance with the Circulation Element of the General Plan. Detailed parking standards are included in Chapter 6.

Goal: Commercial and industrial activities should be screened or buffered from adjacent residential uses wherever possible.

Conformance: The specific plan includes an extensively landscaped setback on University Drive to buffer the adjacent residential neighborhood.

Goal: The City should attempt to maintain the industrial areas mainly in the sections of the city presently designated for industrial land uses.

Conformance: The current designation is light industrial for all portions of the site except Planning Area 10, which is designated for general commercial use (Exhibit 6).

PUBLIC SERVICES AND FACILITIES ELEMENT

Goal: To provide the citizens with local services and facilities which are dispersed throughout the community to serve the residential neighborhoods, as well as the commercial and industrial areas. To develop a civic center complex which symbolizes our democratic institutions.

Conformance: These goals are not prescriptive in nature, but the services available to the project will be utilized in the manner directed by the City.

CIRCULATION ELEMENT

Goal: Support planned land uses, and relate transportation to land uses.

Conformance: The existing arterials, proposed roadway geometric improvements, planned extension of Central Avenue and freeway transportation system provides direct support for the planned uses and the light rail transportation system being developed in Los Angeles area will provide additional rapid transit capabilities to the community.

Goal: Promote the efficient transport of goods and the safe and effective movement of all segments of the population.

Conformance: The project is located adjacent to two major arterials which provide direct access to the freeway network.

Goal: Make efficient use of existing transportation facilities.

Conformance: Efficient utilization of the existing transportation facilities is an integral component of the specific plan. Existing arterial roadways will be more efficiently utilized via reconstruction to ultimate curb-to-curb widths as defined in the general plan.

Goal: Protect environmental quality, and protect the wise and equitable use of economic and natural resources.

Conformance: The low intensity and nonpolluting industrial/commercial uses planned for Dominguez Technology Centre produce no significant environmental impacts. Traffic associated with the project may increase the point source pollution of the area. Oil production will continue on the site to utilize fully the natural resources of the area.

Goal: Reduce congestion on City streets.

Conformance: Traffic mitigation measures will reduce congestion to levels of non-impact as defined in the EIR.

Goal: Minimize non-local traffic within residential neighborhoods.

Conformance: The non-truck route status of Central Avenue, south of University Drive, should be enforced. No direct access from the project will be allowed onto University Drive east of the proposed Central Avenue.

Goal: Correct area-wide traffic operational problems.

Conformance: Traffic control mitigation measures will be instituted in accordance with the traffic study prepared for this project which can reduce all traffic impacts to acceptable levels as defined by the City.

Goal: Ensure that all streets within the City have surfaces and drainage systems in good repair.

Conformance: The streets and drainage system constructed for the Dominguez Technology Centre will be built to City and County standards.

Goal: Ensure adequate street improvements, such as curbs, gutters, sidewalks, pavement and street lights.

Conformance: Street improvements will be constructed to City standards.

Goal: Provide specialized routes for commercial vehicles to minimize residential and public school disturbances.

Conformance: Dominguez Technology Centre is bordered by two existing City classified major highways (Wilmington Avenue and Victoria Street) and Central Avenue which is planned for improvement to major highway street standards. No direct access to the site would be allowed from University Drive east of Central Avenue. However, one access for the parcel west of proposed Central Avenue is allowed. In addition, it is recommended that Central Avenue, south of University Drive, be enforced as a non-truck route.

Goal: Promote the widening of highways, opening of streets, construction of railroad grade separations and coordination of local circulation with regional facilities.

Conformance: Central Avenue, on the western property boundary, will be constructed to major highway standards. This will result in opening a street to the public which is currently unimproved. In addition, portions of Wilmington Avenue, University Drive and Victoria Street will be upgraded as the project is built out.

Goal: Ensure adequate ingress and egress to all land use developments to protect the safety of vehicular and pedestrian circulation patterns.

Conformance: There are seven primary access points planned for Wilmington Avenue, Victoria Street and Central Avenue to provide for safe vehicular ingress and egress. Each access roadway will be constructed to industrial roadway standards. Pedestrian circulation is facilitated by a system of sidewalks on exterior and internal streets.

Goal: Streets in poor condition will be repaired, resurfaced, reconstructed or replaced, as necessary, through the implementation of an on-going capital improvement program coordinated with the installation, repair or replacement of underground utilities.

Conformance: All new utilities will be underground. Development regulations for the Dominguez Technology Centre require maintenance of internal streets in accordance with this goal.

The remaining elements will be summarized with a detailed conformance section included.

SAFETY, SEISMIC SAFETY AND NOISE ELEMENT

Public safety includes protection from fires, geologic hazards, flooding, earthquakes, development of peak load water supply requirements, evacuation routes and minimum road widths. The safety element is aimed at reducing loss of life, injuries and property damage. It also deals with struc-

tural fires, hazardous wastes and toxic materials. The safety element includes sections on fire, geologic, crime and flood hazards.

FIRE HAZARDS

Goal: Provide protection of life and property to citizens and maintain mutual aid agreements with adjoining cities and Los Angeles County.

Conformance: Fire protection for Dominguez Technology Centre will be provided by proper access to the site, placing of hydrants as per Fire Department requirements and ensuring adequate fire flows are available.

GEOLOGIC HAZARDS

Goal: Reduce geologic hazards to an acceptable level of risk, promote research and identification of problem areas, enforce current regulations and notify property owners in areas of known hazards.

Conformance: The Dominguez Technology Centre will comply with all legislative requirements including adherence to the Uniform Building Code for construction of all structures.

CRIME HAZARDS

The City of Carson contracts with the Los Angeles County Sheriff's Department for crime control services.

Goal: Maintain preventive patrols; apprehend offenders; provide fair, honest, prompt and courteous services; institute delinquency prevention programs; encourage "defensible space" design concepts; coordinate liaison efforts between the public and private sectors and encourage private security forces in non-public areas needing additional protection.

Conformance: The specific plan includes fencing, and a circulation system designed for easy access to all areas for patrol vehicles. Additionally, manned entries and individual security forces will be encouraged for specific project users.

FLOOD HAZARD

Goal: Maintain an emergency plan in case of flooding, ensure property drainage improvements are provided and maintain the City's streets during periods of inundation.

Conformance: The drainage plan for the project includes drainage improvements designed to tie into the Los Angeles County Flood Control District and a retention basin capable of holding excess storm water. Dominguez Technology Centre will follow the emergency plan adopted by the City of Carson.

SEISMIC SAFETY

The seismic safety element is designed to reduce loss and injuries that may result from earthquakes and other geologic events. This element serves primarily to identify seismic hazards and their location in order that they may be taken into account in planning future development.

Goal: Protect life and property against earthquakes, locate surface and subsurface faults, develop a contingency plan, locate substandard structures, inform the public of potential structural seismic hazards and update the seismic safety plan as new data becomes available.

Conformance: A geologic investigation has been completed as part of the specific plan and recommendations have been incorporated. All construction in Dominguez Technology Centre will meet or exceed the Uniform Building Code requirements.

NOISE

Carson's noise control policy is generally directed at maintaining current noise levels as they are.

Goal: Provide information on noise levels; develop strategies for abatement of excessive noise; enforce insulation standards for new construction; encourage intergovernmental coordination; enforce current noise regu-

lations; adopt construction and industrial noise standards and promote public awareness concerning the effects of noise.

Conformance: A noise study was conducted for Dominguez Technology Centre and the following mitigation measures will be instituted.

Building construction hours will be limited to normal workday hours.

Direct access will not be permitted onto University Drive east of proposed Central Avenue to mitigate any possible noise related to increased traffic. Insulation of buildings will be in accordance with the Uniform Building Code.

Oil production facilities will operate continuously with specialized landscaping treatment to buffer the noise from the surrounding residential area.

RECREATION ELEMENT

The primary focus of the recreation element is to provide a parks and recreation system which satisfies the recreational and leisure time needs of the residents of Carson.

Goal: Encourage citizen participation in parks and recreation activities; determine the needs of current and future populations for outdoor activities; develop and provide recreational facilities; coordinate development with surrounding jurisdictions; maintain the local park system and utilize the utility transmission corridors for low intensive recreational uses wherever possible.

Conformance: The specific plan does not include any onsite recreational amenities due to the business/commercial nature of the project and the availability of the neighborhood park (Pfc. James Anderson, Jr. Memorial Park) across University Drive from the project site. Also, the University of California, Dominguez Hills is adjacent to the property and offers many recreational facilities.

HOUSING ELEMENT

Housing element goals and policies have not been specifically addressed since the Dominguez Technology Centre is not a residential project. The city changed a portion of the property from a residential designation to its current industrial designation.

HISTORICAL PRESERVATION ELEMENT

Goal: The historical preservation element seeks to identify and preserve areas determined to be historically significant.

Conformance: There are no important or significant historical features on the property proposed for the Dominguez Technology Centre. However, the first major air show in the Los Angeles area was staged on the property east of Wilmington Avenue. There is currently a historical plaque to identify the site and to commemorate the event, participating fliers' names will be used as street names in the project.

FINE ARTS ELEMENT

Goal: Foster artistic and cultural development within the community; develop an ongoing public-private partnership to support fine arts; ensure public access and exposure to fine arts by bringing art to public places; encourage citizen participation in artistic programs; establish lines of communication between all areas of the community; foster ethnic and cultural events to reflect the community's diversity and promote preservation and rehabilitation of historical buildings and sites.

Conformance: The specific plan acknowledges the importance of the City's goals and objectives and will cooperate wherever feasible to obtain these goals.

CONSERVATION ELEMENT

The objective of the conservation element is to preserve, protect, and improve Carson's environment and ensure that adequate resources are availa-

ble in the future. Clean air, an adequate supply of clean water, protection against soil erosion and earth subsidence, conservation of land resources, and solid waste disposal are the issues of greatest concern.

CLEAN AIR

Goal: Adopt and enforce the highest standards to control industrial sources of air pollution and odors; encourage adoption of strict standards for mobile and stationary sources of air pollution and odors; encourage the use of public transportation; support research and development of alternative fuels; consider flexible working schedules and provide a proper mixture of housing for the people working in Carson.

Conformance: The specific plan recognizes the problems caused by polluting industrial uses and will permit only non-polluting, enclosed uses in the Dominguez Technology Centre. The project will provide a significant number of jobs to the city and the area, reducing the need for residents to commute.

WATER SUPPLY

The City must maintain an adequate supply of acceptable quality water to serve its residents.

Goal: Encourage public utilities to restrict the types of uses to which lands along water routes can be put; adopt more meaningful standards for drinking water; regulate development so that excessive loads are not placed on sanitary facilities; coordinate with relevant county agencies to regulate upstream industrial waste disposal; encourage public education regarding street cleanliness and construct storm drain facilities when funds become available.

Conformance: The infrastructure plan for the Dominguez Technology Centre includes provisions for an adequate water supply and stormwater and sewage discharge facilities.

LAND RESOURCES

The General Plan recommends improved standards of development and operation with redevelopment and renewal wherever necessary.

Goal: Determine blighted areas and develop a program to improve these areas; dedicate open space in accordance with the Quimby Act; adopt model oil and gas conservation regulations; eliminate nonconforming oil wells; determine emergency policies; develop an intercoordinated open space system; replace deteriorating and substandard structures; convert commercial land to highway-related uses; update the zoning standards to eliminate conflicting uses and encourage cleanup of visual pollution.

Conformance: The specific plan utilizes innovative methods of consolidation and screening of existing oil wells on the site. Removal of dilapidated structures and buffering and screening of the adjacent residential neighborhood is planned to increase the present aesthetic quality of the area. Plans also include a retention basin and open space area to serve the development.

SOLID WASTE DISPOSAL

Goal: Encourage a more efficient and economical mode of transporting solid waste and initiate programs for the recycling of reclaimable solid waste wherever public and/or private demand for the salvaged material is warranted.

Conformance: The recycling of waste products is heartily endorsed. Solid waste disposal for this project will be by private contractors authorized by the City of Carson to handle solid waste. In regard to solid waste reduction, the project will comply with all requirements of AB 939 (SHER).

SCENIC HIGHWAY ELEMENT

The Carson General Plan incorporated the state-mandated scenic highways element even though there are no scenic highways in or near Carson. The City has adopted goals to promote the beautification of views along its roads.

Goal: Conduct architectural review of buildings and signs in environmentally sensitive areas; require new construction of utilities to be underground; provide parkway trees along local streets; underground existing utility systems wherever economically feasible; abate nonconforming billboard signs and promote establishment of adequate entrance signs at significant locations.

Conformance: All utilities constructed for this project will be installed underground. Interior and exterior street setbacks will be landscaped with a special perimeter streetscape designated for University Drive. Sign standards have been incorporated into the development's regulations to ensure compliance with this goal.

OPEN SPACE ELEMENT

The open space element for the City of Carson outlines the long-range proposals for preserving areas which are essentially unimproved and devoted to such open space uses as 1) the preservation of natural resources and scenic beauty, 2) the managed production of natural resources, 3) outdoor recreation and preserving wildlife habitats, and 4) public health and safety. The open space element addresses open space preservation on a comprehensive and long-range basis and, because of this broad scope, overlaps with other elements contained in the General Plan, such as the recreation and conservation element.

The open space element is limited in scope by the range of open space preservation opportunities which actually exist in Carson, due, in large measure, to Carson's location, geography and industrial character. For example, an inventory made to identify parcels or areas of land or water to be considered for open space preservation discloses that:

- Carson has no rivers, bays, estuaries, coastal beaches, lakeshores or watersheds, with the exception of the Dominguez Channel.

- Carson has no forests, rangelands, lakes or water areas for commercial fisheries.

Conformance: The Dominguez Technology Centre Specific Plan implements the goals of the open space element through provision of extensively landscaped setback and parking areas. The drainage retention area shall be left in open space and landscaped in accordance with specific plan requirements.

6 SITE DEVELOPMENT STANDARDS

INTRODUCTION

The purpose of these regulations is to act as the controlling mechanism for the implementation of development activities at the Dominguez Technology Centre. Adoption of the standards set forth in this section will ensure that future development proceeds in a consistent and coordinated manner. The land use regulations contained herein are intended to result in the development of an industrial park that enhances and complements surrounding land uses. Uses shall be consistent with the uses provided for in the General Plan, this specific plan, Carson Municipal Code, and all applicable state and federal regulations.

GENERAL STANDARDS

1. Terms used in these regulations shall have the same definitions as given in the Carson Zoning Ordinance unless otherwise defined herein.

2. Any details or issues not specifically covered in these regulations shall be subject to the regulations of the Carson Zoning Ordinance, as applicable.

3. These regulations are adopted pursuant to Section 65450 of the California Government Code. It is specifically intended by such adoption that the development standards herein shall regulate all development within the specific plan area. Where sufficient direction for interpretation of these regulations is not explicit, the Carson Zoning Ordinance shall take precedence.

4. Construction shall comply with applicable provisions of the Uniform Building Code as amended and the various other mechanical, electrical and plumbing codes related thereto.

5. Grading plans submitted for all projects in the specific plan area shall be based on the City Grading Code and shall be accompanied by geological and soils engineer's reports incorporating all pertinent

recommendations. The soils engineer and engineering geologist must certify the suitability of a graded site prior to issuance of a building permit.

6. All landscape and/or grading plans shall include provisions for temporary erosion control on all graded sites which are scheduled to remain unimproved during the winter months.

7. If any portion of these regulations is, for any reason, declared by a court of competent jurisdiction to be invalid or ineffective in whole or in part, such decision shall not affect the validity of the remaining portions thereof. The City Council hereby declares that they would have enacted these regulations and each portion thereof irrespective of the fact that any one or more portions be declared invalid or ineffective.

Permitted Operations and Uses

Unless otherwise specifically prohibited herein, or by applicable zoning ordinances, any technology, office, support commercial or industrial use will be permitted if it is performed or carried out entirely within a building that is so designed and constructed that the enclosed operations and uses do not cause or produce a nuisance to adjacent sites. These uses shall include, but not be limited to, the following:

A. General manufacturing or assembly;
B. Manufacture, research, assembly, testing, maintenance and repair of components, devices, equipment, parts and systems;
C. Businesses engaged in research and development activities;
D. Industries engaged in distribution, storage or warehousing;
E. Exploration, production and transmission of oil and gas products appropriately screened;
F. Accessory uses and industrial support activities when part of, and related and incidental to, a permitted industrial use;
G. Headquarters or regional offices;
H. General administrative, professional and business offices;

Conditional Uses

A. Hotels/motels
B. Child care facilities

Prohibited Operations and Uses

In addition to those operations prohibited by applicable zoning ordinances, the following operations and uses shall not be permitted on the property or any portion thereof:

A. Residential;
B. Trailer courts;
C. Labor camps;
D. Junk yards;
E. Excavation of building or construction materials;
F. Manufacture, storage or use of explosives;
G. Distillation of bones;
H. Dumping, disposal, incineration or reduction of garbage, sewage, offal, dead animals or refuse, except for approved recycling procedures;
I. Trash transfer stations;
J. Fat rendering;
K. Stockyard or slaughter of animals;
L. Refining of petroleum or of its products;
M. Keeping or raising animals, livestock or poultry; and
N. Retail activities in industrial (including warehouse) buildings, except as may be approved in advance by the City;
O. Hauling, processing, storage, transportation or other handling of hazardous materials, except as related to the ongoing oil operation.
P. Uses deemed to constitute a nuisance which include, but are not limited to, excessive production or emission of the following:
    1. Vibration or sound;
    2. Electro-mechanical or electro-magnetic disturbances;
    3. Radiation;

4. Air, ground or water pollution; and
5. Hazardous, toxic or noxious non-toxic matter.

An exception shall be made during periods when occasioned breakdowns in equipment occur in such a manner as to make it evident that the effect was not reasonably preventable. No site or partially developed site shall be used in such a manner as to violate any applicable federal, state or local law or regulation.

Other Operations and Uses

Operations and uses which are neither specifically prohibited nor specifically authorized by these restrictions may be permitted in a specific case upon approval of the Planning Director or by conditional use permit.

DEVELOPMENT STANDARDS

1. Minimum Lot Area:

Lots for industrial uses shall not be less than 20,000 square feet in area. Lots for commercial and retail uses shall not be less than 5,000 square feet in area.

2. Minimum Lot Width:

No lot shall be created which has a width less than 100 feet for industrial uses and 50 feet for commercial and retail uses.

3. Lot Coverage:

Lot coverage will be in accordance with the existing Carson Municipal Code.

4. Building Height:

Maximum building height shall be in accordance with the existing Carson Municipal Code.

5. **Setbacks:**

A. Building setbacks

	Front	Side	Rear
University Drive	*	*	*
Wilmington Avenue	25'	0'	0'
Victoria Street	25'	0'	0'
Central Avenue	25'	0'	0'
All other streets	25'	0'	0'

* No building shall be closer than 100 feet to University Drive.

1) All building setbacks and parking setbacks shall be measured from the ultimate right-of-way line and interior property lines.

2) Planters, walls, and sign elements may be permitted in the streetside setback areas.

B. Parking setbacks

	Front	Side	Rear
University Drive	*	*	*
Wilmington Avenue	25'	0'	0'
Victoria Street	25'	0'	0'
Central Avenue	25'	0'	0'
All other streets	25'	0'	0'

*Parking shall not be closer than 25 feet to University Drive.

6. **Parking**

A. No on-street parking is allowed within Dominguez Technology Centre.

B. Off-street parking shall be provided for each phase of the project pursuant to the requirements of the existing Carson Municipal Code

Section 9162. A ten percent (10%) reduction in the number of spaces may be approved by the Community Development Director.

C. Handicapped parking space requirements shall be subject to the Carson Municipal Code Section 9162.42, and as follows:

1) At least one (1) space of the required parking spaces shall be designed for handicapped parking. Such spaces shall be reserved and designated for handicapped persons.

2) If only one parking space is provided, it shall be 14 feet wide, striped to provide a 9-foot parking area and a 5-foot loading and unloading area. When more than one space is provided, two spaces may be provided within a 23-foot wide area lined to provide a 9-foot wide parking space on each side of a 5-foot wide loading and unloading area.

3) Number of spaces required:

Total Parking Spaces	Spaces for Disabled
1-40	1
41-80	2
81-120	3
121-160	4
161-300	5
301-400	6
401-500	7
over 500	1 for each additional 100 spaces

7. Truck Loading and Maneuvering

A. Trucks must be able to access a site by turning right from a position with the left side of the vehicle not more than 20 feet from the right curb face or edge of pavement.

B. Loading facilities shall be designed so as to minimize exposure to the public view. Facilities shall be screened from the public view by landscaping, buildings or walls.

C. Set back entry driveway gating shall be far enough to allow a truck of the required size (33 feet or 55 feet) to stop completely off the public right-of-way when the gate is closed.

8. Communication Equipment

All communications equipment, including but not limited to antennas and similar or related equipment, located at or below roof level shall be screened by a visual barrier from the view of any street and from the view of any adjacent neighbor whose property is at the same or a lower elevation than the site unless such screening interferes with or prohibits the effective use of such communication equipment.

9. Mechanical Equipment

All mechanical equipment on building exteriors, roofs, or parking areas must be screened from view of all front and side streets and adjoining properties by landscaping, buildings or walls. All protrusions and vents penetrating the roof shall be so screened when extending six (6) inches or more above parapet walls or eave lines. Plans for such screening shall be submitted to the developer for review and written approval prior to installation.

10. Storage

Outdoor storage shall be properly screened and regulated in accordance with existing City of Carson regulations.

11. Signing

A. A comprehensive sign plan shall be approved by the Community Development Director prior to any sign construction.

B. All signs which shall be erected shall be for purposes of identification only and not advertising, except as specified. No sign shall be erected or displayed without the prior written approval of the City as to size, location, construction, color and content. No wall-painted signs shall be permitted.

C. No billboards or outdoor advertising signs or leases of billboards, outdoor signs or broker's signs shall be permitted on the property, except that each developer or occupant may itself erect

its own sign or signs, including monument signs, on its property identifying or describing the Dominguez Technology Centre, and indicating the availability for sale, lease or sublease of any such developer's or occupant's buildings or sites. Such signs may indicate the name and telephone number of the developer's or occupant's broker. Such signs placed by occupants shall be subject to the prior written consent of the City in each instance.

D. Each business shall be allowed one identification or logo sign, on one side of one building on a site indicating only the name and/or product or service of the occupant of such site, except as otherwise permitted with the prior written approval of the City. However, on corner lots, each business shall be allowed one identification or logo sign on street-facing sides of the buildings.

E. Product and service signs shall be single-faced and confined to the walls of the largest building on the site or to secondary structures which are lower than the main building. No part of any such sign shall extend above the roofline of any building. A symbol or device combined with the sign may be illuminated. No flashing or moving signs are permitted.

F. Signs other than signs affixed to the main building on a site shall be subject to the approval of the City. Employment signs are not permitted.

G. A sign subject to the City's approval of size, location, construction, color, content, and timing for placement and removal, may be erected on a site whereon contractors, subcontractors, architects, financing institutions or others related to the development of the specific site may be identified. Such sign shall be freshly painted when first erected and shall be maintained in an as-new condition until removal.

H. No pole or outdoor advertising signs shall be permitted.

I. A sign may be affixed to a building but shall not project above the height of the building wall or roof fascia.

J. No sign may project into an existing or future right-of-way.

K. No "A" frame or "sandwich" sign, flashing or revolving sign shall be permitted.

L. Not more than two sign structures shall be permitted on a lot.

M. Total sign area shall not exceed an area in square feet equal to two times the linear feet of lot frontage on a public street or streets for the first 100 feet of frontage, plus one-half the frontage in excess of 100 feet.

N. When the total frontage of a lot is less than the square root of the lot's area, said frontage shall be deemed to be equal to the square root of the lot's area for the purpose of determining the permitted sign area.

O. All ground-mounted signage shall be integrated into the landscape design.

P. More than one (1) monument sign may be constructed per parcel and is contingent upon approval of the Sign Plan for each phase of development.

12. Fencing

A. In a required front yard and any abutting future right-of-way, any portion of a fence, wall or hedge above three and one-half (3-1/2) feet in height shall not impair vision by obscuring more than ten percent (10%) of the area in the vertical plane. The maximum height for all fencing is eight (8) feet.

B. The height of fences, walls and hedges shall be measured from the finished grade at each point along the fence, wall or hedge.

13. Maintenance

A. All sites shall be maintained in good condition and repair, in an aesthetically pleasing manner and in a condition approved by the developer.

B. Any structure, driveway or parking lot damaged by the elements, casualty, or any other cause shall be repaired in a good and workmanlike manner as promptly as possible.

C. Any building which shall become vacant for any reason shall be kept locked, free of debris and graffiti and with all windows glazed to prevent illegal entry and vandalism.

D. At the option of the developer, each site (improved, partially improved or unimproved), whether or not then landscaped, shall be maintained by a service provided by the developer at the occupant's sole cost and expense. Such maintenance service shall function under the supervision of developer and may include: lawn mowing, weeding, trimming of groundcover, shrubbery and trees, fertilization, irrigation, and replacement of components of landscaping and irrigation systems where necessary. The maintenance charge for such service shall be determined by adding to the actual cost of the service applicable to each site and partially improved site an administrative and contingency fee not to exceed ten percent (10%) of the cost of said service. In the event developer does not elect to provide such service, each occupant shall maintain all landscaping within the areas on or adjacent to a site or partially approved site required to be landscaped, keeping lawns cut, shrubbery trimmed and replace damaged or unhealthy plantings, all at his own expense, in a condition acceptable to developer.

E. All originally painted building exteriors shall be repainted by the occupant, at its sole cost and expense, at least a minimum of every five years or as needed. Repainting shall be done in a good and workmanlike manner at the occupant's expense within thirty (30) days after notification and in accordance with standard paint-

ing specifications designated by the developer. If occupant fails to paint the building exterior as specified in this section, developer may enter onto the site and perform such works, the cost for which shall be reimbursed immediately by the occupant upon presentation of a bill evidencing the cost therefor.

F. All asphalt concrete paved surfaces shall be resurfaced or sealed by the occupant at its sole cost and expense every four years or more frequently if required. The occupant shall at all times keep paved areas in good condition, repairing any fractures, cracks, potholes, fissures and stripping, created by occupant's usage. Said resurfacing or sealing shall be done within thirty (30) days after notification and in accordance with the original construction specifications.

14. Miscellaneous

After commencement of construction of any improvement, the owner thereof shall diligently prosecute the work thereon to completion. No improvement shall remain in a partly finished condition any longer than reasonably necessary for completion thereof, and in no case longer than nine (9) months from the date of commencement thereof without prior written approval of developer.

7 COMMUNITY DESIGN

INTRODUCTION

Development Regulations are mandatory regulatory specifications. Community Design Criteria, in contrast, are design-related policies that are more permissive and subject to interpretation. The intent of the Community Design Criteria is to develop a framework of policy statements geared toward establishing a high level of design, both aesthetically and functionally, for the Dominguez Technology Centre.

SITE PLANNING CRITERIA

1. Building Location

A. Buildings should be located to enhance project visibility and identity, while maintaining compatible relationships with adjacent projects and street frontages.

B. Buildings should be arranged to provide convenient access to entrances and efficient onsite circulation for vehicles and pedestrians.

2. Site Location

A. Vehicular access to individual sites from University Drive, east of Central Avenue, shall be prohibited. Access onto University Drive for the parcel west of proposed Central Avenue is permitted.

B. Access points to individual sites will be designed to minimize conflicts and provide adequate access to streets.

3. Parking

A. Sufficient onsite parking must be provided to accommodate all vehicles associated with the use of each site. No on-street parking is permitted.

B. Designated spaces must be provided in convenient locations for handicap, carpool, motorcycle and bicycle parking, as required by the State of California, City of Carson, and this specific plan.

C. Parking areas for motorcycles and bicycles are to be designed for orderly, uncluttered parking in the vicinity of building entries. Bicycle parking areas are to be provided with racks and locking capabilities.

D. Parking areas are to be screened from public streets by means of grading and landscaping, as applicable.

E. Any parking beneath buildings or in parking structures must be screened by architectural design or landscaping.

4. Pedestrian Circulation

A. Safe, clear pedestrian circulation will be provided between buildings, parking areas and entries on all sites. When bus stops are located on adjoining streets, pedestrian access from the bus stop to the site must be provided.

5. Service Areas

A. Service, storage, maintenance, loading and refuse collection areas are to be located out of view of public roadways and buildings on adjacent sites, or screened by dense landscaping and/or architectural barriers.

B. Service areas should be located so that service vehicles have clear and convenient access and do not disrupt vehicular and pedestrian circulation. No loading or unloading is permitted from public streets.

C. All utility service areas, oil wells, etc., shall be screened from public view with landscaping and decorative barriers or baffle treatments as required by the provisions of the Carson Municipal Code (CMC) that exist at the time of adoption of the Specific Plan by the City Council.

ARCHITECTURAL CRITERIA

All buildings are to be designed in good taste with an emphasis on quality. The objective is to create a cohesive, distinctive personality that sets the Dominguez Technology Centre apart from other business parks. All design shall appear as an integrated part of an overall site design concept.

1. Building Entries

A. Building entries shall be readily visible to the first-time visitor.

B. Every project must develop a clearly defined entry sequence linking the primary building and site entries.

2. Building Materials

A. The exterior portions of exterior walls shall be composed solely of concrete, brick, stucco, masonry, tile, marble, granite, glass or decorative metal construction, and shall be subject to the approval of the developer.

B. Exterior walls shall be painted or suitably treated initially in a manner acceptable to developer and, if such treatment is not permanent, repainted or retreated in like manner at least as often as necessary to maintain a clean and well-kept appearance.

3. Building Roof Design

A. Roof shapes shall be generally flat. Sloped or curved roof forms may be used if they are the dominant roof form. Awnings, residential mansard or hip roof forms are not permitted.

B. The inside of the parapet shall be painted or otherwise coated so that the color is approximately the same as that of the roof.

C. Built-up or membrane roofing shall be effectively screened on all sides by the building parapet.

LANDSCAPE CRITERIA

Landscaping is an important element contributing to the identity and unity of the Dominguez Technology Centre. As such, all landscaping for the Centre is designed to:

A. Promote a pleasant, distinctive, high technology environment;

B. Reinforce linkages;

C. Augment internal cohesion and continuity;

D. Enhance the structured urban design concept;

E. Provide a clean, contemporary visual appearance;

F. Establish points of entry and other triggering mechanisms; and

G. Coordinate streetscapes to unify the general appearance.

H. Required landscaping shall be based on existing City standards.

I. Native specimen trees and shrubs shall be utilized whenever possible as approved by the Director.

1. General Requirements

A. The portions of each site located within fifteen feet of the curb line of each street adjoining said site (each, a "landscaping area") shall be initially improved by each developer, and thereafter improved and maintained (by each occupant) solely as a landscaping and sidewalk area. Each landscaping strip shall be planted with appropriate landscaping materials in accordance with plans and specifications approved by the developer.

2. **Parking and Vehicular Circulation Areas**

A. Light sources shall be color-corrected, high-pressure sodium or approved equal.

B. All parking area, access drive and internal vehicular circulation area lighting fixtures shall be of the sharp cut-off rectangular (shoe box) or circular (disk) type.

C. 'Wall-pack' type fixtures shall not be permitted on the street side of buildings. These fixtures, if used, shall be exclusively of the adjustable sharp cut-off type.

3. **Pedestrian Lighting**

A. Light sources shall be metal halide, high-pressure sodium, or color corrected fluorescent.

B. Area illumination shall be provided for entryways, courtyards and other people gathering-places. Point-to-point lighting shall be provided for pedestrian walkways.

4. **Trash Collection/Storage**

A. Trash areas are to be located so as to be accessible for both deposit and pickup.

B. Trash storage/collection area shall be on a minimum four-inch pad.

C. Wall construction shall be a minimum of six-inch reinforced masonry.

D. Minimum size shall be eight feet in width and six feet in height.

E. Enclosures viewed from adjacent structures two (2) stories or higher must be provided with roof-type screening structure.

F. All trash storage areas shall be enclosed within a building or by a screening fence or wall six feet in height, unless, in the opinion of the Director of Community Development, such facilities are not within public view.

5. Bicycle Circulation

A. Bike Path - The applicant shall be responsible for all cost incurred for the Class 1 bicycle path to be located on the west side of Central Avenue between University Drive and Victoria Street, subject to an easement being dedicated by the University for the Central Avenue right-of-way.

B. University Drive shall be provided with a five (5) foot Class 2 bike lane from Wilmington Avenue to Central Avenue.

C. Victoria Street shall be provided with a Class 3 bike route (signs) from Wilmington Avenue to Central Avenue.

B. Each developer shall construct a curvilinear four (4) foot sidewalk on the portions of the sites located along the west side of Wilmington Avenue, the east side of Central Avenue, the south side of Victoria Street, the north side of each-west interior street and the east side of each north-south interior street. On Wilmington Avenue the curvilinear sidewalk shall extend northerly from the curb on the north side of Glenn Curtiss Street. The four (4) foot sidewalk shall be located within the fifteen (15) foot landscaping strip lying along each street's curb line. The fifteen (15) foot landscape easement includes the eight (8) foot wide portion of the City of Carson's easement for each of said streets which extends into each site from the curb line. Each developer and occupant shall be responsible for constructing that portion of said sidewalk that is located on such respective party's property and the required property to be dedicated to the City in the easement.

C. Every site on which a building shall have been constructed and every site improved with any improvement other than a building (eg., parking lot) (a "partially improved site"), including unpaved areas between the curb lines and the building setback lines adjacent thereto (even if such areas are within public rights of way) shall be landscaped (to the extent not then already landscaped) by the owner, lessee, or other occupant of such site (individually, "occupant" and collectively, "occupants") with lawn, shrubbery, trees, bushes, or other suitable groundcover, according to plans approved as specified herein. Each occupant shall thereafter at all times maintain such landscaping in a neat, well trimmed, healthy, clean and well kept condition, and the occupant shall regularly remove all weeds.

LANDSCAPE CONCEPT

Conceptual landscape standards have been developed for Dominguez Technology Centre to characterize proposed treatments of commonly held or maintained community elements. Proposed standards are intended to provide for

a consistent treatment of street trees, project entryways, interior slopes, etc., promoting a harmonious relationship between design elements. Landscape standards are delineated and keyed on the Landscape Concept Plan, Exhibit 17, with enlarged illustrations of each treatment following in Exhibits 18 through 22. Landscape standards have been developed in the following categories.

1. Project Entryways

Project entries (Exhibits 18 and 19) are intended to enhance the overall image of Dominguez Technology Centre through pronounced entry beautification. A hierarchy of design elements have been used in the development of the entries to establish relative functional relationships.

In addition to the proposed entries, Special Accent Treatment Areas have been developed for two other areas of the site. Highly visible corners (ie., Central Avenue and University Drive) are planned for a treatment similar to what is in place now at the intersection of University Drive and Wilmington Avenue. Corner cutoffs at these locations will accommodate a generous landscape setback and project monumentation.

Secondary Special Accent Treatment areas occur at the intersections of interior streets and are intended to function as a decision-making point. Design elements include an enlarged sidewalk with tree wells on two sides, thematic specimen trees and tree wells set in turf opposite the side of the street with sidewalk. Enlarged sidewalks and tree wells are borrowed elements from the exterior streetscape and are intended to reinforce continuity.

2. Streetscape

Proposed streetscape treatments for Dominguez Technology Centre are illustrated in Exhibits 20 through 22, and are intended to delineate a hierarchy of street usage. Landscaping for streets will be installed as the streets are constructed. Trees for the parkways shall be limited to the following varieties: orchard tree, carrot wood, laurel fig, jacaranda, sweet gum, southern magnolia, kaffir plum, Canary Island pine, cape pitto-

sporum, African fern pine, Brazilian pepper tree, windmill palm, and brisbane box. However, the street tree selection must be consistent with the City's guidelines.

Exterior streetscapes along Wilmington Avenue, Victoria Street and Central Avenue take on a more formalized appearance with wide curvilinear sidewalks and evenly spaced street trees. Central Avenue goes one step further with the addition of a theme street tree. This theme street tree concept is carried over to University Drive where the emphasis is placed upon buffering Centre uses from the residential neighborhood to the south. This themed landscaping is intended to help soften this transition in land uses. Sidewalks on all exterior streets (except University Drive) will be provided for on one side only for the Dominguez Technology Centre.

The interior project streetscape is meant to be more informal and campus-like. Formality only plays a role in the Secondary Special Access Treatment areas. Evergreen canopy street trees are intended to undulate in spacing and be interspersed with deciduous plantings. A 4-foot curvilinear walkway on one side of the street is provided for in a separate 15-foot landscaped area.

All setbacks of the project abutting Victoria Street, Wilmington Avenue and Central Avenue shall be landscaped to provide visual screening or a transition into the primary use area of the site from raised, landscaped medians. Landscape elements shall include earth berming, lawn, ground cover, shrubs, flower beds, rock formations and specimen trees in conjunction with meandering sidewalks, hardscape features, such as benches and lamp posts, and other pedestrian amenities where appropriate as provided by the Director. The parkway tree requirements as prescribed by the Park and Recreation Department shall be shown on all appropriate landscape plans submitted for City approval.

3. Special Treatment Areas

Oil production on the site will continue into the foreseeable future. To ensure that production is compatible with future uses of the property, the existing wells will be screened and operating facilities will be relocated

and consolidated into the production/drilling sites as illustrated in Exhibit 23 and Exhibit 30. Continuing with the more informal look, closely spaced vertical tree massings in concert with dense shrub clusters will be placed in random patterns around each production/drilling site. Where practical, a generous setback from the road will further enhance the streetscape. Security fencing will define the interior edge of the area. An eight-foot block wall with barbed wire will enclose the production drilling sites.

4. Retention Basin

The retention basin perimeter area shall be landscaped to include a raised berm with such plant types as pinus halepensis, brachychiton populneus, carissa grandiflora, acacia longifolia and melaleuca nesophila.

LIGHTING CRITERIA

1. General Requirements

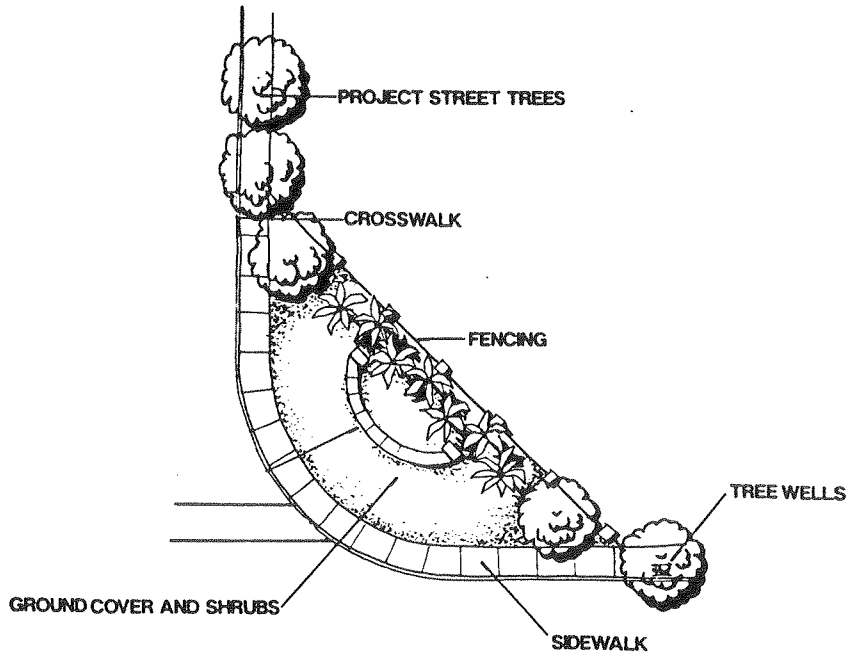
A. Lighting shall be designed and installed so as not to cast any glare onto adjacent lots or streets, nor should it decrease the ambience of adjacent areas nor reduce the safety of pedestrian and vehicular movement.

B. Building illumination and architectural lighting shall be indirect in character, 'wall-washing,' overhead down-lighting and interior illumination that spills outside is encouraged.

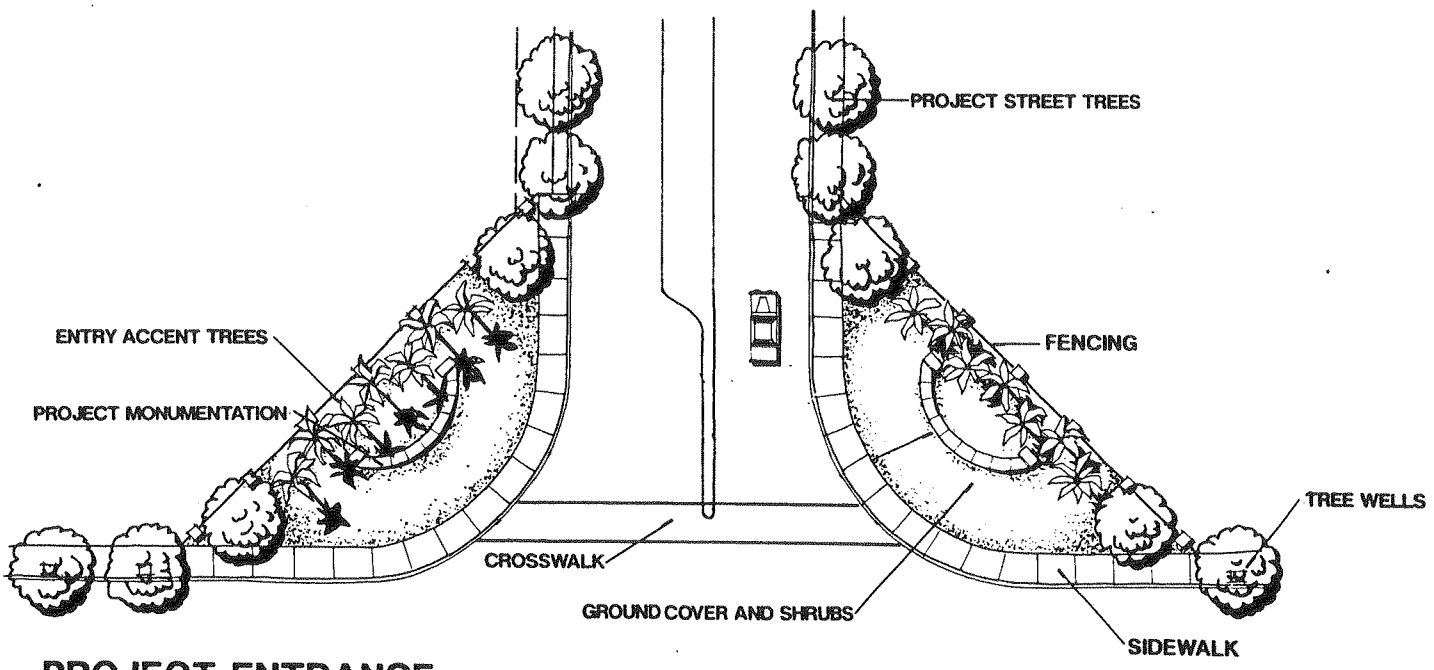
C. All lighting visible from adjacent streets shall be indirect and shall incorporate full cut-off shield fixtures.

D. Service area lighting shall be contained within the service yard boundaries. Shielded light sources shall be required.

E. Lighting fixtures shall be complementary to building design.



SPECIAL ACCENT TREATMENT



PROJECT ENTRANCE

CONCEPTUAL ENTRY TREATMENT
DOMINGUEZ TECHNOLOGY CENTRE

NOTE: PLANT MATERIAL SIZES, LOCATIONS, AND SHAPES ARE FOR ILLUSTRATIVE PURPOSES ONLY.

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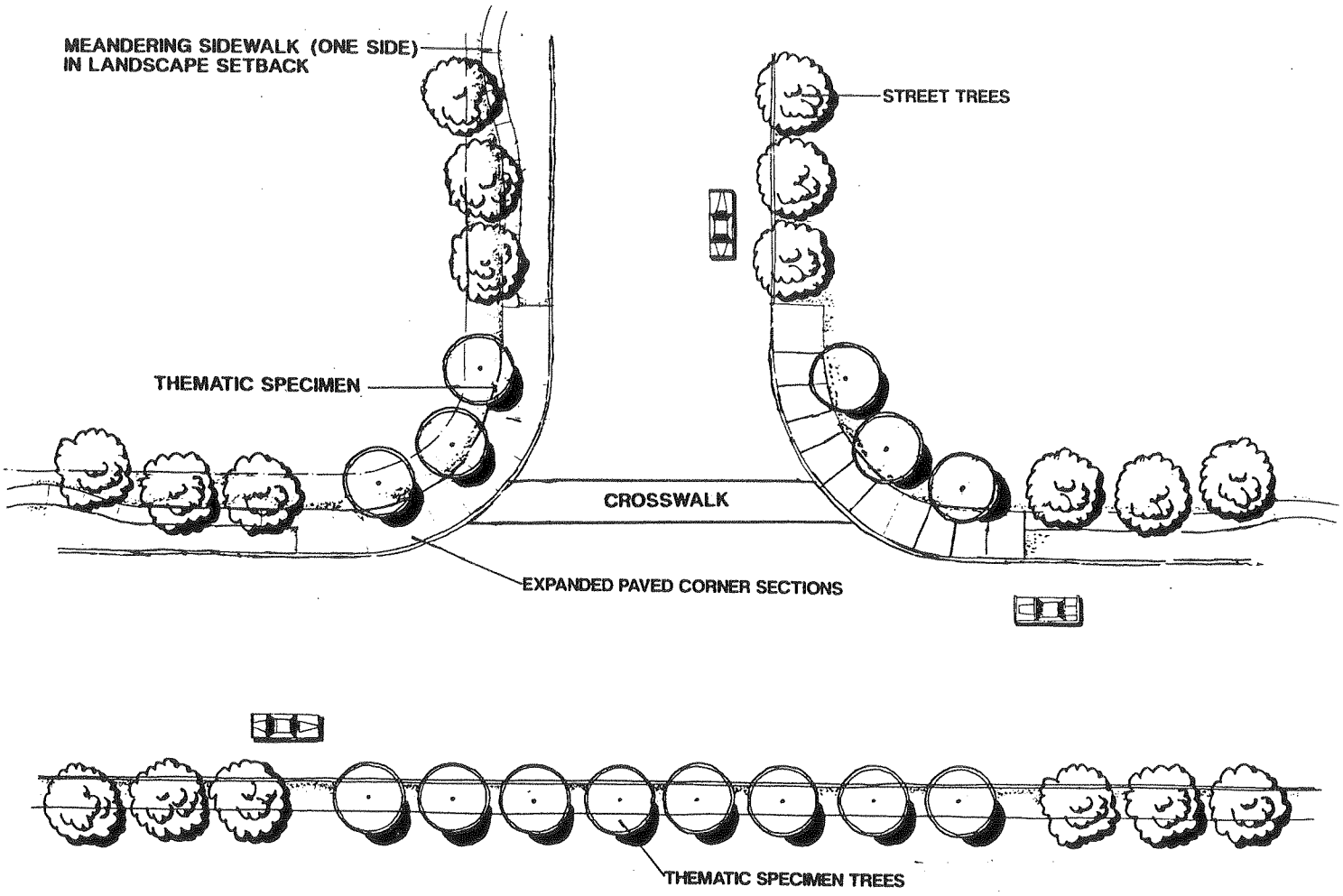
EXHIBIT 18



SECONDARY SPECIAL ACCENT TREATMENT

DOMINGUEZ TECHNOLOGY CENTRE

DOMINGUEZ PROPERTIES

NOTE: PLANT MATERIAL SIZES, LOCATIONS, AND SHAPES ARE FOR ILLUSTRATIVE PURPOSES ONLY

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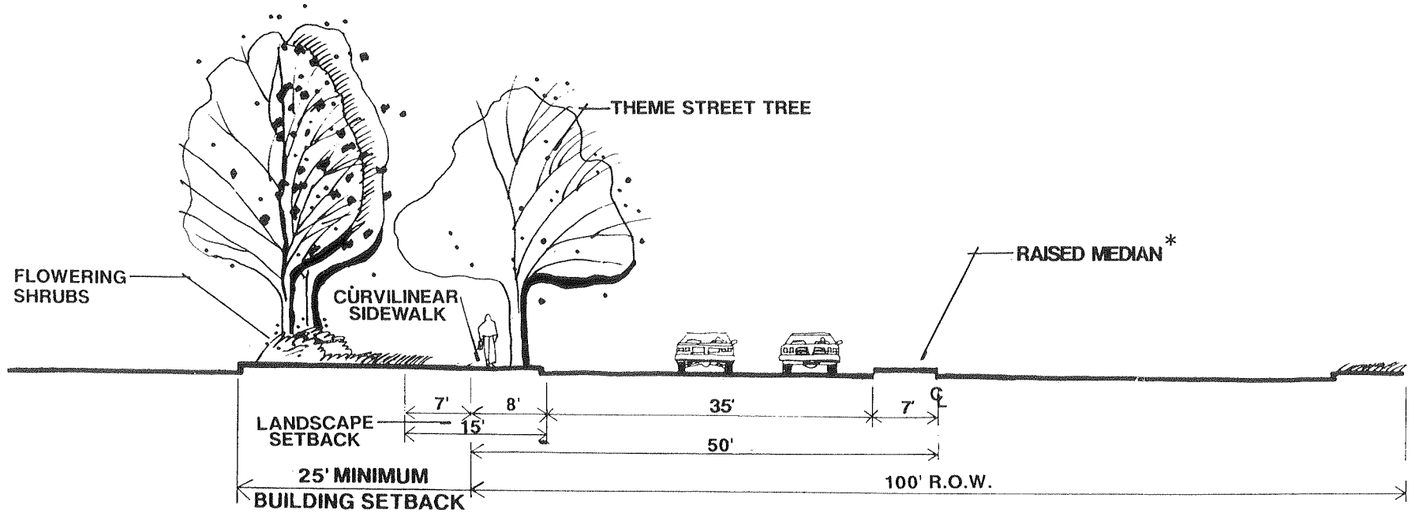
EXHIBIT 19

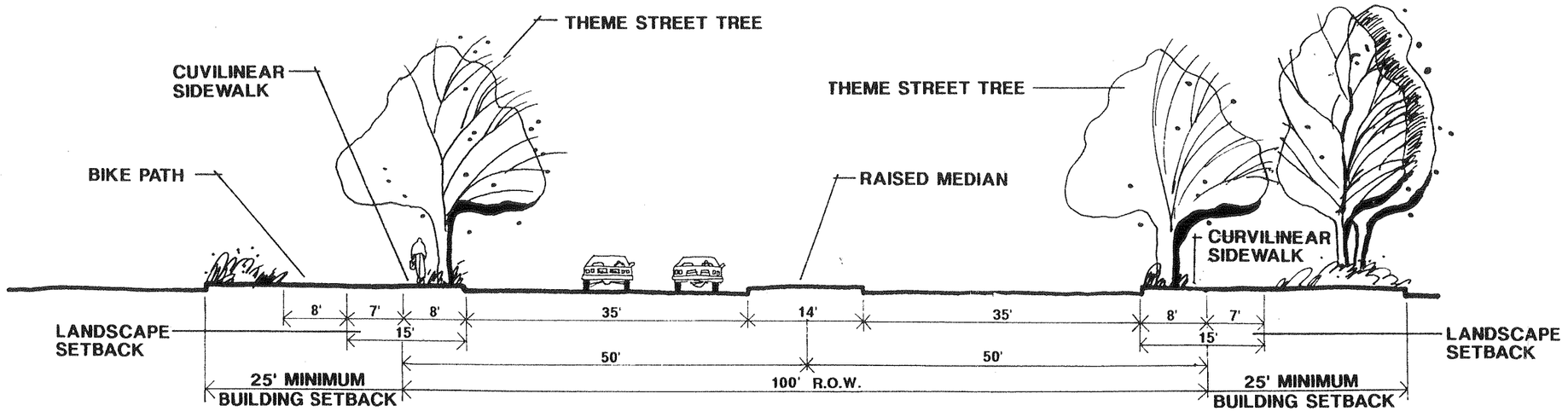
DOMINGUEZ TECHNOLOGY CENTRE

LANDSCAPE CONCEPT SECTIONS



A - WILMINGTON AVE. STREETSCAPE

* NOT A CONDITION OF THIS DEVELOPMENT



B - CENTRAL AVE. STREETSCAPE

NOTE: PLANT MATERIAL SIZES, LOCATIONS, AND SHAPES ARE FOR ILLUSTRATIVE PURPOSES ONLY.

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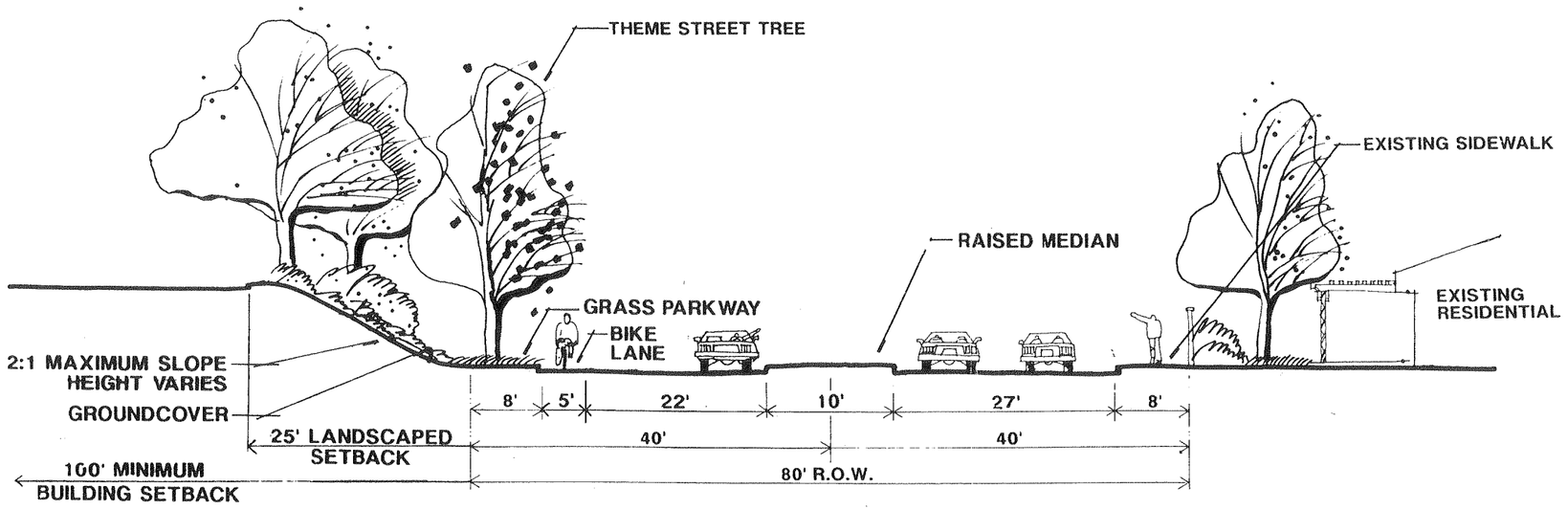
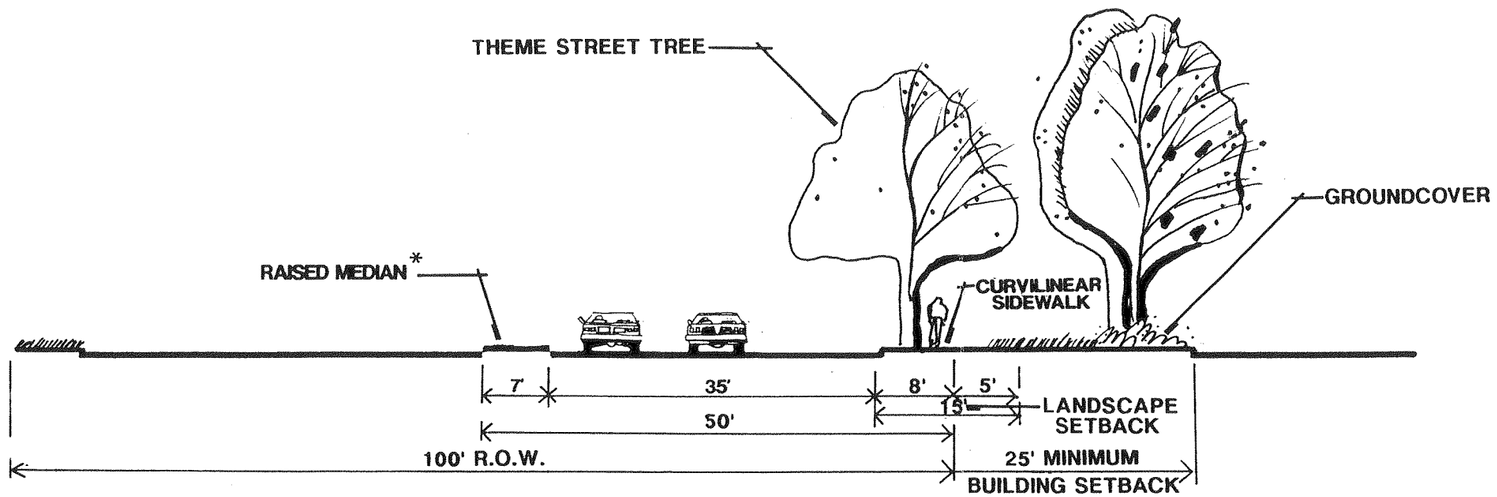
EXHIBIT 20

DOMINGUEZ TECHNOLOGY CENTRE

LANDSCAPE CONCEPT SECTIONS



C - UNIVERSITY EDGE STREETSCAPE



D - VICTORIA ST. STREETSCAPE

* NOT A CONDITION OF THIS DEVELOPMENT

NOTE: PLANT MATERIAL SIZES, LOCATIONS, AND SHAPES ARE FOR ILLUSTRATIVE PURPOSES ONLY.

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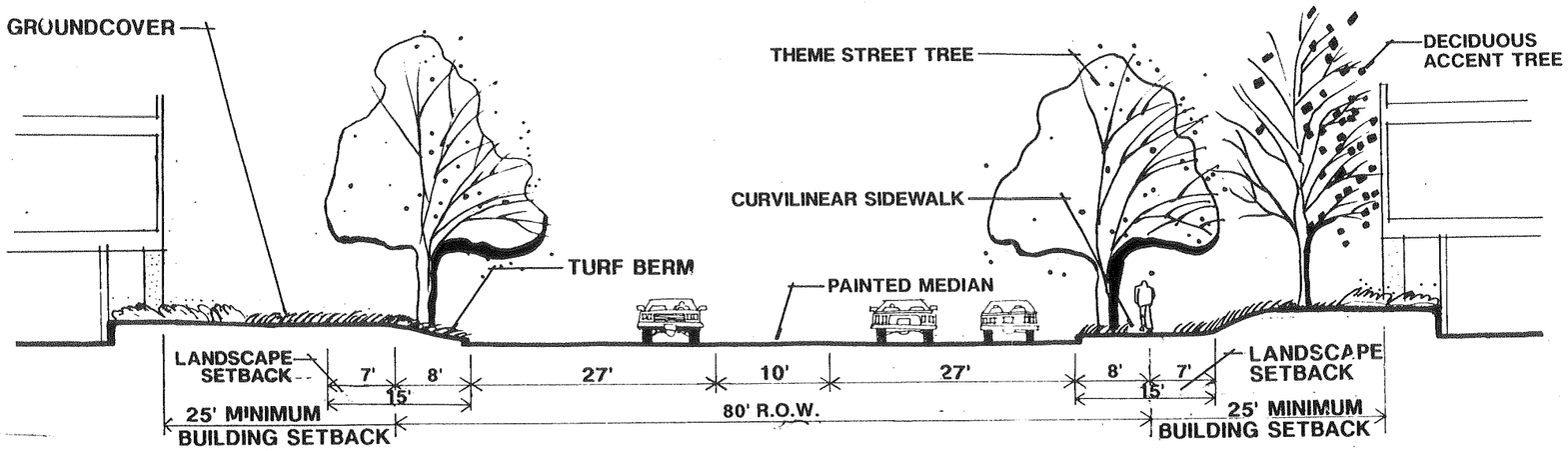
EXHIBIT 21



E - INTERIOR PROJECT STREETSCAPE

DOMINGUEZ TECHNOLOGY CENTRE

LANDSCAPE CONCEPT SECTION

NOTE: PLANT MATERIAL SIZES, LOCATIONS, AND SHAPES ARE FOR ILLUSTRATIVE PURPOSES ONLY.

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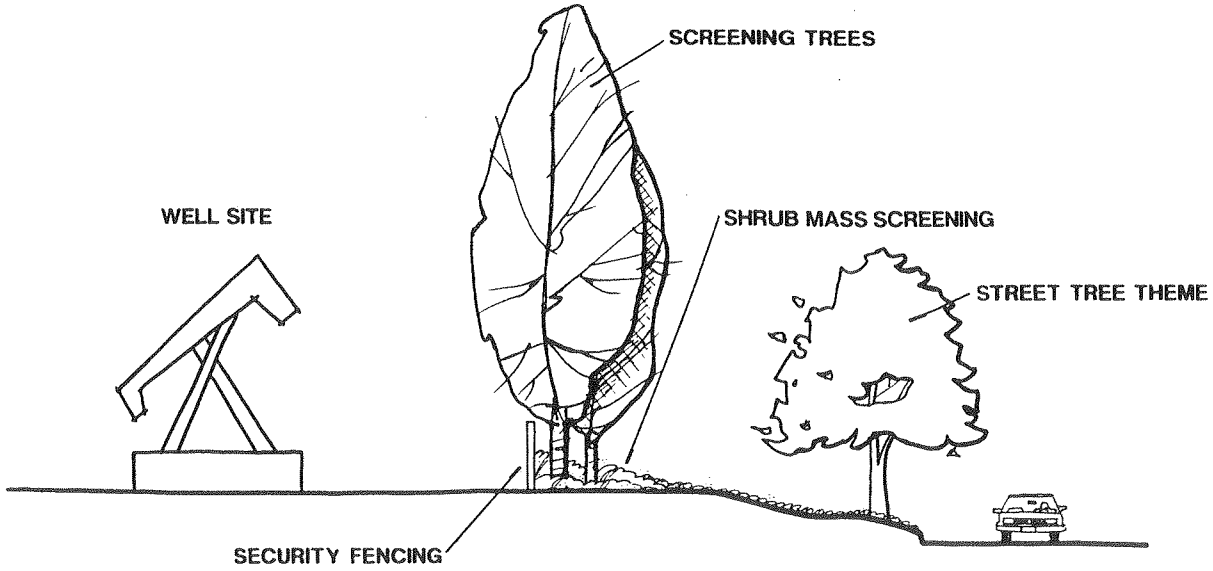
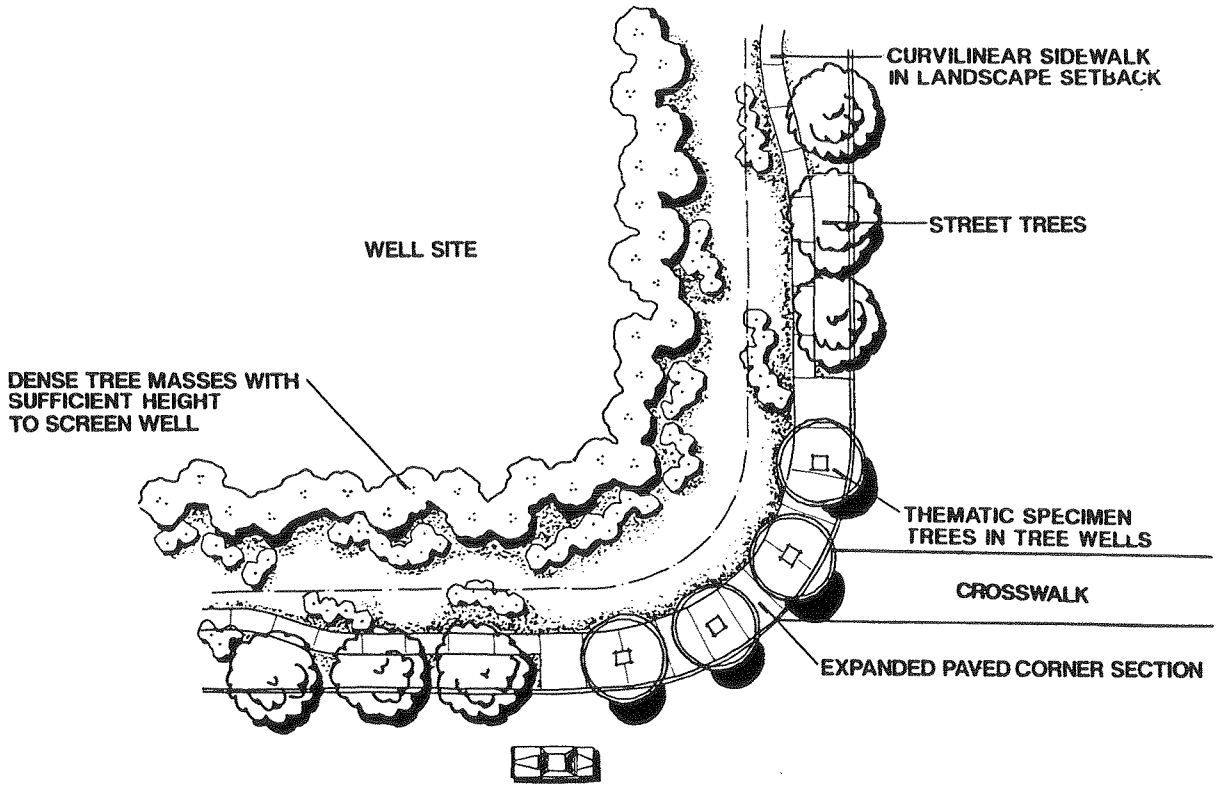
EXHIBIT 22





SPECIALIZED LANDSCAPE TREATMENT
DOMINGUEZ TECHNOLOGY CENTRE

NOTE: PLANT MATERIAL SIZES, LOCATIONS, AND SHAPES ARE FOR ILLUSTRATIVE PURPOSES ONLY

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EXHIBIT 23

8 FINAL ENVIRONMENTAL IMPACT REPORT

PURPOSE OF EIR

Dominguez Technology Centre, an approximately 288-acre project in the City of Carson (see Exhibit 1), is generally bounded by Victoria Street, Wilmington Avenue, University Drive and California State University, Dominguez Hills. In December 1983, the Carson City Council adopted a resolution requiring the preparation of a specific plan for the property. Following this request, the applicant prepared a specific plan for a portion of the site (45 acres). In August 1986, the Carson City Council approved a specific plan for an industrial complex on a site located at the northwest corner of Wilmington Avenue and University Drive. The current project involves the preparation of a specific plan for the remainder of the site (288 acres) in order to develop a technology and industrial-based complex.

The City of Carson has determined through an Initial Study that an environmental impact report is required. A Notice of Preparation was prepared by the city and distributed to the State Clearinghouse, responsible agencies and other interested parties (see Appendix I, Addendum 2).

To the east, the applicant has developed the majority of eastern portion of Dominguez Technology Centre, a 120-acre business park located in an unincorporated portion of Los Angeles County.

AUTHORITY AND INTENDED USE OF THE EIR

This program environmental impact report (EIR) has been prepared in accordance with the California Environmental Quality Act of 1970 as amended, the State CEQA Guidelines as amended, and the procedural guidelines of the City of Carson. This EIR is an informational document designed to assist in the objective assessment of the potential environmental impacts associated with the implementation of the specific plan.

This EIR has been prepared pursuant to Section 15168 of the State Guidelines for the implementation of CEQA, which allows for the preparation of a Program EIR to address issues related to the ultimate development of the study area.

This document evaluates the potential environmental impacts associated with buildout of the 288-acre site. The discretionary action currently being requested, and specifically addressed in the EIR, is the adoption of a specific plan. At each of the subsequent levels of project review, the specific activity (Tentative Parcel Maps, Use Permits, etc.) will be examined in light of the Program EIR to determine whether additional environmental analysis is required.

If it is determined that the proposed subsequent activity is consistent with the provisions of the specific plan and that the Program EIR adequately addresses the associated environmental impacts, no new environmental document would be required. If a proposed future development could potentially have a significant impact on the environment which was not addressed in the Program EIR, but the potential impact will be effectively mitigated, a Negative Declaration may be prepared. Other types of documents, such as a supplement or addendum (CEQA Guidelines 15163, 15164) may be appropriate, depending upon the circumstances of the proposed activity or types and magnitude of potential environmental impacts anticipated.

The options described above are in accordance with the provisions of the California Environmental Quality Act and are encouraged by the state to address properly the subsequent activities and avoid duplicating evaluation of basic policy considerations.

Areas of Controversy

No substantial areas of controversy arose during the preparation of the Draft EIR, but some issues surfaced during the public hearing process. Many of the issues were also raised by Community Development and Public Works staff prior to review by the Planning Commission.

Areas of controversy concerning the project raised by some members of the public include:

- the width of Central Avenue
- limitation of industrial uses along Central Avenue
- location of bike paths and sidewalks along proposed Central Avenue
- child day care
- adequacy of traffic mitigation
- recycling
- site development standards (ie., number of parking spaces, special discretionary permitted uses, and truck loading and maneuvering)
- onsite recreation facilities
- a mandatory Transportation Demand Management Program (TDMP)
- the establishment of raised, landscaped medians

The alternatives section describes a range of reasonable alternatives to the project which can feasibly attain the basic objectives of the project. These alternatives include a variety of land use mixes.

The no project alternative assumes that no further development will occur. All impacts of the no project alternative are considered insignificant since no additional impacts would occur to services or the environment.

Alternative 1 assumes development of the project with an increase in office uses. Potential environmental effects are similar to the project impacts. A reduction in land use conflicts may occur between residential and University uses with this alternative.

Alternative 2 would require a reallocation of the project square footage. This alternative will reduce all environmental impacts over the proposed project including traffic, noise and the need for public services and utilities.

Of these alternatives, the "no project" alternative is considered to be the environmentally superior alternative because no environmental impacts are expected to occur if no development occurs. Other than no project, Alternative 2 is the most environmentally superior because of the decrease of total trips in comparison to the project.

The "no project" alternative reduces impacts to traffic, noise, air quality, potential aesthetics, natural resources and facilities. Since no impacts to the environment would result from no development, no mitigation measures would be required. However, the no project alternative would not implement the General Plan, provide industrial park facilities and associated employment and, therefore, would not provide the City with additional sales tax and other revenues. While Alternative 2 is considered slightly environmentally superior to the proposed project, implementation would result in under utilization of the land, decreased sales tax and other revenues to the City, decrease in projected employment and failure to meet the goals and objectives of the specific plan.

Agencies that may use the Dominguez Technology Centre EIR in their decision making process for project approvals are listed below, along with their probable area of interest:

Agency	Required Discretionary Approvals
City of Carson	Street improvement permits Landscape plan Tentative tract maps Development agreement (optional, not required) Grading permits Site plans Precise plans and erosion, siltation, dust control plan Specific Plan approval
Los Angeles County Flood Control District	Drainage improvement plan
California Department of Fish and Game	1601-1603 permit (alteration of streambed)
Southern California Air Quality Management District	Rule XV and SCAQMD policies
California Department of Business and Transportation, Department of Transportation	Freeway encroachment permits
California State University, Dominguez Hills	University Master Plan
Los Angeles County Solid Waste Management Plan	Recycling programs
Los Angeles County Fire Department	Fire and building codes for construction, water mains, hydrants, etc.

Agency	Required Discretionary Approvals
Los Angeles County Sanitation Districts	Sewer permits, wastewater discharge permits
Los Angeles County Sheriff Department	Safety and protection approvals
Department of Conservation-Division of Oil and Gas	Oil well operations and abandonment procedures
City of Compton	Eminent domain approval for circulation improvements
Los Angeles County Department of Public Works	Street improvement permits, underground tank permits, industrial waste discharge permits
Southern California Gas Company	Possible relocation of major gas line
California Regional Water Quality Control Board	Waste discharge requirements

SUMMARY OF IMPACTS

IMPACTS	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
LAND USE		
The change of onsite use will result in a change in the existing use onsite from agricultural and oil-related facilities to industry, office and technology uses.	None are required.	Mitigated to a level of insignificance.
Increased traffic, air pollution and noise will result from project implementation.	See traffic, air quality and acoustic environment mitigation measures.	Mitigated to an acceptable level of service or to a level of insignificance.
The project may result in land use compatibility conflicts between the proposed uses and the residential uses south of University Drive.	A registered landscape architect shall certify, prior to approval of final landscape plans, that each final map is in compliance with the landscape concepts of the specific plan and certify that installation complies with the approved landscape plan. Zoning as well as development standards will be allied to the project site. Prior to approval of final landscape plans, a registered landscape architect shall certify that the landscape plans for buffer areas conform with the setback requirements, as identified within the specific plan, for the project areas adjacent to offsite residential uses. He shall also certify that installation conforms with the approved buffer plan. If any structure is to be located over or in the proximity of a previously abandoned well, there is the possibility that the well may need to be reabandoned to current Division of Oil and Gas specifications. Section 3208.1 of the Public Resources Code (PRC) authorizes the State Oil and Gas Supervisor to order the reabandonment of any previously abandoned well, when construction of any structure over or in the proximity of the well could result in a hazard. The cost or reabandonment operations are the responsibility of the owner of the property upon which the structure will be located.	Mitigated to a level of insignificance.

IMPACTS	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
	Under Section 3208.1 of the PRC, the reabandonment responsibilities of the owner/developer of a property upon which a structure will be located need extend no further than the property boundaries. However, if a well requiring reabandonment is on an adjacent property and near the common property line, the Division recommends that the structure be set back sufficiently to allow future access to the well. Furthermore, if any abandoned or unrecorded wells are uncovered or damaged during excavation or grading, remedial plugging operations may be required. If such damage occurs, the Division's district office must be contacted to obtain information on the requirements for an approval to perform remedial operations. No building intended for human occupancy should be located near any active well, unless suitable safety and fire protection measures and setback are approved by the local fire department. Future production and drill sites will be enclosed with an eight-foot-high gated block wall around the entire site with barbed wire on the inside face. All oil well sites with pumping units will be surrounded by a six-foot chain link fence with three strands of barbed wire. Prior to construction, the developer must provide, to the wells, adequate clearance and access for well workover equipment; any safety shutdown devices, an eight (8) foot block wall with barbed wire on the inside at the seven (7) foot level; suitable gates for workover equipment; appropriate grading to confine potential spillage to the enclosures; and appropriate landscaping or as otherwise approved by the Director. Prior to project construction, the property owner shall contact the Division regarding supervision of drilling, operation, maintenance and abandonment of wells.	

IMPACTS	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
GEOLOGY		
Groundshaking, ground subsidence, ground rupture and liquefaction may occur since the project is located within a fault zone.	Prior to issuance of building permits, the Building Department shall review and approve all building plans to assure compliance with the latest Los Angeles County Building Code as adopted by the City of Carson. All recommendations of the certified geologist's report and requirements of the city's grading ordinances shall be incorporated into the final grading plan. The City Engineer shall review and approve the final grading plans. A structural engineer, experienced with earthquake-resistant design, shall sign off on all building plans to determine the adequacy of seismic criteria for project structures, and to recommend appropriate design changes, if needed, prior to issuance of building permits.	Mitigated to a level of insignificance.
HYDROLOGY		
Conversion of existing uses to urban uses will increase the amount of impervious surfaces and reduce rainfall infiltration. The site is not a major recharge zone. Thus, this is considered to be an insignificant impact.	None are required.	Mitigated to a level of insignificance.
The project will generate 513 cubic feet of runoff per second, based on a 50-year design storm event.	All required drainage improvements as shown in the Infrastructure Facilities Plan in Exjhibit 13 in the Specific Plan shall be designed and constructed in accordance with the City of Carson and Los Angeles County Flood Control District standards and shall be reviewed and approved by both the City of Carson and Los Angeles County Flood Control District. All tentative parcel maps, site plans and other precise plans within the specific plan area shall be accompanied by adequate plans for drainage improvements prepared by a registered professional engineer.	Mitigated to a level of insignificance.

IMPACTS	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
Implementation of the project will result in further disruption of a disrupted U.S.G.S. "blue-line" stream.	The applicant shall consult with the Department of Fish and Game to determine if a 1601-1603 permit will be required for project implementation. The City Engineer shall review and approve an erosion, siltation and dust control plan prior to the issuance of grading permits to minimize soil transport offsite and to minimize air quality impacts. All stormdrains shall conform to the standards set on the Storm Drainage Concept as shown in Exhibit 13.	Mitigated to a level of insignificance.
BIOLOGY		
Grading will result in the removal of existing vegetation, as it has been concluded that no significant adverse impacts to native flora and fauna will result from project implementation.	Additional mitigation measures are not proposed.	Insignificant impact.
Grading activity will result in the alteration of a U.S.G.S. "blue-line" stream.	The project applicant shall obtain a 1603 permit for alteration of local streambeds with the California Department of Fish and Game prior to the issuance of a grading permit for the onsite drainage area in Reyes Ravine.	Unavoidable impact, if the project is implemented.
AIR QUALITY		
The project may result in significant short-term fugitive dust impacts due to earthwork activity during construction.	These impacts will be reduced through efficient construction scheduling and periodic watering of the construction site.	Mitigated to a level of insignificance.
Project traffic volumes will contribute to localized emissions. Currently, the California standard for CO emissions is exceeded.	The impact of short-term construction-generated emissions shall be reduced to the extent feasible by the following measures. The Building Department shall notify the developer when construction periods are prohibited and the Public Works Department shall approve all grading schedules.	Mitigated to a level of insignificance.

IMPACTS	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
	• Construction and grading will be carried out with periodic sprinkling of the site with water as needed and by paving the areas proposed for parking as soon as possible. • Restrict construction during second-stage smog alerts. Development of the project shall comply with all existing SCAQMD rules and regulations. In addition, development should apply, to the extent feasible, to all AQMP recommendations for commercial and office land uses. The Director of Planning shall approve the AWMP recommendations incorporated into the project and the Building Department shall ensure their completion. • Employers shall comply with all provisions of Rule XV: Trip Reduction/Indirect Source - Increases in Average Vehicle Ridership. • Developer-provided bus turnouts, bus shelters as specified by SCRTD and bicycle racks in the commercial area. • Provide for convenient pedestrian access to transit stops by construction of sidewalks, etc. Construction shall be verified by the Engineering Department prior to occupancy.	

IMPACTS	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
TRAFFIC/CIRCULATION The project will generate an increase of 43,700 vehicle trips daily. This project, combined with cumulative projects, is anticipated to affect the following intersections: . Central Avenue/Victoria Street . Wilmington Avenue/SR-91 westbound ramps . Wilmington Avenue/SR-91 eastbound ramps . Wilmington Avenue/University Drive . Wilmington Avenue/Victoria Street . Wilmington Avenue/Del Amo Boulevard . Avalon Boulevard/University Drive . Central Avenue/University Drive . Central Avenue/SR-91 westbound ramps . Central Avenue/SR-91 eastbound ramps	A number of mitigation measures have been recommended by the traffic consultant for all surrounding intersections evaluated in the traffic study. See the Transportation Section for review of the mitigation measures. All intersection and roadway segment improvements are designed to provide the level of service designated in the DKS Traffic Study (Appendix 2), following implementation of proposed mitigation measures.	Mitigated to a level of insignificance.
ACOUSTIC ENVIRONMENT Project construction activity may result in short-term acoustical impacts to adjacent land uses.	Construction activities should be limited to weekdays during daylight hours (eg., 7 a.m. to 8 p.m.) and Saturdays from 10 a.m. to 6 p.m. Noise attenuation measures should be employed during construction hours to reduce noise impacts to surrounding uses. Such measures shall include compliance with state measures for muffling and shielding intake and exhaust from equipment and vehicles. The siting of all future buildings shall comply with City of Carson regulations for interior and exterior noise levels, as specified by Title 25 of the California Administrative Code and the Uniform Building Code. Loading facilities, mechanical equipment and communication equipment shall be designed to minimize exposure to public view and shall be screened by landscaping, buildings or walls.	Mitigated to a level of insignificance.

IMPACTS	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
	Permanent outdoor storage shall be allowed onsite if screened appropriately according to city standards. Parking areas shall be screened from public streets by landscaping berms or walls. The landscaping shall conform to the standards set on the landscape concept (Exhibit 17 in the Specific Plan).	
POPULATION/HOUSING/EMPLOYMENT		
The project will result in an increase of 13,836 jobs. The city's jobs/housing ratio will be regarded as reasonably balanced.	Increased employment opportunities are viewed as benificial impacts. No mitigation measures are required.	
AESTHETICS		
The visual character of the site will be altered from existing nursery and oil-related uses to urbanized industrial/office uses with implementation of the project. The visual change may be apparent to the residents along the southern edge of the project.	Individual development projects shall be reviewed by each developer to ensure that specific plan standards for design and visual aesthetic quality are met. No building shall be located closer than 100 feet to University Drive to provide adequate visual screening and a buffer between the residential uses to the south and the project site. Loading facilities, mechanical equipment and communication equipment shall be designed to minimize exposure to public view and shall be screened by landscaping, buildings or walls. Permanent outdoor storage shall be allowed onsite if screened appropriately according to city standards.	Mitigated to a level of insignificance.

IMPACTS	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
	Parking areas shall be screened from public streets by landscaping berms or walls. The landscaping shall conform to the standards set on the landscape concept (Exhibit 17 in the Specific Plan).	
CULTURAL RESOURCES		
The records search and field survey indicates no presence of significant archaeological or historical material onsite. However, since the general area has included resources, resources may be contained onsite.	If significant cultural deposits are unearthed during earthmoving, a qualified archaeologist and paleontologist shall be retained to assess the significance of the findings. Based on the results of this testing, appropriate mitigation measures specific to each site can be developed.	Mitigated to a level of insignificance.
PUBLIC SERVICES AND UTILITIES		
The project will result in an increased demand on services and utilities.	The building and planning divisions shall review all building permits to ensure that the project will be constructed in conformance with all applicable building codes in order to ensure maximum fire protection. Fire sprinkler systems shall be installed with local alarm and central station supervision. The development of this project must comply with all applicable code and ordinance requirements for construction, access, water mains, fire flows, and fire hydrants. Fire flows of up to 5,000 gallons per minute at 20 pounds per square inch residual pressure for a five-hour duration will be required. Final fire flow will be based on the size of the building, its relationship to other structures and property lines, and the type of construction used. Fencing should be provided which limits access but allows visibility from the street. Fencing which screens visibility of oil production uses and vehicular storage areas should be encouraged.	Mitigated to a level of insignificance.

IMPACTS	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
	Landscaping and berms should be such that they do not block street visibility adjacent to intersections or when landscaping is determined to be a traffic hazard as determined by the City of Carson traffic engineer.	
	Adequate lighting should be provided for nighttime security.	
	Fences should provide a physical barrier to entry but allow for a view of the interior of the fenced area. Roofs should be free of any man-made or natural ladders such as trees. Visibility into and around doorways, porches and windows shall be maintained.	
	Security shrubbery should be incorporated, when appropriate, into all landscape plans for the site plan and design review. Low shrubbery or trees, trimmed to at least six feet from ground level should maintain visibility into parking lots. Trees should not be placed where they interface with any lighting.	
	Landscape plans shall include automatic irrigation systems which ensure watering during early morning or evening hours to reduce evaporation losses.	
	The Building Department and Planning Division shall review building plans for plumbing fixtures to ensure that water reducing measures are utilized (ie., low-volume toilet tanks, flow control devices for faucets, etc.) as required by Title 24 of the California Administrative Code.	
	The use of drip irrigation systems should be considered in order to reduce water usage.	

IMPACTS	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
	All required sewer improvements shall be designed and constructed to city and county standards. Determination of the requirement to upsize existing facilities shall be made by the City of Carson Department of Public Works. Fee payment is required prior to issuance of a permit to connect to district sewer facilities.	Mitigated to a level of insignificance.
	Each individual employer will be provided a copy of the Los Angeles County Solid Waste Management Plan which addresses recycling programs.	
	The Building Department shall review all building plans to assure that Title 24 California Administrative Code requirements are met.	
	The Building Department shall review all building plans to assure California Administrative Code requirements are met.	
	Although the project is not expected to impact bus service, the following measures are recommended to mitigate possible impacts that the project may generate upon traffic, air quality and energy: . Placement of bus route information in conveniently located areas. . Encouragement of an employer-subsidized bus pass program. . Direct access onto arterials shall be limited to those driveways required to serve individual lots, as determined by the Director or Public Works.	

LAND USE

Existing Conditions

ONSITE LAND USE

The 288-acre site is currently utilized for production of nursery stock and oil. The site and surrounding area has been a major oil producing region of the Los Angeles Basin since the early 1920s.

Oil-related facilities onsite include an old office building, above ground storage tanks, pumping units and ancillary facilities for oil production.

Two nurseries also are located onsite. A wholesale flower nursery is located northwest of the TRW site while a plant nursery is located at the future Central Avenue alignment with Victoria Street.

SURROUNDING LAND USE

The area surrounding the project site consists primarily of industrial-related, residential, and institutional uses (see Exhibit 4). Surrounding uses include an industrial park along Victoria Street to the north, single family residential uses to the south along University Drive, an industrial park and oil production to the east along Wilmington Avenue and California State University, Dominguez Hills to the west. Property currently owned by the state west of the site is vacant or contains student housing. The area in the immediate vicinity of the site is urbanized and substantially developed.

Compton Airport

Most counties already have an airport land use commission, with powers to review land use decisions which may impact their operations. However, Los Angeles County did not create airport land use commissions and is now required by recent legislation to do so. The two primary concerns for land uses adjacent to airports are structure height and type of land uses. Land uses, such as industrial, are generally compatible, while residential

and school uses are not. The approach/takeoff flight path, at lower altitudes, is protected by imaginary surfaces indicating height restrictions near their facilities and protection of their radar/approach guidance systems. Generally, since the Compton Airport runways are oriented east-west, flights ascending and descending will be coming from those directions, not to or from the south. Those portions of the project site north of Glenn Curtis Street are approximately two miles from the Compton Airport. A copy of the Draft EIR was distributed to the County of Los Angeles and we have apprised the Aviation Division of the specific plan's availability.

The legislation forwarded for review requires the county to develop land use plans for airports, proposes amendments which alter the membership of the governing bodies to include persons qualified in aviation, permit the committee/agency to charge fees for review of land use plans and to adopt rules and regulations pertaining to its duties and powers.

Relevant Plans

CITY OF CARSON GENERAL PLAN/LAND USE ELEMENT

The main objective of the industrial designation is to provide for manufacturing, warehousing, processing and distribution facilities within the community. The industrial designation also provides for the establishment, expansion or preservation of small to medium-size industrial uses which will not likely have an effect upon neighboring commercial or residential uses.

Specific goals contained within the Land Use Element which pertain to the project include the following:

- Industrial areas and controlled industrial parks should be screened or buffered from adjacent residential, commercial or other heavier industrial areas.

- All industrial areas should be served with adequate accessibility to transportation, utilities, public streets or highways and with adequate internal circulation, off-street parking and loading and service facilities.

- Appropriate pollution and environmental standards should be enforced.

- Industrial businesses should be encouraged to provide broader based industries and provide greater diversity for economic stability.

- The City should attempt to maintain the industrial areas mainly in the sections of the City presently designated for industrial land uses.

ZONING ORDINANCE

The City's zoning ordinance designates the project site as being in the ML zone (manufacturing-light). The purpose of the ML zoning is to protect the existing uses within the immediate vicinity while providing for the establishment of industrial uses.

Impacts

Onsite Land Use

Implementation of the project will result in a change of use and the demolition of existing structures onsite. Uses will change from nursery and oil production to office, technology and business park. Oil production will continue on existing well sites and designated future production/-drilling site facilities in three specific locations. The project contemplates the incremental removal of the Dominguez Energy building, non-producing oil wells and nursery structures. The existing uses except for the oil operation will be replaced by approximately 4.7 million square feet of buildings for office, technology and industrial uses.

A clean-up operation of the oil field began four years ago and will continue. Environmental clean-up remediation work will continue until the oil operation is phased out. These operations are independent of the project and are not accelerated by the project. In addition, all idle non-producing wells are being systematically abandoned. A copy of the work plan for the subject clean-up operation is included in the Technical Appendices.

The area having the potential for the greatest risk for upset is the crude oil storage facility at tank farm number 5. This facility has been designed according to the Los Angeles County Fire Department code. The containment area is approximately fifty percent larger than the total capacity of the tanks.

The issue of public health and safety is addressed in a safety manual published by Tower Petroleum, and used in the day to day operation of the oil leases. Monthly safety meetings are held with an outside safety director at which time all safety aspects of the operation are reviewed. In addition, frequent inspections of the oil facilities and operation are made and formally reported on by an outside safety consultant.

The development of the site should have no significant impact on oil production from the field. Public safety is assured by real estate disclosure laws which require a "clean site" be transmitted in any real estate exchange and by consolidating the major ongoing oil operations apart from areas of the project which are being developed for the planned uses.

However, oil and gas production will be conducted in a more consolidated area with new gathering lines and updated facilities and equipment.

The project is also being phased so development occurs first in areas where little oil operation remains. Areas in which more extensive oil operations exist will be developed in later phases. The environmental cleanup and remediation work must be completed whether this project is developed or not. An abandoned oil well exhibit is included in the Final EIR. All wells were abandoned in accordance with the Department of Conservation, Division of Oil and Gas requirements in effect at the time of abandonment. Comments provided by the Department of Conservation on the Draft EIR relate to the operations within the production and drill sites (described as Special Treatment Areas in the specific plan) and individual well sites. Manual safety shutdown devices for all individual pumping units are in operation. All oil well pumping units will be surrounded by chain link fence in accordance with the Department of Conservation regulations. All non-producing oil wells will be properly abandoned in accordance with state regulations. The production and drill sites will include

suitable gates for vehicular access, protective grades to retain any potential spillage and landscaping which cannot be scaled to enter the site over the fencing. The future operational production/drill sites will be enclosed with an eight-foot-high gated block wall with barbed wire.

If buildings are sited over abandoned wells, an adequate gas venting system will be provided. The siting of all future buildings also will comply with city regulations for interior and exterior noise levels.

The applicant acknowledges the Department of Conservation's jurisdiction and authority to regulate oil operations, as stated in Section 3106 of the Public Resources Code and shall conform with oil and gas division requirements.

Grading Concept

The grading plan, depicted in Exhibit 11 illustrates the grading necessary to achieve the design concept for Dominguez Technology Centre. The overall grading operation for the project with shrinkage and compaction is substantially balanced onsite.

Surrounding Land Use

Project impacts upon surrounding land uses relate primarily to the general intensification of urban land uses and their compatibility with adjacent uses. Some increased traffic, air pollution and noise can be expected because of jobs provided by the project. Analysis and recommended mitigation measures are provided in other sections of this report.

The surrounding area of the community consists of a mix of industrial, support commercial, office, and residential land uses. The areas to the north and east primarily contain industrial park uses or vacant property with some support commercial and office uses. Several other industrial uses exist within the project vicinity which are compatible with the project. No significant adverse effects of the project are anticipated on surrounding uses.

Primary areas of concern related to land use compatibility for the project are the single-family residential uses south of the site and the residential student housing uses to the west. However, the grade differential between the project site and the offsite residential areas and the separation created by the major roadway help minimize any direct land use conflict. The project site is at a higher elevation than the offsite residential uses along the south edge of the site. The differential between these sites varies. In addition, the applicant proposes a special edge treatment of enhanced landscaping and a 100-foot setback along University Drive which will substantially mitigate potential noise impacts. Therefore, adequate buffering is proposed in the specific plan to minimize land use conflicts.

According to Jim Abing of the Aviation Division, Department of Public Works, Los Angeles County, the project site is not located within the approach path of Compton Airport and planned uses in the project vicinity should be compatible with airport operations. A draft airport plan prepared by the Department is scheduled for completion within one year from the date of this report. The airport plan will not be adopted until the adjacent cities review the draft plan. Planes at higher altitudes may overfly the site but most aircraft hazards are associated with areas near the runways. In other areas of the County, there usually have not been height restrictions for buildings below two-hundred feet for areas removed from the airport.

Structures within the project site will not likely exceed this height and the distance of the project site from the runway, its location perpendicular to the runways, and the general compatibility of non-residential uses with airports, since both zoning and specific plans will allow these uses suggest that subsequent airport plans for Compton Airport will not adversely impact the project.

Relevant Plans

The Carson General Plan Land Use Element designates development within the area as industrial oriented. The project is consistent with this designation.

The development standards proposed in the specific plan are generally consistent with existing zoning standards for the uses proposed. Zoning as well as development standards will be allied to the project site.

Mitigation Measures

The following mitigation measures are recommended to reduce the potential for land use interface conflicts around the project site.

1. A registered landscape architect shall certify prior to approval of final landscape plans for each final map are in compliance with the landscape concepts of the specific plan and certify that installation complies with the approved landscape plan. / Permanent automatic irrigation systems shall be installed on all landscape areas requiring irrigation with timers set for late evening or early morning watering. Landscaping and irrigation plans shall be prepared and certified by a licensed landscape architect and submitted for Director approval.

2. Prior to approval of final landscape plans, a registered landscape architect shall certify that the landscape plans for buffer areas conform with the setback requirements, as identified within the specific plan, for the project areas adjacent to offsite residential uses. He shall also certify that installation conforms with the approved buffer plan.

3. If any structure is to be located over or in the proximity of a previously abandoned well, there is the possibility that the well may need to be reabandoned to current Division of Oil and Gas specifications. Section 3208.1 of the Public Resources Code (PRC) authorizes the State Oil and Gas Supervisor to order the reabandonment of any previously abandoned well, when construction of any structure over or in the proximity of the well could result in a hazard. The cost or reabandonment operations is the responsibility of the owner of the property upon which the structure will be located.

   Under Section 3208.1 of the PRC, the reabandonment responsibilities of the owner/developer of a property upon which a structure will be loca-

ted need extend no further than the property boundaries. However, if a well requiring reabandonment is on an adjacent property and near the common property line, the Division recommends that the structure be set back sufficiently to allow future access to the well.

Furthermore, if any abandoned or unrecorded wells are uncovered or damaged during excavation or grading, remedial plugging operations may be required. If such damage occurs, the Division's district office must be contacted to obtain information on the requirements for and approval to perform remedial operations.

4. No building intended for human occupancy should be located near any active well, unless suitable safety and fire protection measures and setbacks are approved by the local fire department.

5. Future production and drill sites will be enclosed with an eight-foot-high gated block wall around the entire site with barbed wire on the inside face. All oil well sites with pumping units will be surrounded by a six-foot chain link fence with three strands of barbed wire.

6. Prior to construction, the developer must provide, to the wells, adequate clearance and access for well workover equipment; any safety shutdown devices, an eight (8) foot block wall with barbed wire on the inside at the seven (7) foot level; suitable gates for workover equipment; appropriate grading to confine potential spillage to the enclosures; and appropriate landscaping or as otherwise approved by the Director.

7. Prior to project construction, the property owner shall contact the Division regarding supervision of drilling, operation, maintenance and abandonment of wells.

GEOLOGY

A site reconnaissance and literature study of the project site were conducted by Converse Consultants in May 1989. The consultants completed a detailed review of previously prepared technical reports and aerial photos. This section summarizes the March 1989 report and the complete geotechnical report is included in Appendix I, Addendum 3.

Existing Conditions

Geologic Setting

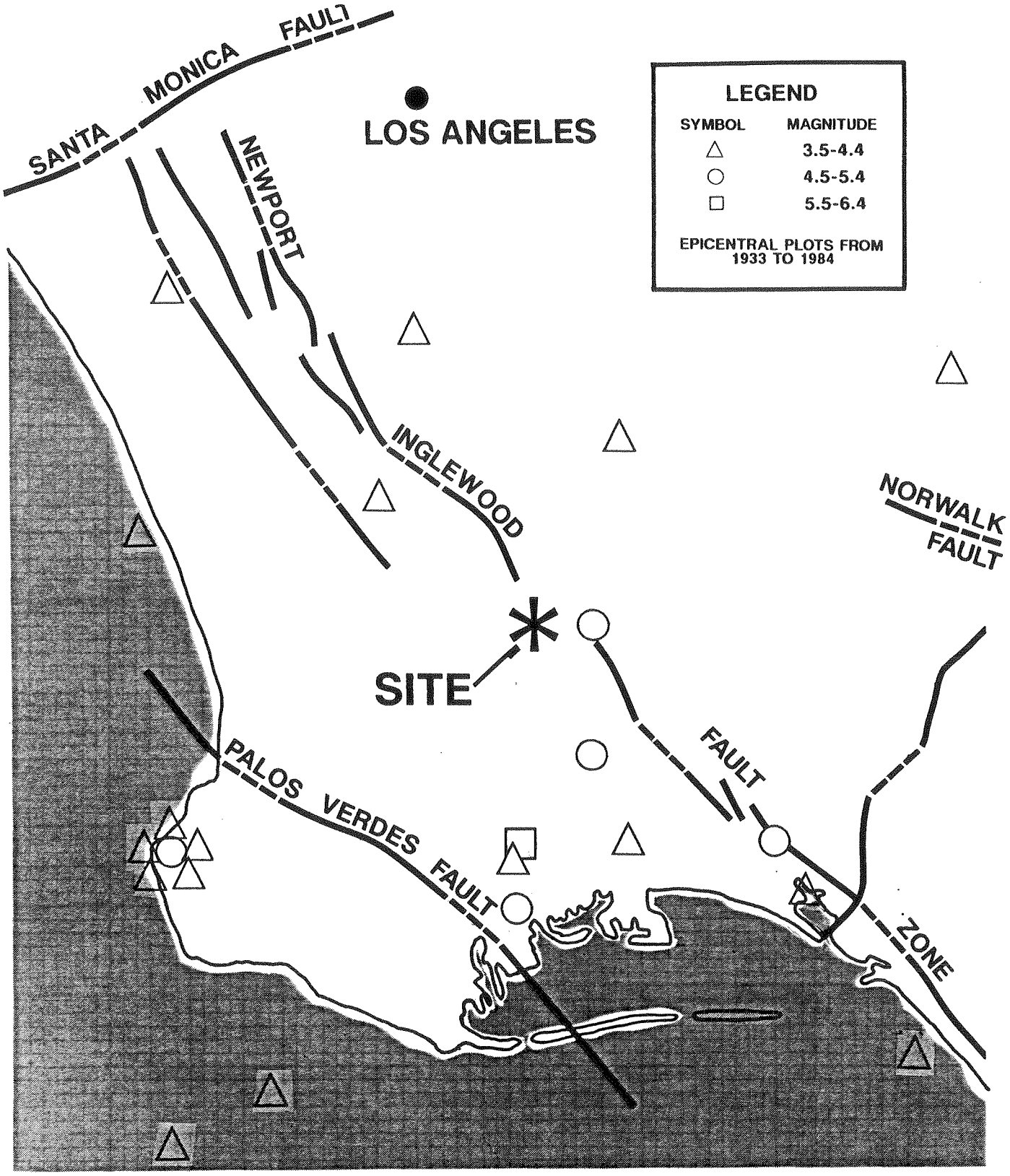
Dominguez Technology Centre is located in the Dominguez Hill portion of the Los Angeles Basin. The site takes the shape of a single dome form which geologically is an anticlinal fold associated with the Newport-Inglewood structure. The dome is approximately three miles long, two miles wide and rises 170 feet above the surrounding area. The dome ranges in elevation from 75 feet to 198 feet above mean sea level. The site is dissected by gullies, one of which extends into a ravine, shown on the U.S.G.S. Topographic Map, Long Beach Quadrangle, as a blue-line stream.

The site is underlain with Miocene through early Pliocene marine sediments and Late Pliocene through Pleistocene marine and alluvial sediments. The base consists of crystalline cretaceous bedrock. The alluvium contains a mix of silt and sand while the terrace deposits consist of silt and clay sands.

Table 1 illustrates the stratographic sequence of the site, indicating the relative thickness and description of each geologic unit.

Geologic Hazards

The City of Carson is within a region containing several seismically active fault zones commonly associated with the San Andreas fault system (see Exhibit 24). In 1972, the Alquist-Priolo Special Study Zones Act was established to delineate active fault zones. An active fault was defined by the State Mining and Geology Board as a fault which has had surface dis-



EARTHQUAKE EPICENTER AND FAULT MAP
DOMINGUEZ TECHNOLOGY CENTRE

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EXHIBIT 24

Table 1

STRATIGRAPHIC COLUMN OF THE DOMINGUEZ HILLS AREA

Age	Formation	Thickness* (Feet)	Description
Upper Pleistocene	Lakewood	175	Reddish-brown sand and silt, chiefly non-marine in origin
Lower Pleistocene	San Pedro	495	Unconsolidated to semiconsolidated gravel, sand, silt, and clay; chiefly marine, beach, and lagoonal deposits
Upper	Pico	2,238	Semiconsolidated sand, silt, clay, and some gravel, chiefly of marine origin in the upper half; olive- to dark-brown massive claystone and siltstone, fine to coarse gray sand, all of marine origin in the lower half
Lower Pliocene	Repetto	1,561	Fine to coarse gray sand, sand, occasionally pebbly brown sandy siltstone and claystone, all of marine origin
Miocene	Puente	4,723	Alternating dark- to olive-brown sandy micaceous siltstone and shale; fine to coarse gray sand; sand and schist-bearing conglomerate
Cretaceous	Catalina	**	Greenish, grayish, or bluish serpentine, talc, or schist

* Plus or minus.

** The Catalina schist is basement rock for which thickness is not determined.

placement within the Holocene time. The State Department of Conservation, Division of Mines and Geology (DMG), updated the fault-rupture fault zones for California in 1988 and completed a new series of maps. The site is not located in an Alquist-Priolo zone. The fault zone in closest proximity to the project site is the Newport-Inglewood fault zone.

Secondary Seismic Impacts

Although the site is not within an Alquist-Priolo Special Studies Zone, it is within tne Newport-Inglewood fault zone. The Newport-Inglewood fault is interpreted to be a well-defined feature at depth. However, movement at depth is not transferred uniformly to the surface. The resultant surface expression is a series of discontinuous fault segments within a broad zone of deformation (Ziony, 1985). Both the U.S. Geological Survey and DMG have published studies on the potential effects in the Los Angeles area of a large earthquake on the Newport-Inglewood fault (Ziony, 1985; Toppozada, et al., 1988). In both of these studies, secondary ground deformation is considered likely to occur within the Newport-Inglewood fault zone. Significant ground rupture is expected to occur on identified segments of the fault, which are presently mapped within Alquist-Priolo Special Studies Zones. However, ground warping and minor ground rupture from secondary faulting is expected at other locations within the fault zone. Because it is very difficult to predict exactly where such secondary deformation will occur within the fault zone, it may be difficult to develop appropriate mitigation for this hazard.

The Newport-Inglewood zone is located northeast of the project site. This fault zone is northwest trending and generally right lateral. Individual faults at or near the surface within the zone form short, discontinuous, generally left-stepping enechelon patterns. Historically, this fault has moderate to high seismic activity with numerous earthquakes greater than Richter magnitude 4. The Newport-Inglewood fault is capable of generating earthquakes exceeding 7.0 on the Richter scale. Two fault traces, associated with the Newport-Inglewood fault zone, are located in close proximity to the Dominguez site. However, there is no specific evidence of Holocene-age surface faulting through or in close proximity of the project site.

The faults considered most active in the vicinity of the site are listed in Table 2.

Table 2
SEISMIC CHARACTERISTICS OF AREA FAULTS

Fault Name	Minimum Distance To Site (Miles)	Total Fault Length (Miles)*	Maximum Credible Earthquake Magnitude**	Age of Most Recent Displacement
Newport-Inglewood	1.0	45	7.0	Historic (1933)
Palos Verdes	7.5	50	7.0	Late Quaternary
Norwalk	10	7	6.5	Late Quaternary
Whittier	16	25	6.5	Holocene
Malibu-Santa Monica	16.5	40	7.5	Late Quaternary
Peralta Hills	23	5	6.5	Late Quaternary or Holocene
Sierra Madre	23.5	40	7.0	Historic (1971)
El Modeno	25	11	6.5	Late Quaternary or Holocene
Elsinore	33	125	7.5	Historic (1910)
San Andreas-Central	45	220	8+	Historic (1857)
San Jacinto	47.5	130	7.5	Historic (1968)
San Andreas-South	54	95	8+	Historic (1986)

* Ziony and Yerkes (1985).
** Estimated using data by Bonilla, Mark, and Lienkaemper (1984).

Two significant seismic events in the project vicinity have occurred. One seismic event resulted in minimal damage to the West Dominguez Oil Field, while the ground seismic event did not result in any damage. In October 1941, the first event resulted in subsurface displacement in the west Dominguez oil field. The second seismic event was reported in June 1944. No damage to the oil fields occurred in 1944.

Impacts

Given the location of the project site within a zone of potential 7.0 magnitude earthquakes, groundshaking due to seismic activity can be expected

to occur sometime in the future. The site may be subjected to peak ground acceleration in excess of 0.38 during a major earthquake.

Secondary potential effects of seismic activity include ground subsidence, ground rupture and liquefaction.[1] During a significant event a low potential exists for liquefaction to occur in soil layers below the groundwater table. The potential for ground subsidence and shallow ground rupture is also low due to moderately compacted underlying soils. No surface rupture is known to have occurred in the project vicinity within the last 10,000 years.

Like the region, the potential for seismic activity onsite is considered a significant potential adverse impact. However, with the recommended mitigation measures, the impact after mitigated is regarded is insignificant.

Mitigation Measures

1. Prior to issuance of building permits, the Building Department shall review and approve all building plans to assure compliance with the latest Los Angeles County Building Code as adopted by the City of Carson.

2. All recommendations of the certified geologist's report and requirements of the city's grading ordinances shall be incorporated into the final grading plan. The City Engineer shall review and approve the final grading plans.

3. A structural engineer, experienced with earthquake-resistant design, shall sign off on all building plans to determine the adequacy of seismic criteria for project structures, and to recommend appropriate design changes, if needed prior to issuance of building permits.

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1 More detailed information relating to ground subsidence, ground rupture and liquefaction can be found in Appendix 1, Addendum 3, Converse Consultants, Report of Preliminary Geotechnical Study Dominguez Technology Center - West, May 1989.

HYDROLOGY

A hydrologic study was prepared by M.B. Gilbert & Associates in March 1988. A subsequent hydrology study was conducted by W.R. Lind in April 1989 to establish an infrastructure plan for the site. The results of these studies are summarized below and the complete reports are included as Appendix I, Addendum 4 and 5.

Existing Conditions

Groundwater

The Newport-Inglewood fault zone serves as a water barrier separating Central Los Angeles Water Basin from the West Coast Los Angeles Water Basin. The groundwater barrier passes through the project site.

Groundwater flow in the project vicinity is generally to the southwest. However, flow immediately north of the site is southeast toward the Dominguez gap. This diversion is not caused by faults, but instead results from upwarped sediments.

In the area surrounding the project site, subsurface water occurs as semi-perched groundwater in a zone 20 to 50 feet below the ground surface. While only supplying small amounts of water, this groundwater is hydrologically connected to underlying aquifers. The aquifers are primarily replenished by area rainfall. Beneath the semi-perched groundwater, several aquifers occur in the site vicinity, including the Gage/Gardena, Lynwood, Silverado and Sunnyside aquifers. The Gage/Gardena aquifer occurs at a depth of 180 feet and varies in thickness from 50 to 100 feet. The Lynwood aquifer occurs at a depth of 270 feet. The Silverado aquifer occurs at a depth of 320 to 450 feet and is the principal groundwater source for the region. Beneath the Silverado aquifer, the Sunnyside aquifer occurs at a depth of 600 feet.

Surface Hydrology/Drainage

According to the Los Angeles County Flood Control District's Hydrology Manual, all development plans and hydrology studies are based on a 50-year

runoff quantities. The project site currently drains in several directions (Exhibits 12 and 13). The majority of the site (Area A consisting of 114 acres) drains to the southwest corner of the site. A 48-inch reinforced concrete pipe storm drain inlet, located 700 feet west of Central Avenue, receives the runoff from Area A.

Under existing conditions 80 acres of the site (Area D) drains to the northeast corner of the site to the intersection of Victoria Street and Wilmington Avenue. Storm drains in Wilmington Avenue accommodate the existing drainage from Area D. Approximately 27 acres of land (Area F), on the north edge of the site, drain to the northwest corner of the project site. No storm drain facilities have been built to accommodate the surface drainage from this 27-acre drainage area.

Three inlets on University Drive, in addition to the inlet west of Central Avenue, collect drainage from portions of the site. The inlet at University and Central drains 47 acres (Area B). The inlet 200 feet east of Nestor Avenue drains 9.8 acres (Area C). The easterly inlet along the south edge of the TRW site drains 49 acres of the site (Area E) and drains the TRW site. Area G, containing 18 acres, surface drains to the west.

Los Angeles County has established design standards for actual runoff as well as bulked runoff. The actual runoff quantity for the entire site is 639 cfs. However, the project area runoff also contains debris that is known as bulked runoff. The county established a design standard for the area to ensure that drainage systems can accommodate bulked runoff. The bulked runoff quantity for the entire site is 1,005 cfs.

A northeast to southwest-trending ravine is located within the northwest quarter of the site approximately 800 feet south of Victoria Street. This ravine is a natural topographic drainage feature located at the beginning of an intermittent stream which carries storm water from the site southwest to the lower ground of the Los Angeles Basin. The stream is designated on the U.S.G.S. Long Beach Quadrangle topographic map as a blue-line stream. The stream is intermittent due to development in the basin and infrequent rainfall events.

The northern end of the ravine was graded substantially in 1985 to remove drilling wastes. Approximately 90,000 cubic yards of soil were excavated and backfilled from an area 400 feet long by 100 feet wide by 50 feet deep. The stream has been significantly altered by these activities.

The U.S. Department of Fish and Game has jurisdiction of any development activities or impacts upon the stream through the 1601 - 1603 permit process. Upon review of the mitigation measures in the Draft EIR and submittal of an application, the department will determine if additional mitigation is necessary.

Impacts

Conversion of existing uses onsite to urban land uses will increase the amount of impervious surfaces and reduced rainfall infiltration into the soil. However, since the site is not a major water recharge zone, this is not anticipated to be a significant adverse impact on the aquifer.

The project will generate 513 cubic feet of runoff per second, based upon a 50-year design storm event. This represents a significant increase. However, the additional runoff can be accommodated by the drainage system identified in the infrastructure facilities plan recommended by W.R. Lind (see Exhibit 13). This plan both incorporates and upgrades existing storm drain facilities, including two retention basins, to accommodate all drainage flows under peak conditions. The development of these retention basins will require further grading and landscaping in the ravine.

The retention basins will reduce storm runoff discharged from the site to existing offsite drainage facilities and alleviate potential downstream flooding conditions. As such, project drainage impacts on surrounding areas are mitigated to a level of insignificance.

Mitigation Measures

1. All required drainage improvements, as shown in the Infrastructure Facilities Plan in Exhibit 13 in the Specific Plan, shall be designed and constructed in accordance with the City and Los Angeles County

Flood Control District standards and shall be reviewed and approved by both the City of Carson and Los Angeles County Flood Control District.

All tentative parcel maps, site plans and other precise plans within the specific plan area shall be accompanied by adequate plans for drainage improvements prepared by a registered professional engineer.

2. The applicant shall consult with the Department of Fish and Game to determine if a 1601-1603 permit will be required for project implementation.

3. The City Engineer shall review and approve an erosion, siltation and dust control plan prior to the issuance of grading permits to minimize soil transport offsite and to minimize air quality impacts.

4. All storm drains shall conform to the standards set on the storm drain drainage concept as shown in Exhibit 13.

BIOLOGICAL RESOURCES

A biological survey of the site was conducted by M.B. Gilbert Associates in July 1989 to identify sensitive biological resources and constraints associated with development of the site. In addition, a National Diversity Data Base search was completed and the California Department of Fish and Game was contacted to discuss sensitive issues. The complete biological assessment is included as Appendix I, Addendum 6.

Existing Conditions

VEGETATION

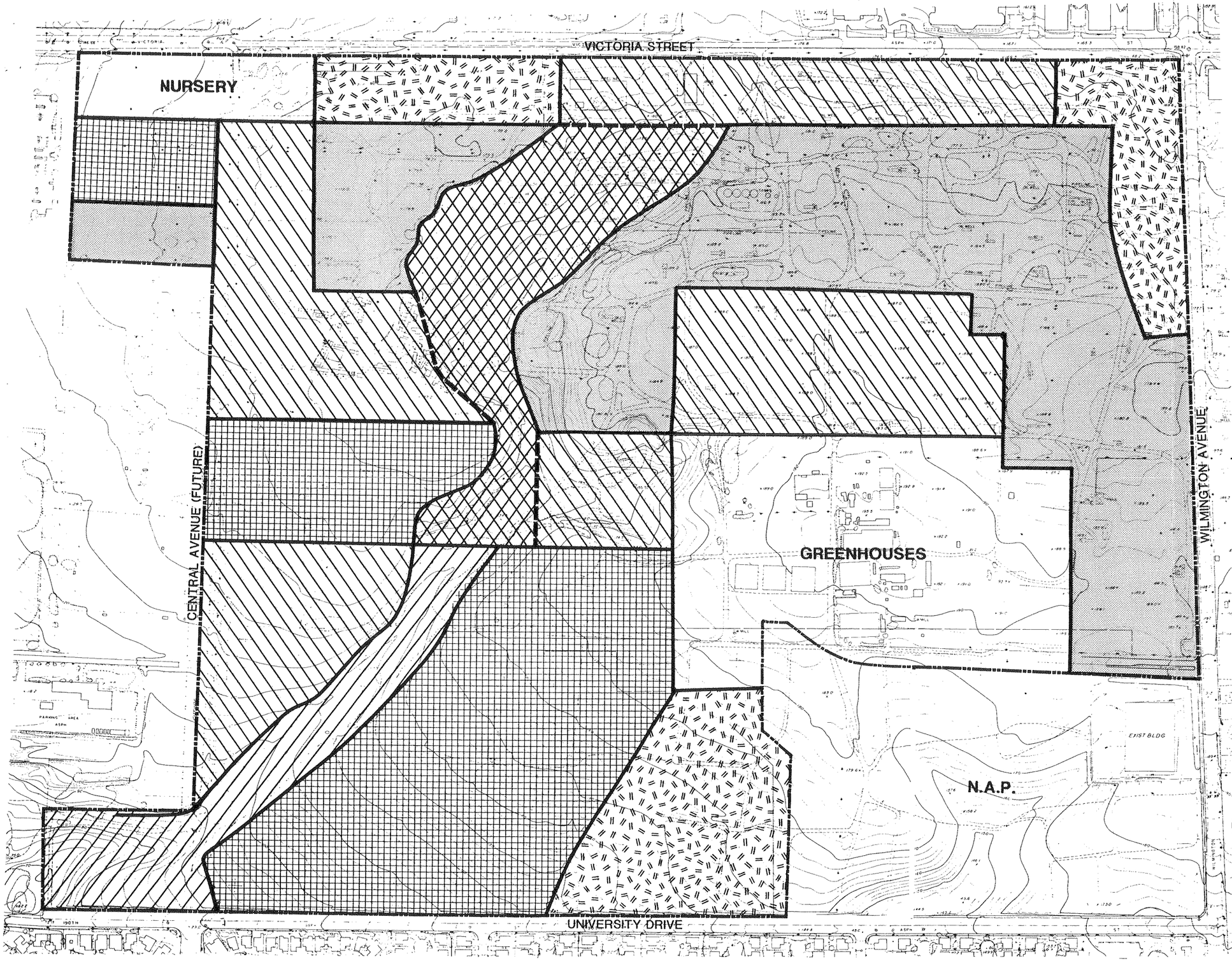
The Dominguez Technology Centre is located in an area which has been in continuous oil production since the 1920s. The majority of the oil producing wells are presently located in the northern and eastern portions of the site. A small portion of the site is currently utilized for greenhouses and commercial production of flowers. The natural native vegetational cover once found onsite (coastal sage scrub) and within the surrounding area has been removed from the site by previous development and as a result of fire suppression measures as required by oil and gas regulations. This constant disturbance of the site has destroyed natural native habitats and associated biota and has prevented the reestablishment of these communities. The majority of the plant life currently growing onsite consists of grasses, weeds, low-lying shrubs and bushes. Approximately forty percent of the land is covered by weedy plants and thirty percent by agriculture.

The field investigation revealed 67 vascular plant species located on the property, of which approximately 72 percent were introduced and 28 percent are native species.

These weedy species occur in four weedy associations referred to as areas. A fifth plant community area is present which consists of agricultural fields which are primarily planted in geraniums, Indian fig and stonecrop. These areas are described below and are shown on Exhibit 25.

DOMINGUEZ TECHNOLOGY CENTRE

BIOTIC RESOURCE AREAS



AREA A: Fence line weedy and bare ground association.

AREA B: Lalphytic, xeric goosefoot's association.

AREA C: Mown grass association.

AREA D: Reyes Ravine association.

AREA E: Cultivated fields.

Combination of both Area A and Area B.

0 100 200 400
METERS FEET
0 25 50 125

pbr

EXHIBIT 25

Area A: Fence line weedy and bare ground association. This community is characterized as bare ground with weedy herb associations. The predominant weeds consist of pigweed, ripgut grass, and foxtail chess, which are non-native species. Bare ground exists in these areas as a result of the regular removal of plants for fire suppression measures.

Area B: Lalphytic, xeric goosefoot's association. This weedy community is primarily dominated by Russian thistle, Australian saltbush, and Mexican tea. These species prefer saline/alkaline soils.

Area C. Mown grass association. The predominant species in this weed community are waste weed grasses including bermudagrass, wild oat, ripgut grass, and foxtail chess.

Area D: Reyes Ravine association. Reyes Ravine, a broad shallow drainage channel, runs from the north through the central portion of the site through the disturbed oilfield and the agricultural lands, and is identified as a U.S.G.S. blue-line stream on the Long Beach 7.5 series quad map. Due to the oil production operations and the lowering of the water tables over the last several decades, the ravine has changed from a Mesic ravine environment to a more Xeric environment.

Weedy flora dominates the ravine with dominant vegetative species including Australian saltbush, Russian thistle, and black and summer mustard. The wide diversity of plants growing within the ravine is supported by intermittent irrigation water. No standing or running water exists within the ravine. However, the presence of summer mustard, umbrella sedge, white sweet clover, giant reed and rabbit's-foot grass is an indication that a water source is available to support moist environments.

Area E: Cultivated fields. Geraniums, Indian fig and stonecrop are the primary species represented within this community. Several fields are currently fallow. Intermittent weeds are present within the fields which consist of rattlesnake weed, storksbill, and Russian thistle. Other weedy species found in Area A can be found in Area E.

Species and Habitats of Concern

None of these plant species or habitats are listed as rare, threatened, endangered or protected, nor is it anticipated that any of the species found onsite will be considered for listing by any state or federal agency.

WILDLIFE

Since the site consists almost entirely of disturbed agricultural and oil fields, the site is only suitable for a few common small birds and mammals that have adapted to interrupted environments. Both vertebrate and invertebrate fauna were found onsite. A total of 12 invertebrate species including ten terrestrial insect species, two terrestrial arachnids and two gastropods were observed onsite during the field investigation. None of these species are listed as candidate, rare, threatened, endangered or protected, nor are they expected to be in the future.

The total number of vertebrates observed at the site includes 20 organisms, three terrestrial reptiles, eleven terrestrial birds and six mammals. No amphibians were found onsite. None of the reptiles, avian birds or mammalian species are presently listed on the candidate, rare, threatened, or endangered by any agency. The wildlife species found onsite are listed in the complete biological assessment found in Appendix I, Addendum 6.

Impacts

The project will involve grading of most of the site resulting in the removal of any existing vegetation. The grading and subsequent development will result in a loss of existing biological resources. However, no sensitive species are known to occur onsite and none are expected to occur due to the historical disturbance of site and the lack of unique soils or substrates. In addition, the surrounding area contains large tracts of industrial and residential developments which have created low habitat values and sensitivity. Therefore, this loss of habitat would not be considered to be a significant adverse impact.

Mitigation Measures

1. The project applicant shall obtain a 1603 permit for alteration of local streambeds with the California Department of Fish and Game prior to the issuance of a grading permit for the onsite drainage area in Reyes Ravine.

As it has been concluded that no significant adverse impacts to native flora and fauna will result from project implementation, additional mitigation measures are not proposed.

AIR QUALITY

Existing Conditions

AIR QUALITY MANAGEMENT

Regionally, the project site is located in the South Coast Air Basin and lies within the jurisdiction of the South Coast Air Quality Management District (SCAQMD) and the California Air Resources Board (CARB). The SCAQMD sets and enforces regulations for stationary air pollutant sources in the basin. The CARB is charged with controlling motor vehicle emissions.

In 1982, the SCAQMD and the Southern California Association of Governments adopted the Air Quality Management Plan (AQMP) for the South Coast Air Basin. This plan was required by the federal Clean Air Act and is intended to guide the attainment of national ambient air quality standards at the earliest feasible date. It is part of the State Implementation Plan submitted to the Environmental Protection Agency (EPA). Included in the plan are a number of stationary and mobile source controls, ride-sharing programs, and energy conservation measures. The AQMP is designed to accommodate a moderate amount of new development and growth throughout the basin.

The SCAQMD is currently updating its Air Quality Management Plan (AQMP) for the air basin. A draft AQMP was released in the fall of 1988, with a wide range of emissions control measures that, if implemented, are projected to lead to attainment by 2007 of all state and federal ambient air quality standards.

Once the 1988 AQMP revision is adopted locally, and approved by the California Air Resources Board, it will be included in the State Implementation Plan (SIP). It will then serve as the framework for all future air pollution control efforts in the South Coast Air Basin.

In developing the AQMP, all the potential control measures that could be available by the year 2007 were identified and, to the extent possible,

their emission reductions were quantified. These control measures were categorized into three tiers, based upon their readiness for implementation.

The short-term, or Tier I, component of the AQMP is action-oriented. It identifies specific control measures for which control technology exists now. For the most part, these measures can be adopted within the next five years, prior to the next AQMP update. They consist mainly of stationary source controls that will be the subject of district rules and ARB-adopted tailpipe emissions standards and performance requirements for motor vehicles. Transportation and land use controls and energy conservation measures are also included in Tier I of the plan, to the extent that technology is available to accomplish the emissions reduction targets. Tier I control measures are expected to be implemented by 1993 except for facility construction which may continue up to 2007.

Tier II measures include already-demonstrated control technologies, but require advancements that can reasonably be expected to occur in the near future. When necessary, these advancements are promoted through regulatory action, such as setting standards at levels that force the advancement of existing technology, or establishing a system of emission charges that provide an economic incentive to reduce emissions.

Tier II measures focus mainly on transportation sources and the use of coatings and solvents. All the Tier II goals are expected to be achieved by 2000 except for transportation facility construction which may continue up to 2007.

Tier III goals depend on substantial technological advancements and breakthroughs that are expected to occur throughout the next two decades. This requires an aggressive expansion of Tier II research and development efforts. After achieving Tier II goals, Tier III measures must be implemented on an accelerated schedule to achieve attainment by 2007.

The California Air Resources Board has recently adopted new legislation with respect to the auto emission inspection program which became effective January 1, 1989. Required inspections remain at 2-year intervals,

but changes will be made to the current $50 repair limit depending upon the age of the car. In addition, auto manufacturers are now required to provide a broader warranty on new vehicles and mechanics are divided into two classes: one, mechanics allowed to work on 1980 vehicles or newer and a second class of mechanics to work on vehicles built before 1980. Mechanics working on newer vehicles will require more training and a license to state their ability to work on more technologically advanced autos.

AMBIENT AIR QUALITY

Ambient air quality data is usually described in terms of compliance with state and federal standards, which have been adopted to protect public health with some margin of safety. Air quality at any site depends on both the regional ambient or surrounding air quality and local sources of air pollutants. Regional air quality results from the release of pollutants throughout the air basin. Mobile or vehicular sources are considered the major source of emissions in the South Coast Air Basin.

The South Coast Air Quality Management District maintains several air quality monitoring stations in the Los Angeles region. The closest monitoring station to the project site is currently the North Long Beach Station. Data from this station is utilized to derive ambient air quality conditions at the site. Table 3 provides the ambient air quality data monitored for 1984-1987 for various pollutants. Table 3 shows how many days the air quality conditions for the source receptor area North Long Beach exceeded the state or federal standards and the maximum concentration during the year. These statistics describe cumulative air quality conditions in source receptor area North Long Beach resulting from all mobile and stationary sources. State and federal ambient air quality standards for specific pollutants are listed in Table 4. While Table 3 provides data on monitoring, Table 4 lists the specific standard for each pollutant and how pollutants are measured.

Table 3

AMBIENT AIR QUALITY[1]

Pollutant		Number of Days State/Federal Standard Exceeded [Maximum Concentration][2]	
		Locally (State/Federal)	Countywide (State/Federal)
Ozone[3] (O_3)	1984	32/13 [.27]	196/153 [.34]
	1985	29/11 [.23]	212/171 [.39]
	1986	29/10 [.18]	209/159 [.35]
	1987	11/4 [.17]	190/148 [.33]
Carbon[3] monoxide (CO)	1984	0/4 [14]	16/74 [29]
	1985	0/6 [19]	17/57 [33]
	1986	0/5 [13]	11/57 [27]
	1987	0/1 [13]	11/48 [26]
Nitrogen[3] dioxide (NOx)	1984	5/NA [.35]	12/NA [.35]
	1985	4/NA [.35]	9/NA [.35]
	1986	1/NA [.26]	9/NA [.33]
	1987	1/NA [.26]	7/NA [.42]
Sulfur dioxide (SOx)[3]	1984	1/0 [.32]	1/0 [.32]
	1985	0/0 [.08]	0/0 [.0]
	1986	0/0 [.07]	0/0 [.13]
	1987	0/0 [.06]	0/0 [.09]
Particulates[4] (PMO)	1984	.25/0 [195]	.73/.02 [420]
	1985	.53/0 [106]	.80/.02 [165]
	1986	.40/0 [136]	.73/.03 [211]
	1987	.30/0 [107]	.75/.04 [188]

1 Air Resources Board, California Air Quality Data, 1984-1987, Vols. XVI-XIX.

2 Particulates indicated in micrograms per cubic meter (ug/m^3). All other pollutants indicated in ppm.

3 Data from the North Long Beach Monitoring Station.

4 Expressed as percentage of samples taken from the North Long Beach Monitoring Station.

Table 4
AMBIENT AIR QUALITY STANDARDS

	California			Federal	
Pollutant	Averaging Time	Concentration	Method	Primary (>)	Method
Ozone	1 hour	0.10 ppm >=	Ultraviolet Photometry	0.12 ppm (235 ug/m^3)	Ethylene Chemilumi-nescence
Carbon Monoxide	8 hour	9.0> ppm (10 ug/m^3)	Non-Dispersive Infrared Spec-troscopy (NDIR)	9 ppm (10 mg/m^3)	Non-Dis-persive Spectro-scopy
	1 hour	20 ppm> (23 mg/m^3)		35 ppm (40 ug/m^3)	
Nitrogen Dioxide	Annual Avg.	-		.053 ppm	Gas Phase Chemilumi-nescence Standard
	1 hour	0.25 ppm (470 ug/m^3)	Gas Phase Chemilumi-nescence	-	
Sulfur Dioxide	Annual Avg.	-		0.03 ppm (80 ug/m^3)	
	24 hour	0.05 ppm (131 ug/m^3)		0.14 ppm (365 ug/m^3)	Paraosan-oline
	1 hour	- 0.25 ppm (655 ug/m^3)	Ultraviolet Fluorescence		
Suspended Particulate Matter (PM10)	Annual Geo-metric Mean	30 ug/m^3)	Size Segregated Inlet Hi-Volume Sampler	50 ug/m^3	
	24 hour	50 ug/m^3		150 ug/m^3	
Sulfates	24 hour	25 ug/m^3	Methylthymol Blue	-	-
Lead	30-day Avg.	1.5 ug/m^3	Atomic Absorption	-	-
	Calendar Qtr.	-	-	1.5 ug/m^3	Atomic Absorption
Hydrogen Sulfide	1 hour	0.03 ppm (42 ug/m^3)	Cadmium Hydrox-ide Stractan	-	-
Vinyl Chloride	24 hour	0.010 ppm (26 ug/m^3)	Gas Chromotography	-	-
Visibility Reducing Particles	1 Observation	In sufficient amount to reduce the prevailing visibility to less than 10 miles when the relative humidity is less than 70 percent			

Source: South Coast Air Quality Management District, Air Quality Standards Compliance Report, January 1988.

The air quality data indicate that both ozone and particulates are the air pollutants of primary concern in the area. Ozone is not directly emitted, but is the result of chemical reactions of other pollutants, most importantly hydrocarbons and nitrogen dioxide in the presence of bright sunlight. Particulates consist of particles of finely divided solids or liquids such as soot, dust, aerosols, fumes and mists. The major aerosols formed in the air are sulfate and nitrate. Particulates result from dust and fume-producing industrial and agricultural operations, atmospheric chemical reaction and combustion. Particulate concentrations are usually higher in the winter, due to meteorological conditions which favor buildup of contaminants and the emissions of polluants into the atmosphere. Wherever photochemical smog occurs in areas remote from air emission sources, particulate concentrations are higher during the summer.

Carbon monoxide (CO) is a relatively inert pollutant which is emitted in large amounts by motor vehicles. Carbon monoxide concentrations usually result from sources in the local area. The CO monitored at the North Long Beach station probably reflects the station's local area, and may not be representative of the areas adjacent to the project site. Existing CO levels at the site are estimated from data at the North Long Beach Station and by modeling traffic emissions with a computer dispersion model. This is discussed in detail in the following section.

LOCAL AIR QUALITY

Carbon monoxide is the pollutant of major concern along roadways. It is directly emitted from a variety of sources but the most notable source of carbon monoxide is motor vehicles. For this reason, carbon monoxide concentrations based on current or projected traffic are added to existing air quality conditions and used as indicators of local air quality near a roadway network.

Microscale carbon monoxide levels for the project area were projected using the CALINE4 computer model.[1] The model allows CO concentrations to

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1 CALINE4 was developed by the California Department of Transportation (FHWA/CA/TL-79/23, November 1979).

be estimated along a given roadway corridor or intersection. Because the highest levels of CO are emitted from vehicles when they are stopped at intersections, the locations selected for modeling are the major intersection closest to the project site and the residential uses. These intersections would include Victoria Street/Wilmington Avenue and Wilmington Avenue/University Avenue.

Assumptions used in the model are based upon the project's meteorological conditions, vehicular projections, and receptor locations. A complete list of assumptions and calculations can be found in Appendix I, Addendum 8. The results of the CALINE4 model are presented in the following section. The California Air Resources Board (CARB) has developed CALINE4 for analyzing local air quality impacts.

Impacts

The South Coast Air Quality Management District uses the following daily pollution thresholds as a guideline to determine if the project should be considered to have an environmentally significant impact on air quality:

CO	550 pounds
SOx	150 pounds
NOx	100 pounds
Particulates	150 pounds
Reactive organic gases	75 pounds
Lead	3 pounds

Also, any project that causes an exceedance of any ambient air quality standard or makes a substantial contribution to an existing exceedance, can be considered significant. If a project exceeds land use and population forecasts adopted by the Southern California Association of Governments (SCAG) or consists of 300 or more units, it may also be considered significant.[1]

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1 Air Quality Handbook for Preparing Environmental Impact Reports, revised April 1987, SCAQMD.

The proposed project, according to the above threshold standards, may be considered to have a significant impact upon air quality. However, the proposed project was fully evaluated for its potential to produce various air pollutants and the results are discussed in the following paragraphs. The analysis is based on 4.7 million square feet of floor area.

Implementation of the proposed project will result in both short-term and long-term air quality impacts.

AIR QUALITY MANAGEMENT

As noted previously, air quality forecasts in the Air Quality Management Plan (AQMP) are generally based upon buildout of local general plans and the traffic associated with those land uses. The project will be consistent with the City of Carson's General Plan and therefore will be consistent with the AQMP.

Resolution No. 87-49 (Rule XV) was passed recently by SCAQMD in order to assist in attainment of AQMP standards. The resolution requires that as of January 1, 1990, businesses that employ 100 or more persons shall participate in trip reduction/ridesharing programs. A ride-share program has been incorporated as a mitigation measure in the traffic/circulation section of this document, since some individual project firms may employ 100 persons or more.

AMBIENT AIR QUALITY

Two types of air pollutant sources must be considered with respect to the proposed project: stationary and mobile sources. Stationary source considerations include emissions onsite from construction activities, emissions from space and water-heating devices, and power plant emissions from the generation of electricity for the project. Mobile source emissions are those generated by short-term construction activities and long-term traffic from the project. Project buildout plus cumulative projects has been evaluated in this analysis. The University has a master plan for development, however, a precise schedule for the buildout has not been determined.

SHORT-TERM IMPACTS

The preparation of the project area for building construction will produce two types of air contaminants: exhaust emissions from construction equipment and fugitive dust generated by soil movement. The equipment emissions and dust produced during construction activities and grading, although of short-term duration, could be troublesome to workers and adjacent developments. Each of these is discussed in more detail below.

Construction-Related Exhaust Emissions - Heavy-duty trucks, earth movers, air compressors and power generators will be used during the construction phases. The operation of this equipment could result in a short-term increase in air pollutant levels for the project vicinity. The amount of pollutants emitted will depend upon the number, type (diesel or gasoline), and extent of operation of the construction equipment involved with the project. It can be anticipated that construction exhaust emissions will be comparable to other mixed use projects, with only short-term impacts, and will not have a significant effect on state or local air quality standards.

Fugitive Dust Emissions - Construction activities are a source of fugitive dust emissions that may have a temporary impact on local air quality. Building construction is one of the prevalent construction categories with the highest dust emission potential. Dust emissions typically result from land clearing, blasting, ground excavation, cut and fill operations, and construction of buildings, and infrastructure systems.

Dust emissions can vary substantially from day to day, depending on the level of activity, the specific operations, and the prevailing weather. The volume of fugitive dust generated is proportional to the area of land being worked and the level of construction activity. Based upon field measurements of suspended dust emissions from apartment and shopping center construction projects, an approximate emission factor for construction operations is 1.2 tons of fugitive dust per acre of construction per month of activity.[1] However, this factor may be high as it was derived for a

1 Environmental Protection Agency, AP-42 Emission Factors, 1977.

semi-arid climate (the study area is in a mediterranean climate with a lower precipitation-evaporation index), moderate silt content (30 percent), and medium activity level (medium activity level is undefined). In addition, SCAQMD Rule 403 requires the application of water twice daily which is estimated to reduce total fugitive dust by 50 percent.

These emissions are temporary and the mobile nature of the sources will not cause exposure to a single receptor for long periods. Areas nearby construction sites may be impacted by fugitive dust which could be considered a nuisance. The significance of short-term impacts will depend upon the proximity of construction activity to sensitive receptors, ie., residential areas.

LONG-TERM IMPACTS

Long-term air contaminant emissions at the project site will occur from both stationary and mobile emissions sources. The primary source of stationary emissions at the project site will be the combustion of natural gas for water heating and space heating in buildings. In addition, the electricity used within the site will add to emissions from fossil fuel combustion to generate electricity at power plants located outside the project.

Stationary source air pollutant emissions generated by development of the area will be very small in comparison to generated mobile source emissions. Mobile source emissions projected to result from future projects are vehicular pollutants released by increased vehicular traffic. Several pollutants are directly emitted from motor vehicles. Most notable are carbon monoxide (CO), oxides of nitrogen (NO_X), hydrocarbons (HC), and particulates. Carbon monoxide is the primary pollutant of major concern along roadways since air quality standards for CO along roadways are exceeded more frequently than the other pollutant standards.

An estimate of the total emissions produced by the project is shown in Table 5. The calculations for total emissions are contained in Appendix I, Addendum 8.

Table 5

PROJECT-GENERATED TOTAL EMISSIONS[1]

(Tons/Year)

Pollutant	Warehouse Industrial	Technology[1]	Office	Total Emissions[2]
TOG[3]	9.3	29.8	34.7	73.8
CO	88.0	285.0	328.7	701.7
NOx	14.6	46.7	55.0	116.3

As proposed, buildout of the project will add to the total emissions released in the South Coast Basin. However, these emissions are not considered significant in relationship to total emissions in the basin area. Local air quality emissions are considered a more appropriate indicator of the project's impact on air quality.

While more than 400 pounds per day of CO emissions are emitted, almost all CO emissions are due to mobile sources. To the extent future project residents already live within the basin, emissions may not be increased by the magnitude listed for this project but "shifted" within the basin.

LOCAL AIR QUALITY

As previously mentioned, carbon monoxide (CO) concentrations are considered appropriate indicators of local air quality as impacted by roadways. Again, microscale CO concentrations are projected using the CALINE4 computer model. Worst-case conditions are assumed for meteorological, site and project traffic conditions. The following tables present the results of the CALINE4 modeling. Table 6 shows the CO emissions resulting from the vehicles utilizing the Wilmington Avenue and University Drive intersection. Tables 7 and 8 provide CO emissions resulting from vehicles utilizing the University Drive and Central Avenue intersection at the south-

1 Derived using EMFAC 7C:AQAT-2A SCAQMD Air Quality Analysis Handbook, California Resources Board, 1987.
2 Derived using CARB's URBEMIS #2 model.
3 Total hydrocarbons.

Table 6

MAXIMUM EIGHT-HOUR PM PEAK WITH MITIGATION
CARBON MONOXIDE CONCENTRATIONS (PPM) WITH AMBIENT CONCENTRATION[1]

	Distance from Centerline		
Southwest of Intersection (Single Family)	15 m	30 m	45 m
Wilmington Avenue/University Drive			
Existing	17.5	15.0	13.5
Future Cumulative[2]	17.5	14.3	12.4

Table 7

MAXIMUM EIGHT-HOUR PM PEAK WITH MITIGATION
CARBON MONOXIDE CONCENTRATIONS (PPM) WITH AMBIENT CONCENTRATION[1]

	Distance from Centerline		
Southeast of Intersection (Single Family)	15 m	30 m	45 m
University Drive/Central Avenue			
Existing	12.9	11.9	11.4
Future Cumulative[2]	11.1	7.7	7.1

Table 8

MAXIMUM EIGHT-HOUR PM PEAK WITH MITIGATION
CARBON MONOXIDE CONCENTRATIONS (PPM) WITH AMBIENT CONCENTRATION[1]

	Distance from Centerline		
Northwest of Intersection (Student Housing)	15 m	30 m	45 m
University Drive/Central Avenue			
Existing	13.9	12.7	11.8
Future Cumulative[2]	13.5	10.5	8.9

Table 9

MAXIMUM EIGHT-HOUR PM PEAK WITH MITIGATION
CARBON MONOXIDE CONCENTRATIONS (PPM) WITH AMBIENT CONCENTRATION[1]

	Distance from Centerline		
Southwest of Intersection (Single Family)	15 m	30 m	45 m
University Drive/Central Avenue			
Existing	13.6	12.4	11.7
Future Cumulative[2]	14.1	11.7	10.6

1 Figures include ambient concentrations of 9.57 ppm for 1987 and 6.9 ppm for 1992. State and federal standard for 1-hour average CO concentration is 20.0 ppm. All technical data is included in Appendix I, Addendum 8.

2 Without recommended traffic mitigation measures.

east corner and northwest of the project area, respectively. Table 9 provides CO emissions utilizing the Wilmington Avenue and Central Avenue intersection. The figures in Tables 6 through 9 include ambient concencentrations. The data for future conditions in Tables 6 through 9 include the cumulative projects in the vicinity.

As indicated in Tables 6 through 9, the CO concentrations projected for future cumulative conditions (which includes the project) will actually be lower than existing concentrations at each receptor location. Standard AQMP standards assume the general public will purchase new cars over a period of time. This is due primarily to the fact that future motor vehicle emission rates are anticipated to be much lower than current emission rates due to continuing technological improvements in emission control devices and removal of older vehicles from the fleet. Therefore, the background ambient concentrations which are added to the results in these tables are also much lower in the future (6.9 ppm) due to the anticipated reduction in vehicular emissions. The existing ambient concentration is 9.57. If anticipated decreases in the future do not materialize, the projected future cumulative vehicular emissions at the modeled intersections would be higher.

As indicated in Tables 6 through 9, with ambient concentration the state and federal one-hour standard of 20 ppm is not exceeded at the modeled intersections for existing conditions. Under future cumulative conditions the state and federal CO standards are also not exceeded. Therefore, although the project does contribute slightly to increased emission levels, it will not significantly increase emission levels. In addition, the applicant has conducted studies that find 40 percent of employees within the business parks they have built live within three miles of the place of work.[1] The applicant anticipates that this situation will continue. The close proximity of employees to the workplace will continue to lower local air emissions.

The following mitigation measures are recommended to reduce significant existing and future cumulative air quality impacts.

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1 Survey completed by Pasadena Research Institute, Watson Industrial and Office Centers: Engines of Economic Growth, p. 23f, January 1989.

The recommended circulation improvements are designed to improve traffic impacts as well as improve air quality impacts while improving traffic flows.

Mitigation Measures

1. The impact of short-term construction-generated emissions shall be reduced to the extent feasible by the following measures. The Building Department shall notify the developer when construction periods are prohibited and the Public Works Department shall approve all grading schedules.

   a. Construction and grading will be carried out with periodic sprinkling of the site with water as needed and by paving the areas proposed for parking as soon as possible;

   b. Restrict construction during second stage smog alerts.

2. Development of the project shall comply with all existing SCAQMD rules and regulations. In addition, development should apply, to the extent feasible, to all AQMP recommendations for commercial and office land uses. The Director of Planning shall approve the AQMP recommendations incorporated into the project and the Building Department shall ensure their completion.

   a. Employers shall comply with all provisions of Rule XV: Trip Reduction/Indirect Source - Increases in Average Vehicle Ridership.

   b. Developer-provided bus turnouts, bus shelters as specified by SCRTD and bicycle racks in the commercial area.

   c. Provide for convenient pedestrian access to transit stops by construction of sidewalks, etc. Construction shall be verified by the Engineering Department prior to occupancy.

TRANSPORTATION/CIRCULATION

A study of traffic impacts associated with the project was prepared by DKS Associates in October 1989 and has been subsequently updated to reflect city staff comments. The revised study, dated August 1990, is included in the technical appendices and reflects changes based on review by the city and the public. The methodology used to analyze the traffic impacts was the critical movement analysis. In using this method, the intersection conditions within the project vicinity are examined and the roadway's ability to accommodate traffic is determined. Roadway geometry (ie., numbers of lanes, lane width, etc.) and traffic signal operations are taken into consideration in this analysis. Eleven intersections were chosen for analysis by the City and and are displayed in Table 10.

Table 10
TRAFFIC STUDY INTERSECTIONS

Intersection	Intersection Control
Central Avenue/SR-91 Westbound Ramp	Signal
Central Avenue/SR-91 Eastbound Ramp	Signal
Central Avenue/Victoria Street	Signal
Central Avenue/University Drive	Stop Sign
Central Avenue/Del Amo Boulevard	Signal
Wilmington Avenue/SR-91 Westbound Ramp	Signal
Wilmington Avenue/SR-91 Eastbound Ramp	Signal
Wilmington Avenue/Victoria Street	Signal
Wilmington Avenue/University Drive	Signal
Wilmington Avenue/Del Amo Boulevard	Signal
Avalon Boulevard/University Drive	Signal

The analysis of these intersections includes calculation of a volume to capacity (V/C) ratio and a level of service (LOS) for each intersection. The level of service denotes an intersection's operating efficiency and ranges from A to F. LOS A denotes excellent operating conditions while LOS F denotes extremely congested conditions. The complete traffic impact study appears in Appendix II and the study is summarized in this section.

Existing Conditions

OFFSITE ACCESS

The site is currently bounded by two major highways and one secondary highway (see Exhibit 7). Victoria Street to the north and Wilmington Avenue to the east of the site are designated in the city's General Plan as major highways. Victoria Street connects to the I-110 freeway west of the site and currently contains one lane of traffic in each direction plus a two-way left-turn lane directly north of the site. West of Central Avenue, Victoria Street has two lanes in each direction plus a two-way left-turn median lane. Wilmington Avenue is a north-south arterial that connects to both the I-405 freeway and the SR-91 freeway and consists of two lanes of traffic in each direction. From the I-405 freeway to Del Amo Boulevard, the travel lanes are divided by a raised median. From Del Amo Boulevard to Glenn Curtiss Street, the right-of-way contains a two-way, left-turn lane and from Glenn Curtiss Street to Victoria Street, the lanes are divided only by a double yellow stripe.

University Drive, an east-west roadway, exists along the south side of the project site and is designated as a secondary highway in the city's General Plan. University Drive runs from Avalon Boulevard to a point east of the site and consists of two through lanes in each direction plus a bicycle lane on the north side of the roadway. No roadway currently exists along the westerly edge of the project site. However, Central Avenue is proposed to be constructed west of the site to major highway standards with an 84-foot curb-to-curb paved section within a 100-foot right-of-way.

Regional access exists within the vicinity of the project site primarily via the Artesia Freeway (SR-91). Access to the I-405 freeway is also provided via Wilmington Avenue. The I-405 freeway is located approximately two miles south of the site. The Harbor Freeway (I-110) west of the site, as well as the I-710 freeway east of the site, are also located approximately two miles from the site.

Other regional roadways in the project vicinity include Del Amo Boulevard and Avalon Boulevard which are designated as major highways in the city's General Plan. Del Amo Boulevard is an east-west roadway running from Avalon Boulevard to the I-710 freeway which continues into the City of Long Beach crossing the I-710 freeway. Near the project site, two lanes of traffic exist in each direction, divided by a raised median. Avalon Boulevard is a north-south arterial which consists of three through lanes in each direction divided by a raised median. Avalon Boulevard provides access from the SR-91 freeway to the I-405 freeway.

Table 11 displays existing operating conditions including AM and PM V/C ratios and levels of service. The results of the traffic study show that all intersections presently operate at an acceptable level of service (LOS D or better) in the AM peak hour, except for the Wilmington Avenue/SR-91 eastbound freeway ramps. The intersection of Wilmington Boulevard/SR-91 freeway westbound ramps and Avalon Boulevard/University Drive operate at LOS E in the PM peak, and the Wilmington Avenue/SR-91 freeway eastbound ramps operate at LOS E in the AM and LOS F in the PM peak hours. All other intersections operate at acceptable LOS D or better during both peak hour periods.

Table 11

EXISTING INTERSECTION OPERATING CONDITIONS
(Peak Hour Volume/Capacity Ratio and Level of Service)

	AM Peak Hour		PM Peak Hour	
Intersection	V/C	LOS	V/C	LOS
Central Avenue/SR-91 Westbound Ramps	0.59	A	0.68	B
Central Avenue/SR-91 Eastbound Ramps	0.70	C	0.80	D
Central Avenue/Victoria Street	0.40	A	0.51	A
Central Avenue/University Drive	0.24	A	0.27	A
Central Avenue/Del Amo Boulevard	0.34	A	0.45	A
Wilmington Avenue/SR-91 Westbound Ramps	0.85	D	0.97	E
Wilmington Avenue/SR-91 Eastbound Ramps	0.92	E	1.03	F
Wilmington Avenue/Victoria Street	0.70	C	0.69	B
Wilmington Avenue/University Drive	0.68	B	0.71	C
Wilmington Avenue/Del Amo Boulevard	0.70	C	0.84	D
Avalon Boulevard/University Drive	0.82	D	0.92	E

ONSITE CIRCULATION

The site is currently void of any internal street system.

A segment of Glenn Curtiss Street was constructed for the TRW site at the southeast corner of the site. Glenn Curtiss Street is an 80-foot right-of-way, four-lane divided road including two eastbound lanes with an additional left-turn lane at Wilmington Avenue and one westbound lane. As the project develops, Glenn Curtiss Street will extend west to connect with the extension of future Central Avenue between University Drive and Victoria Street.

In addition to Glenn Curtiss Street, five internal local streets will be constructed to city standards as the project develops (Exhibit 9). Primary access to the site will be provided by seven access points, two of which are located on Wilmington Avenue. The first is approximately 1,300 feet south of the Wilmington Avenue/Victoria Street intersection and the second is the existing Glenn Curtiss Street. Two access points also will be provided to the site from Victoria Street. One is approximately 950 feet west of the Wilmington Avenue/Victoria Street intersection and the second is 2,200 feet west of the same intersection. Three major access points will be provided along Central Avenue. In addition, several secondary access points which will serve individual parcels are planned for Victoria Street, Wilmington Avenue, and Central Avenue with a secondary access point on University Drive west of Central Avenue. These access points have been designed to accommodate maximum peak hour volumes to/from individual parcels.

Impacts

The potential future traffic impacts were analyzed in two phases: the impacts of future traffic not related to the project, and potential project-related traffic impacts. Traffic impacts in both cases are projected in the Traffic Study for a 10- year period to the year 1999.

Future Traffic, Non-Project-Related

To analyze future traffic impacts, cumulative development in the project vicinity was examined. Based upon discussions with the City of Carson, a total of four significant project sites exist within the vicinity of the

project site. The location, size and forecast trip generation rates for each project are listed in Table 12 and shown on Exhibit 26. The cumulative projects are expected to generate 1,570 vehicle trips during the AM peak hour and 1,470 during the PM peak hour. The computer traffic model developed as part of this EIR distributed the cumulative project trips to the adjacent roadway system. This trip distribution is conceptually shown in Exhibit 27.

Table 13 lists the existing traffic conditions and forecast existing plus cumulative traffic conditions. Primary impacts associated with cumulative projects occur at the Wilmington Avenue/SR-91 freeway intersections Avalon Boulevard/University Drive and the Wilmington Avenue/Del Amo Boulevard intersection. These intersections are expected to exceed acceptable level of service D either in the AM peak or PM peak or both with the addition of cumulative project traffic.

Future Traffic with the Project

The traffic study estimated a project traffic generation of 43,700 daily trips; with 4,560 occurring in the AM peak hour and 4,900 occurring in the PM peak hour. The traffic study for the project utilized local rates based upon 24-hour traffic counts at similar developments including the TRW site.

Based on daily traffic volumes, the combination of project-related traffic and cumulative projects, significant impacts will occur as a result of the project if no improvements are constructed. Roadways which will exceed an acceptable level of service in the AM peak hour are Central Avenue/Victoria Street (LOS F), Wilmington Avenue/SR-91 westbound ramps (LOS F), Wilmington Avenue/SR-91 eastbound ramps (LOS E), Wilmington Avenue/University Drive (LOS F), Wilmington Avenue/Del Amo Boulevard (LOS F), and Avalon Boulevard/University Drive (LOS E) (see Table 14).

All the intersections that exceed an acceptable level of service in the AM peak hour also exceed an acceptable level of service in the PM peak hour. Two additional intersections exceed an acceptable level of service in the PM peak hour, Central Avenue/SR-91 eastbound ramps and Wilmington Avenue/

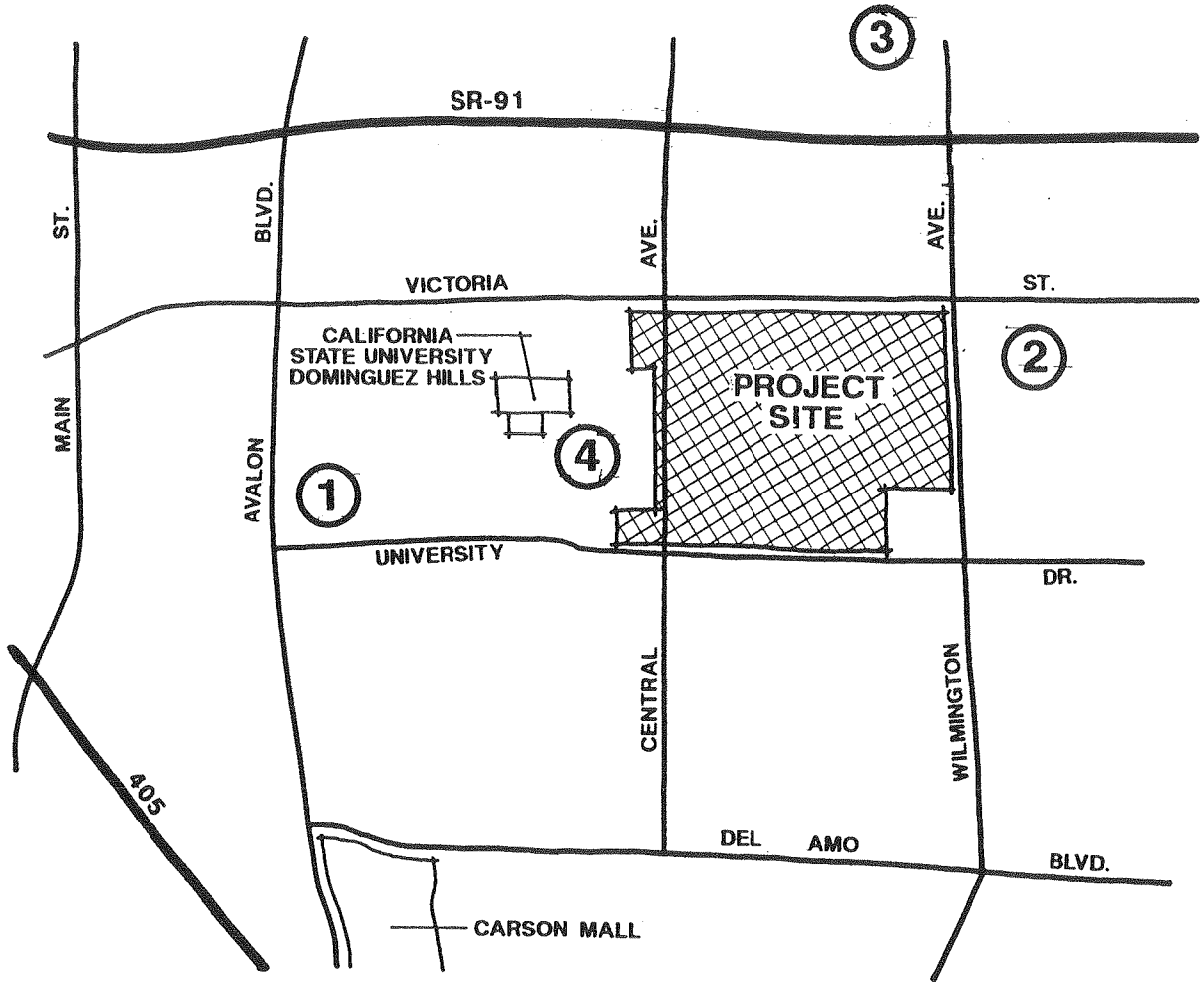
Cumulative Project Trip Generation

	Cumulative Project	Location	Size	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total
1.	Lewis Homes	NE Corner of University and Avalon Blvd.	100 SDU[1]	20	55	75	65	40	105
2.	Dominguez Technology Center East	East of Wilmington Ave. and south of Victoria St.	1,340 KSF[2] Warehouse/Industrial	690	75	765	80	725	805
3.	City of Compton Industrial Development	Along Wilmington Ave. north of SR 91	300 KSF Industrial	155	20	175	20	160	180
4.	California State University	Current University grounds	3,100 Full Time Student Equivalents	460	95	555	125	250	375
				1,325	245	1,570	290	1,175	1,465

Notes: [1]SDU = Single Family Dwelling Units
[2]KSF = Thousand Square Feet

University growth based on current student population of 8,100 students (full and part-time) and annual growth rate of five percent for 10 years (per CSUDH Executive Director of Facilities Planning).

TABLE 12



LEGEND

1. LEWIS DEVELOPMENT HOMES
2. DOMINGUEZ TECHNOLOGY CENTER EAST
3. CITY OF COMPTON INDUSTRIAL DEVELOPMENT
4. CALIFORNIA STATE UNIVERSITY GROWTH

CUMULATIVE PROJECT LOCATIONS
DOMINGUEZ TECHNOLOGY CENTRE

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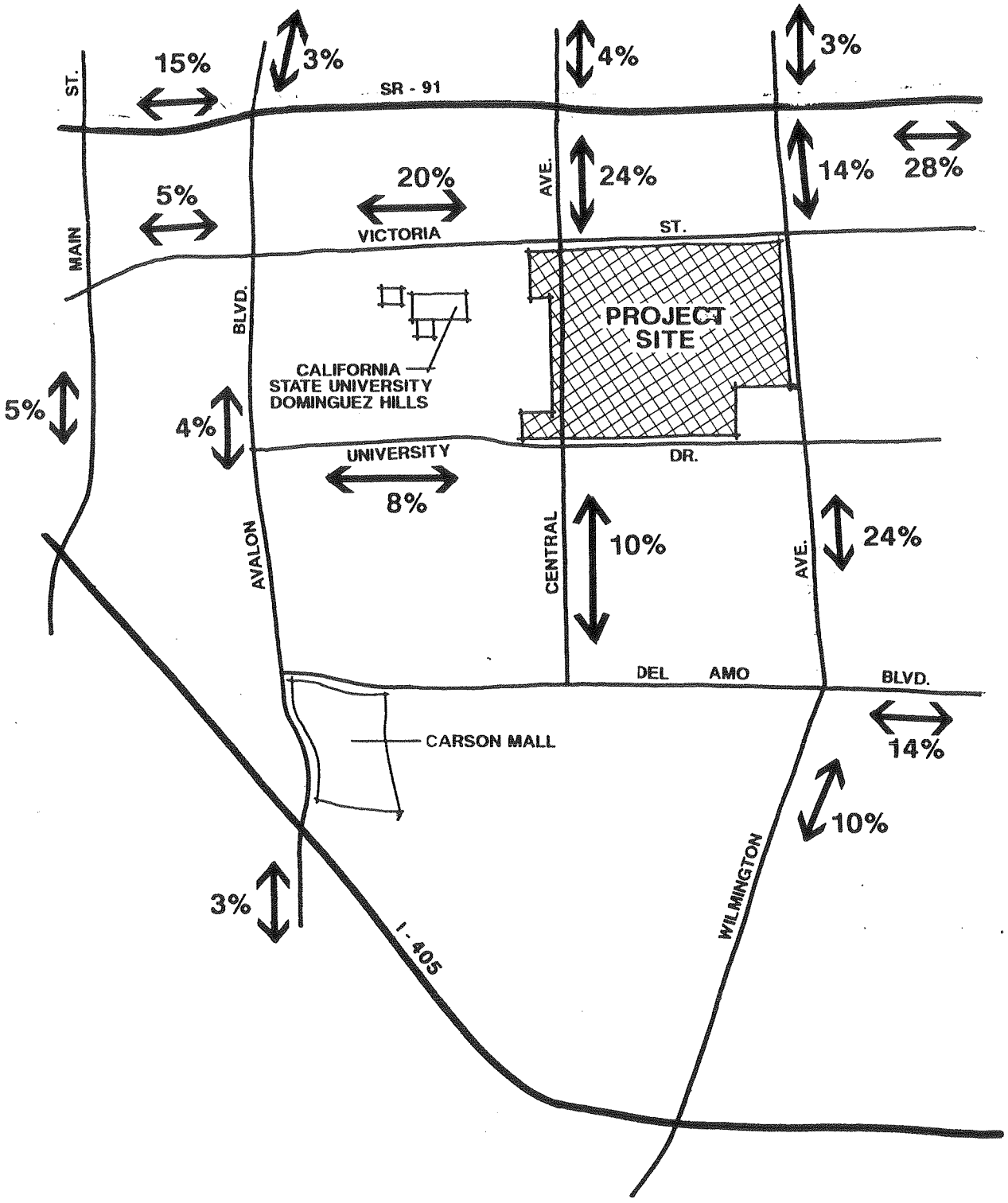
EXHIBIT 26



ESTIMATED TRIP DISTRIBUTION PERCENTAGE
DOMINGUEZ TECHNOLOGY CENTRE

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EXHIBIT 27

Existing and Existing Plus Cumulative Intersection Operating Conditions

Intersection	AM Peak Hour				PM Peak Hour			
	Existing		Existing + Cumulative		Existing		Existing + Cumulative	
	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS
Central Avenue/SR-91 WB Ramps	0.59	A	0.60	B	0.68	B	0.68	B
Central Avenue/SR-91 EB Ramps	0.70	C	0.70	C	0.80	D	0.84	D
Central Avenue/Victoria Street	0.40	A	0.49	A	0.51	A	0.61	B
Central Avenue/University Drive	0.24	A	0.26	A	0.27	A	0.30	A
Central Avenue/Del Amo Boulevard	0.34	A	0.34	A	0.45	A	0.45	A
Wilmington Avenue/SR-91 WB Ramps	0.85	D	0.90	E	0.97	E	1.02	F
Wilmington Avenue/SR-91 EB Ramps	0.92	E	0.96	E	1.03	F	1.09	F
Wilmington Avenue/Victoria Street	0.70	C	0.73	C	0.69	B	0.86	D
Wilmington Avenue/University Drive	0.68	B	0.76	C	0.71	C	0.77	C
Wilmington Avenue/Del Amo Boulevard	0.70	C	0.79	C	0.84	D	0.92	E
Avalon Boulevard/University Drive	0.82	D	0.85	D	0.92	E	0.93	E

TABLE 13

Existing and Existing Plus Cumulative and Existing Plus Cumulative Plus Proposed Project Intersection Operating Conditions

Intersection	AM PEAK HOUR					
	Existing		Existing + Cumulative Project		Existing + Cumulative + Proposed Project	
	V/C	LOS	V/C	LOS	V/C	LOS
Central Avenue/SR-91 WB Ramps	0.59	A	0.60	B	0.82	D
Central Avenue/SR-91 EB Ramps	0.70	C	0.70	C	0.87	D
Central Avenue/Victoria Street	0.40	A	0.49	A	1.46	F
Central Avenue/University Drive	0.24	A	0.26	A	0.77	C
Central Avenue/Del Amo Boulevard	0.34	A	0.34	A	0.50	A
Wilmington Avenue/SR-91 WB Ramps	0.85	D	0.90	E	1.25	F
Wilmington Avenue/SR-91 EB Ramps	0.92	E	0.96	E	0.98	E
Wilmington Avenue/Victoria Street	0.70	C	0.73	C	0.81	D
Wilmington Avenue/University Drive	0.68	B	0.76	C	1.04	F
Wilmington Avenue/Del Amo Boulevard	0.70	C	0.79	C	1.21	F
Avalon Boulevard/University Drive	0.82	D	0.85	D	0.99	E

Victoria Street (see Table 15). City policy is that a volume/capacity of 0.94 or less where surface streets interchange with freeway ramps is acceptable. With the mitigations recommended for the project, the Central Avenue/SR-91 eastbound ramps are projected to operate at a volume/capacity of 0.84 (Table 16).

However, since there is the possibility that the recommended improvements to the Wilmington Avenue/SR-91 freeway interchange may be delayed beyond the control of the applicant or city, resulting in a volume/capacity ratio above 0.94, including the cumulative impact in the Statement of Overriding Considerations (SOC) for the project is required. With mitigation, the Wilmington/Victoria intersection is projected to operate at acceptable levels of service for both peak hour periods (Table 16).

Central Avenue is currently not improved between University Drive and Victoria Street, but will be constructed as part of the project. Approximately 22,000 to 25,000 vehicle trips per day will utilize Central Avenue between University Drive and Victoria Street. The University is expected to generate additional daily trips as well as people going to work. Therefore, Central Avenue will require two lanes of through traffic in each direction. The traffic consultant recommends that Central Avenue be constructed to an 84-foot curb-to-curb with in a 100-foot right-of-way. The Traffic Engineer indicates that this 84-foot roadway would serve forecast volumes. These improvements will need to be coordinated with California State University, Dominguez Hills. The applicant will provide half-street width improvement for the central 2,300 feet of roadway and full width improvements 850 feet south of Victoria Avenue and 400 feet north of University Drive.

The conditions proposed for the specific plan limit the project to 100,000 square feet of support commercial uses. Since many employees will walk to these support commercial facilities, they are estimated primarily to serve local employees. Trip generation rates for support commercial uses are often discounted by as much as forty percent due to their special operational characteristics and due to the fact that much of their patronage is derived from pass-by trips which are already on the roadway system (per Institute of Transportation Engineers Trip Generation Manual, 4th Edi-

Existing and Existing Plus Cumulative and Existing Plus Cumulative Plus Proposed Project Intersection Operating Conditions

Intersection	PM PEAK HOUR					
	Existing		Existing + Cumulative Project		Existing + Cumulative + Proposed Project	
	V/C	LOS	V/C	LOS	V/C	LOS
Central Avenue/SR-91 WB Ramps	0.68	B	0.68	B	0.88	D
Central Avenue/SR-91 EB Ramps	0.80	D	0.84	D	1.18	F
Central Avenue/Victoria Street	0.51	A	0.61	B	1.35	F
Central Avenue/University Drive	0.27	A	0.30	A	0.57	A
Central Avenue/Del Amo Boulevard	0.45	A	0.45	A	0.65	B
Wilmington Avenue/SR-91 WB Ramps	0.97	E	1.02	F	1.13	F
Wilmington Avenue/SR-91 EB Ramps	1.03	F	1.09	F	1.28	F
Wilmington Avenue/Victoria Street	0.69	B	0.86	D	1.08	F
Wilmington Avenue/University Drive	0.71	C	0.77	C	1.04	F
Wilmington Avenue/Del Amo Boulevard	0.84	D	0.92	E	1.29	F
Avalon Boulevard/University Drive	0.92	E	0.93	E	1.10	F

Future AM and PM Peak Hour Conditions
Without and With On-Site Mitigations

Intersection	AM Peak Hour				PM Peak Hour			
	Without Mitigation		With Mitigation		Without Mitigation		With Mitigation	
	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS
Central Avenue/Victoria Street	1.46	F	0.84	D	1.35	F	0.85	D
Central Avenue/University Drive	0.77	C	0.57	A	0.57	A	0.50	A
Wilmington Avenue/Victoria Street	0.81	D	0.88	D	1.08	F	0.83	D
Wilmington Avenue/University Drive	1.04	F	0.82	D	1.04	F	0.77	C

Future AM and PM Peak Hour Conditions
Without and With Off-Site Mitigations

Intersection	AM Peak Hour				PM Peak Hour			
	Without Mitigation		With Mitigation		Without Mitigation		With Mitigation	
	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS
Central Avenue/SR-91 WB	0.82	D	0.82	D	0.88	D	0.88	D
Central Avenue/SR-91 EB	0.87	D	0.80	D	1.18	F	0.84	D
Wilmington Avenue/SR-91 WB	1.25	F	0.85	D	1.13	F	0.86	D
Wilmington Avenue/SR-91 EB	0.98	E	0.80	D	1.28	F	0.93	E
Wilmington Avenue/Del Amo Boulevard	1.21	F	0.84	D	1.29	F	0.89	D
Avalon Boulevard/University Drive	0.99	E	0.87	D	1.10	F	0.88	D

TABLE 16

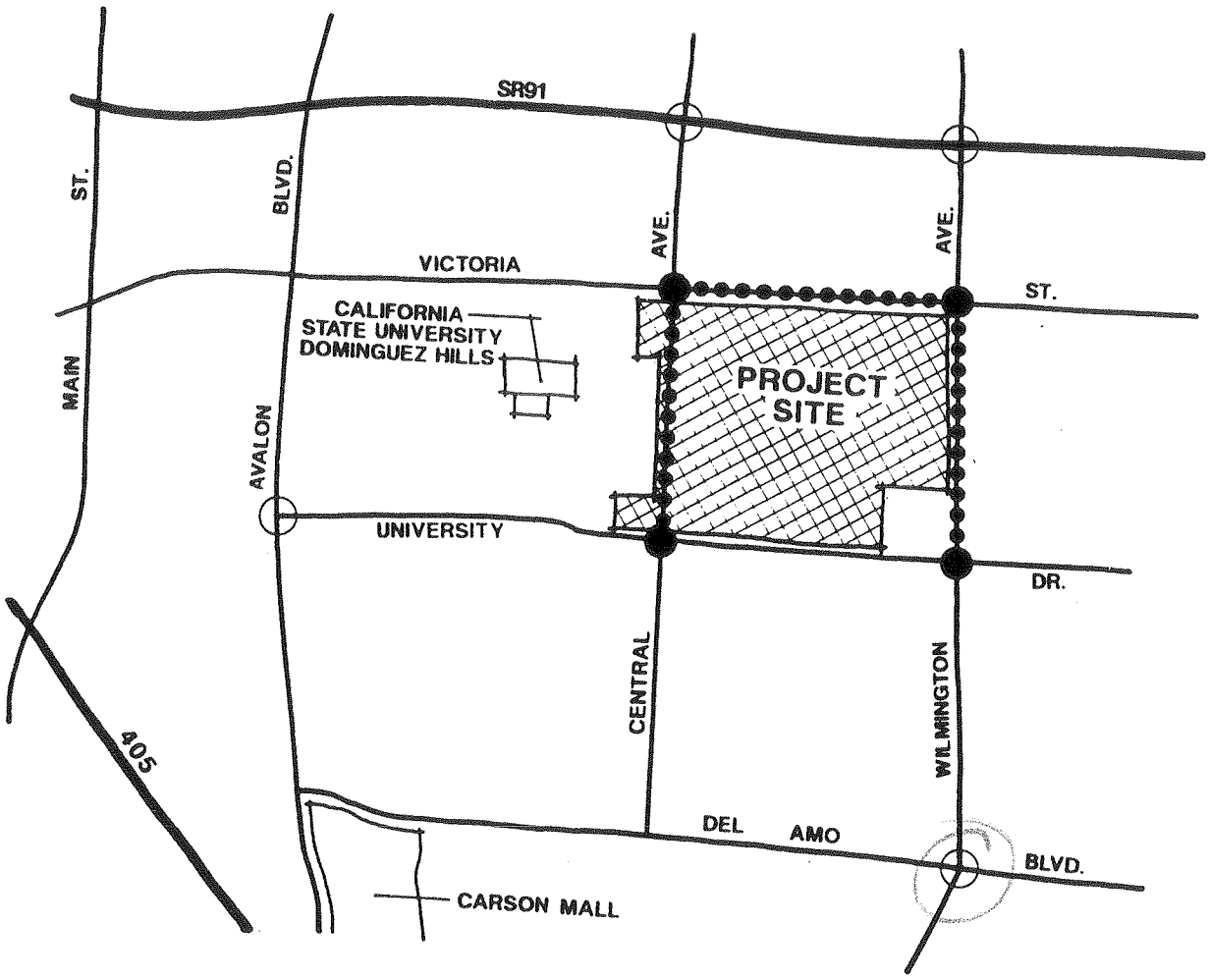
tion). The actual reduction in commercial trips for this project is assumed to be 100 percent because nearly all trips will be internal to the project or linked to the home-to-work commute. Many support commercial uses operate with limited hours and are not open on weekends when onsite employee use is minimal. If the support commercial uses are a portion of a large in-line shop complex, each use may occupy only 1,000- 2,000 square feet. Larger support commercial uses, like office supplies, primarily serve a local market. The primary environmental concern related to support commercial uses has been the potential of additional trips. However, the traffic consultant has indicated that 100,000 square feet of local serving commercial uses could be accommodated within the project without deterioration in service levels.

There are no additional impacts, due solely to the project, which are not discussed as individual impacts, and mitigations are provided for these items. The impacts of cumulative projects (Table 12) are included in the traffic, air quality and noise analysis because the trips generated by those projects are included in the traffic modeling completed for the EIR, and mitigations are proposed for the cumulative traffic impact.

All mitigation measures identified in the Final EIR which may impact Caltrans facilities must be implemented prior to occupancy of Phase I per the EIR and development agreement, except to the extent of the findings of the Statement of Overriding Considerations apply to implementation of the recommended Caltrans right-of-way.

Mitigation Measures

The following roadway and traffic signal improvements are recommended in the traffic study to be constructed by the developer prior to project buildout to mitigate project-related traffic conditions. Upon construction, these improvements result in an acceptable level of service on all roadway segments and intersections. Exhibit 28 shows the locations of roadway segments and intersections to be improved. Any work or construction to occur within the state's right-of-way will require a Caltrans encroachment permit. If this is the case, it is recommended that daily



OFF-SITE INTERSECTION IMPROVEMENT

ON-SITE INTERSECTION IMPROVEMENT

ROADWAY IMPROVEMENT

MITIGATION LOCATIONS
DOMINGUEZ TECHNOLOGY CENTRE

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EXHIBIT 28

coordination with the Permits Branch be adopted to avoid any delays. Appendix F in the DKS Associates traffic study (June 1990) contains conceptual improvement diagrams which illustrate each improvement. A comparison of Existing, Phase 1 and Phase 2 AM and PM peak-hour intersection operating conditions are located in Tables 17 and 18. Tables 19 and 20 compare onsite existing and future intersection operating conditions with mitigation measures for all phases.

Onsite Mitigation Measures

Onsite mitigation measures are defined as improvements within the project boundaries or directly adjacent to the project frontage. The following mitigation measures are proposed as onsite mitigation measures.

1. Central Avenue (University Drive to Glenn Curtiss Street, phase 1; and Glenn Curtiss to Victoria Street, phase 2) should be constructed with a minimum of two through lanes in each direction plus a two-way left-turn lane and no parking anytime. This cross-section should be accommodated within an 84-foot curb-to-curb roadway and 100-foot right-of-way, consistent with City of Carson standards for a major highway.

2. The portion of Victoria Street directly adjacent to the project site (Central Avenue to Wilmington Avenue) is currently not built to major highway standards, although west of Central Avenue it is 84 feet wide curb-to-curb and east of Wilmington it is also improved. The segment between Central Avenue and Wilmington should be widened to match the cross-section west of Central Avenue. At mid-block it should consist of two through lanes in each direction plus a center two-way left-turn lane, or alternatively should include a raised median with openings provided per agreement with the City of Carson, the City of Compton and the project developers.

3. It is recommended that Wilmington Avenue (University Drive to Victoria Street) be widened to accommodate three through lanes in each direction plus a two-way left-turn lane. A transition area should be striped north of Victoria Street where Wilmington Avenue would return to two lanes in each direction. If future traffic conditions warrant,

Existing, Phase 1 and Phase 2 AM Peak Hour Intersection Operating Conditions

Intersection	AM PEAK HOUR					
	Existing		Phase 1		Phase 2	
	V/C	LOS	V/C	LOS	V/C	LOS
Central Avenue/SR-91 WB Ramps	0.59	A	0.69	B	0.76	C
Central Avenue/SR-91 EB Ramps	0.70	C	0.73	C	0.81	D
Central Avenue/Victoria Street	0.40	A	0.84	D	1.17	F
Central Avenue/University Drive	0.24	A	0.46	A	0.60	B
Central Avenue/Del Amo Boulevard	0.34	A	0.39	A	0.40	A
Wilmington Avenue/SR-91 WB Ramps	0.85	D	1.03	F	1.15	F
Wilmington Avenue/SR-91 EB Ramps	0.92	E	0.97	E	0.98	E
Wilmington Avenue/Victoria Street	0.70	C	0.77	C	0.81	D
Wilmington Avenue/University Drive	0.68	B	0.89	D	1.01	F
Wilmington Avenue/Del Amo Boulevard	0.70	C	0.95	E	1.12	F
Avalon Boulevard/University Drive	0.82	D	0.90	E	0.95	E

TABLE 17

Existing, Phase 1 and Phase 2 PM Peak Hour Intersection Operating Conditions

Intersection	PM PEAK HOUR					
	Existing		Phase 1		Phase 2	
	V/C	LOS	V/C	LOS	V/C	LOS
Central Avenue/SR-91 WB Ramps	0.68	B	0.76	C	0.83	D
Central Avenue/SR-91 EB Ramps	0.80	D	0.98	E	1.10	F
Central Avenue/Victoria Street	0.51	A	0.86	D	1.12	F
Central Avenue/University Drive	0.27	A	0.39	A	0.50	A
Central Avenue/Del Amo Boulevard	0.45	A	0.60	B	0.64	B
Wilmington Avenue/SR-91 WB Ramps	0.97	E	1.06	F	1.10	F
Wilmington Avenue/SR-91 EB Ramps	1.03	F	1.17	F	1.23	F
Wilmington Avenue/Victoria Street	0.69	B	0.93	E	1.01	F
Wilmington Avenue/University Drive	0.71	C	0.96	E	1.07	F
Wilmington Avenue/Del Amo Boulevard	0.84	D	1.06	F	1.21	F
Avalon Boulevard/University Drive	0.92	E	0.98	E	1.06	F

TABLE 18

Existing and Future Intersection Operating Conditions
With On-Site Mitigation Measures and With All Mitigation Measures
AM Peak Hour

Intersection	Existing V/C	Existing LOS	Phase 3 (100%) Without Mitigation V/C	Phase 3 (100%) Without Mitigation LOS	Phase 1 (40%) With On-Site Mitigation(1) V/C	Phase 1 (40%) With On-Site Mitigation(1) LOS	Phase 2 (78%) With On-Site Mitigation(1) V/C	Phase 2 (78%) With On-Site Mitigation(1) LOS	Phase 3 (100%) With On-Site Mitigation(1) V/C	Phase 3 (100%) With On-Site Mitigation(1) LOS	Phase 3 (100%) With All Mitigation V/C	Phase 3 (100%) With All Mitigation LOS
Central Avenue/Victoria Street	0.40	A	1.46	F	0.48	A	0.69	B	0.84	D	0.84	D
Central Avenue/University Drive	0.24	A	0.77	C	0.35	A	0.45	A	0.57	A	0.57	A
Wilmington Avenue/Victoria Street	0.70	C	0.81	D	0.69	B	0.74	C	0.88	D	0.88	D
Wilmington Avenue/University Drive	0.68	B	1.04	F	0.70	C	0.77	C	0.82	D	0.82	D
Central Avenue/SR-91 WB	0.59	A	0.82	D	0.69	B	0.76	C	0.82	D	0.82	D
Central Avenue/SR-91 EB	0.70	C	0.87	D	0.73	C	0.81	D	0.87	D	0.80	D
Wilmington Avenue/SR-91 WB	0.85	D	1.25	F	1.03	F	1.15	F	1.25	F	0.85	D
Wilmington Avenue/SR-91 EB	0.92	E	0.98	E	0.97	E	0.98	E	0.98	E	0.80	D
Wilmington Avenue/Del Amo Blvd.	0.70	C	1.21	F	0.85	D	0.98	E	1.21	F	0.84	D
Avalon Boulevard/University Drive	0.82	D	0.99	E	0.80	D	0.84	D	0.87	D	0.87	D

(1) - Includes some off-site mitigation which does not require taking of additional right-of-way (i.e., restriping at Wilmington Avenue/Del Amo Boulevard, median reconstruction at Avalon Boulevard/University Drive).

Existing and Future Intersection Operating Conditions
With On-Site Mitigation Measures and With All Mitigation Measures
PM Peak Hour

Intersection	Existing V/C	Existing LOS	Phase 3 (100%) Without Mitigation V/C	Phase 3 (100%) Without Mitigation LOS	Phase 1 (40%) With On-Site Mitigation[1] V/C	Phase 1 (40%) With On-Site Mitigation[1] LOS	Phase 2 (78%) With On-Site Mitigation[1] V/C	Phase 2 (78%) With On-Site Mitigation[1] LOS	Phase 3 (100%) With On-Site Mitigation[1] V/C	Phase 3 (100%) With On-Site Mitigation[1] LOS	Phase 3 (100%) With All Mitigation V/C	Phase 3 (100%) With All Mitigation LOS
Central Avenue/Victoria Street	0.51	A	1.35	F	0.57	A	0.69	B	0.85	D	0.85	D
Central Avenue/University Drive	0.27	A	0.57	A	0.45	A	0.55	A	0.50	A	0.50	A
Wilmington Avenue/Victoria Street	0.69	B	1.08	F	0.72	C	0.77	C	0.83	D	0.83	D
Wilmington Avenue/University Drive	0.71	C	1.04	F	0.72	C	0.73	C	0.77	C	0.77	C
Central Avenue/SR-91 WB	0.68	B	0.88	D	0.76	C	0.83	D	0.88	D	0.88	D
Central Avenue/SR-91 EB	0.80	D	1.18	F	0.98	E	1.10	F	1.18	F	0.84	D
Wilmington Avenue/SR-91 WB	0.97	E	1.13	F	1.06	F	1.10	F	1.13	F	0.86	D
Wilmington Avenue/SR-91 EB	1.03	F	1.28	F	1.17	F	1.23	F	1.28	F	0.93	E
Wilmington Avenue/Del Amo Blvd.	0.84	D	1.29	F	0.92	E	1.13	F	1.29	F	0.89	D
Avalon Boulevard/University Drive	0.92	E	1.10	F	0.76	C	0.83	D	0.88	D	0.88	D

(1) - Includes some off-site mitigation which does not require taking of additional right-of-way (i.e., restriping at Wilmington Avenue/Del Amo Boulevard, median reconstruction at Avalon Boulevard/University Drive).

TABLE 20

the segment north of Victoria Street (to SR-91) could be restriped to provide three lanes in each direction.

4. The primary mitigation at the Central Avenue/Victoria Street intersection will be the construction of Central Avenue south of Victoria Street in phase two and widening of Victoria Street east of Central Avenue in phase one. The eastbound approach should also be restriped to provide two through lanes plus a double left-turn lane; and the westbound approach should be widened to provide for three through lanes, an exclusive left-turn lane and an exclusive right-turn lane. The southbound approach should be restriped to provide two through lanes plus an exclusive double left-turn lane. The traffic signal will require substantial modification to provide for the northbound movement and widened Victoria Street. The forecast a.m. peak hour volume/capacity ratio with these improvements is 0.84 and the level of service is D, while during the p.m. peak hour the intersection will operate at V/C equal to 0.85 and LOS D.

5. The primary mitigation at the Central Avenue/University Drive intersection will be the construction of Central Avenue north of University Drive to major highway standards. Also, a traffic signal will be installed (the intersection is currently stop sign controlled). An exclusive left-turn lane should be striped on the eastbound approach. With these improvements, the intersection is forecast to operate during the a.m. peak hour at a V/C of 0.57 and LOS A, and V/C of 0.50 and LOS A during the p.m. peak hour.

6. At the Wilmington Avenue/Victoria Street intersection Victoria Street should be widened and improved on the east leg to provide an 84-foot curb-to-curb section per the City standard for major highways. The northbound approach should also be widened to provide three through lanes plus a left-turn lane. This will require widening of the existing curb-to-curb cross section to the ultimate 84-foot cross section which is consistent with the roadway width south of Glenn Curtiss Street. The Victoria Street eastbound approach should be improved to include dual left-turn lanes, two through lanes and an exclusive right-turn lane. Signal system modifications will be required to accommodate the geometric improvements. The a.m. and p.m. peak

hour V/C ratios and level of service following implementation of these improvements are forecast as 0.88, LOS D, and 0.83, LOS D, respectively.

7. The recommended mitigation at the Wilmington Avenue/University Drive intersection is to provide additional capacity for through vehicles in the north and southbound directions. This will require restriping the existing 84-foot roadway. This improvement (to three through lanes in each direction) should be maintained to Victoria Street. North of Victoria Street, striping should be provided to transition back to two through lanes each way northbound and southbound until three lanes are required for moving traffic. Second eastbound and westbound left-turn lanes should also be provided. Signal system modifications will be required to accommodate these recommended roadway improvements. With these mitigation measures, the intersection would operate at V/C of 0.82, LOS D during the a.m. peak hour, and V/C of 0.77, LOS C during the p.m. peak hour.

Offsite Mitigation Measures

Mitigation measures are also proposed for six offsite intersections which may be impacted by traffic generated by the proposed project. Several of these offsite intersections are forecast to operate at unacceptable level of service E or F before implementation of the project. The cost of any recommended improvements at these intersections should therefore be equitably allocated among the project, other future traffic generators, and other sources where appropriate.

The developers should work closely with the city to determine equitable costs for offsite improvements. After funding of the development's "fair share" costs, the failure of other parties to complete the improvements should not delay project approval. The developers have control over payment of costs allocated to them but cannot control actual implementation of the recommended improvements following payment.

8. A second southbound left-turn lane should be constructed on Avalon Boulevard at University Drive. This mitigation measure could be provided

within the roadway area currently taken by the existing extra wide raised median. With this improvement, the a.m. peak hour V/C ratio would move to 0.87, LOS D, and the p.m. would move to 0.88, LOS D.

9. The Central Avenue/SR-91 eastbound and westbound frontage roads are in close proximity to each other (approximately 500 feet). Mitigation measures at these two intersections should be implemented simultaneously to maintain consistent geometry. The first mitigation measure is redesign of the lane configuration on the bridge between the two intersections. The existing raised median should be eliminated and two full left-turn lanes should be provided in the north and southbound directions which span the length of the bridge. This would utilize more of the existing bridge surface capacity and increase left-turn storage length. Two northbound through lanes and three southbound through lanes should also be provided on the bridge. A dual exclusive right-turn lane should also be provided via reconstruction and widening of the northbound approach. The eastbound off-ramp should also be restriped from three lanes to four lanes including one exclusive left- turn lane, one shared left-through, one through lane and one right- turn lane. With these improvements, both intersections are forecast to operate at acceptable LOS D or better during the morning and evening peak hour periods.

10. The Wilmington Avenue/SR-91 eastbound and westbound ramps/intersections shall be improved together. On the bridge, the raised median should be eliminated and two full-length left-turn lanes should be provided (one northbound and one southbound). Three lanes should be provided on the bridge in the southbound direction with two through lanes and one shared through/left lane. This will provide extra capacity for heavier traffic flows in the southbound direction during the morning peak commuter period. A dual exclusive right-turn lane will be required in the northbound direction at the eastbound on-ramps. This will require purchase of additional right-of-way. An exclusive right-turn lane should be provided in the southbound direction at the westbound on-ramp, the westbound off-ramp should be restriped to provide a double left-turn lane instead of the existing single left. With the above improvements, both intersections are expected to operate at LOS

D or better during the a.m. peak period , and LOS E (V/C 0.94) or better during the p.m. peak hour.

11. The major capacity constraint at the Wilmington/SR-91 frontage road intersection occurs in the north and southbound directions. The recommended mitigation is parking removal and reconstruction of both approaches to provide three through lanes in each direction. In the southbound direction, double left-turn lanes are also recommended. A third eastbound through lane is also recommended to accommodate p.m. peak traffic flows. An exclusive right-turn lane is also recommended in the westbound direction.

    Several alternative design schemes are feasible to accommodate this lane configuration. The mitigation sketches in the appendix illustrate both schemes, and they are described below.

    Wilmington Avenue. Two alternative designs would accomplish the desired mitigation. The first is to widen the southbound approach by five feet on each side as shown in the Wilmington widening Alternative 1 sketch. This scheme does not require any widening on the northbound approach. The second alternative is to widen the southbound approach by ten feet on the west side of Wilmington Avenue with no widening required on the east side. With this scheme, the northbound approach would also require widening as shown in the Wilmington Widening Alternative 2 sketch.

    Del Amo Boulevard Mitigation. The proposed lane configuration could be accommodated within the existing curb-to-curb width via reconstructing the existing raised median on Del Amo Boulevard and shifting it two feet to the north. This would leave 35 feet for travel lanes (plus a five-foot bicycle lane) on the north side of the median and the remaining width on the south. The sketch in the appendix illustrates the proposed improvement.

    The developer should work with the City to determine the mitigation strategy which is most feasible and which will ultimately be implemented. With these improvements, the a.m. peak hour V/C is forecast to be 0.84, LOS D, while the intersection will operate at V/C 0.89, LOS D during the p.m. peak hour.

It should be noted that traffic conditions on both Wilmington Avenue and Avalon Boulevard may be further mitigated by the construction of Central Avenue from University Drive to Victoria Street. This key local route will remove existing traffic from both parallel routes. The potential improvement in traffic flow on Wilmington Avenue and Avalon Boulevard has not been included in the analysis because the exact traffic redistribution cannot be predicted and to assure that this study reflects worst-case analysis.

The proposed improvements outlined above are conceptual, although estimates have been made regarding the need for restriping versus actual roadway widening and purchase of right-of-way. Precise determination of widening requirements will occur after improvements have been finalized and detailed design drawings are prepared for each mitigation.

Tables 17 and 18 display forecast volume/capacity ratios and level of service with and without improvement for each impacted intersection.

If implemented, these mitigation measures would reduce forecast project-related impacts to levels of insignificance based upon City of Carson guidelines.

Additional Mitigation Measures

12. The applicant shall fund the study and submit a program to be approved by the City Engineer that proposes a fair share funding mechanism for all cumulative circulation improvements proposed for the project (see Mitigation Measures 8-11).

13. The cost of the Caltrans permit process, will be the responsibility of the developer.

14. If any work or construction occurs within the State's right-of-way a Caltrans encroachment permit will be required.

15. All cumulative projects subject to environmental review shall be reviewed by the City of Carson and SCAG for conformance with the

Regional Mobility Plan, the Air Quality Management Plan, the Growth Management Plan and the Regional Housing Needs Assessment.

16. The applicant shall participate, on a fair-share funding basis, in implementing the widening, if required by Caltrans, of the SR-91 on- and off-ramps at Wilmington Avenue and Central Avenue.

17. Develop a voluntary Transportation Demand Management (TDM) program.

Phasing of Development and Circulation Mitiation Measures

The project is proposed to be constructed in three phases as follows:

Phase 1 - 95 acres (approximately 40 percent of buildout)

Phase 2 - 93 acres (with Phase 1, approximately 78 percent of build-out)

Phase 3 - 52 acres (100 percent buildout)

The applicant will construct the improvements required for each phase (as indicated in the mitigation measures above) prior to the occupancy of each phase.

Phase 1

All of the improvements proposed for the project would be required as a result of Phase 1 traffic impacts, with the exception of Wilmington Avenue at Del Amo Boulevard, which would require only two lanes in each direction rather than the ultimate proposal of three in each direction, and new Central Avenue construction which could be completed from University Drive to Glenn Curtiss Street, ramp improvements at Wilmington/SR-91 and Central/SR-91 and restripe southbound approach of Central at Victoria for two through lanes and a double left-turn lane. As part of Phase 1, Glenn Curtiss Street should be constructed across the project site to Central Avenue. Also, with Central Avenue closed at Glenn Curtiss, at least one internal north/south roadway should be completed from Glenn Curtis Street

to Victoria Street. With this connection, traffic originating from/destined to the north could use the internal access road rather than impacting Wilmington Avenue and University Drive.

Phase 2

The full range of improvements described in this section should be completed as part of Phase 2 implementation. This would include construct Central between Glenn Curtiss and Victoria, restripe southbound approach of Central at Victoria for two through lanes and a double left-turn lane, reconstruct Wilmington at Del Amo to add double southbound left-turn lane, and construct ramp improvements at Wilmington/SR-91 and Central/SR-91.

ACOUSTIC ENVIRONMENT

Existing Conditions

The project site is exposed to an acoustic environment typical of urbanized areas. Noise sources which currently impact the project site uses are primarily motor vehicles using Wilmington Avenue, Central Avenue, Victoria Street, and University Drive. The site and surrounding areas are exposed to limited background noise from the general urbanization of the area.

NOISE MEASUREMENT

The unit used for measuring noise is the decibel (dB or dBA). The noise rating used for measuring ambient community noise levels is the Community Noise Equivalency Level (CNEL). This system takes average sound levels at an observation point and adds a weighting penalty to those sounds which occur during evening and night hours. The penalty is added to account for the fact that noise at night is more annoying than during the day. A penalty of 5 dBA is added between 7 p.m. and 10 p.m. and a 10 dBA penalty is added between 10 p.m. and 7 a.m. CNEL noise levels are often reported, for example, as "65 dB CNEL" or just "65 CNEL."

CITY NOISE STANDARDS

Noise sensitive land uses are identified in the Carson Noise Element as residential uses, hospitals, schools, which require lower noise levels. Residential uses are the sensitive noise receptors located adjacent to the project site. The city's noise element designates all properties into noise zones. Noise zone one covers residential districts where the allowable exterior median noise level is 50 dBA between 10 p.m. and 7 a.m., Monday through Friday, and 10 p.m. and 8 a.m. on weekends, 60 dBA for the remaining hours. Noise zone two is designated for commercial areas. Allowable exterior noise levels are 60 dBA between 10 p.m. and 7 a.m. and 65 dBA for the remaining hours.

Although the above city noise standards are presented in decibel levels, the computer model used in the following analysis presents CNEL noise levels which have 5-10 dB penalties added. If the CNELS presented in the following tables were to be converted to dB levels in order to compare with the city's intrusive noise standards, the CNEL estimates are overstated (higher) by approximately 5-10 db. For the noise impact analysis, a conservative reduction of 5 dB for CNEL estimates is used for comparison with the city's noise standards.

Traffic noise levels are estimated using the Federal Highway Administration model.[1] The highway noise model estimates CNEL noise levels generated by traffic at various observation points. The model considers traffic volume (average number of vehicles per day), vehicle mix (percentage of cars, trucks, and heavy trucks), vehicle speed, and roadway geometry to compute CNEL. Utilizing traffic data from the traffic analysis, existing CNELs along roadway segments in the project vicinity are provided in the following section. City noise standards also require all vibrations due to machinery to be controlled onsite and not extend beyond the property.

Impacts

Project development will result in increased noise levels in and around the project site. Higher noise levels will occur due to short-term construction activities as well as the long-term use of the development.

Grading

Short-term acoustic impacts will occur during structural demolition, project grading, infrastructure and building construction activities. Noise generated by earthmoving and construction equipment typically ranges from 80 to 105 dBA at 50 feet. The duration of use of specific construction equipment is not known. Appendix I, Addendum 9 provides construction equipment noise ranges by category.

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1 "FHWA Highway Traffic Noise Prediction Model, FHWA-RD-77-108," December 1978.

These construction activities may impact nearby residents and commercial operations acoustically. The activity is short-term in nature, however, and will occur only during the days and hours specified by the City of Carson Noise Ordinance (7 a.m. - 8 p.m. Monday through Saturday). Construction noise impacts will likely be regarded as significant by the residents along the south side of University Drive.

Traffic

The long-term acoustic impacts to and from the proposed development will result primarily from increased vehicular traffic on nearby roadways. The project will result in approximately 42,590 vehicle trips distributed on surrounding roadways.

Table 21 presents a comparison of the noise levels expected from existing and future cumulative traffic volumes on University Drive and Central Avenue which would carry a significant amount of project traffic in the immediate area and runs adjacent to existing residential uses south of the project site.

Table 21 also presents a comparison of the noise levels expected from existing and future cumulative with project volumes on the future Central Avenue (includes estimated California State University buildout) and along University Drive (single family residential). In community noise assessment, changes in noise levels greater than 3 dBA are often identified as significant, while changes of 1 dBA or less will not be discernable to local residents or local employees. As shown in Table 21, the increase in noise at University Drive attributable to the proposed project is not more than 1 dBA at the source receptors. Therefore it is not considered a significant adverse impact. The noise increases on Central Avenue south of University Drive a total of 3 dBA. Since the increase in dBA is not greater than 3 dBA, this is not considered to be a significant impact. Since Central Avenue north of University Drive currently does not exist, the dBA increases from 0 to 63. Central Avenue has not been extended north of University Drive but is designated in the city's Circulation Element. The projected noise level of 63 dBA does not violate the city's noise standard and no sensitive land uses will be located immediately adja-

cent to the Central Avenue extension. University personnel have indicated the area immediately adjacent to the street will be used as surface parking. Since no noise standard is exceeded and no sensitive noise receptors are located near the roadway, the noise increase is not significant. Future college buildout was considered in the traffic study. However, the University's plans are subject to change due to funding and future student enrollment. Under cumulative conditions which include the proposed project, noise levels will increase by only one dBA on University Drive, which does not constitute a significant adverse impact.

Table 21

ROADWAY NOISE CONTOURS IN PROJECT VICINITY

Roadway: Segment	CNEL[1] 50' from Near Travel Lane[2]	Distances (Feet) to CNEL From Roadway Centerline[2] 70 dBA	65 dBA	60 dBA
University Drive west of Wilmington Avenue				
Existing	61	0	0	92
Future Cumulative Plus Project	62	0	0	113
Central Avenue north of University Drive				
Existing	0	0	0	0
Future Cumulative Plus Project	63	0	0	153
Central Avenue south of University Drive				
Existing	59	0	0	67
Future Cumulative Plus Project	62	0	0	126

Mitigation Measures

Since long-term impacts are below the state and federal standards, no long-term mitigation measures are required.

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1 CNEL (Community Noise Equivalent Level) is an ambient noise descriptor which includes a weighted penalty for noise occurring during evening (7 p.m. to 10 p.m.) and nighttime (10 p.m. to 7 a.m.) hours.

2 The CNEL was calculated on the PM peak traffic scenario from the traffic study.

NOTE: The CNEL falls within the roadway and is not located on adjacent property.

1. Construction activities should be limited to weekdays during daylight hours (eg., 7 a.m. to 8 p.m.) and Saturdays from 10 a.m. to 6 p.m.

2. Noise attenuation measures should be employed during construction hours to reduce noise impacts to surrounding uses. Such measures shall include compliance with state measures for muffling and shielding intake and exhaust from equipment and vehicles.

3. The siting of all future buildings shall comply with City of Carson regulations for interior and exterior noise levels, as specified by Title 25 of the California Administrative Code and the Uniform Building Code.

POPULATION/HOUSING/EMPLOYMENT

Existing Conditions

According to the State of California Department of Finance, the total population for the City of Carson was approximately 88,800 in January 1989. From April 1980 to January 1989 the city's population increased by 7,571, which constituted an increase of 9.3 percent. According to the 1989 California State Department of Finance figure, 24,286 dwelling units exist within the city. The Southern California Association of Governments' 1984 forecast indicated a need for 2,590 additional dwelling units for all income types from 1984-1990. Currently, housing demand is considered high in the region as exemplified by the city's low vacancy rate of 2.4 percent.

The city's Land Use Element provides for the development of new housing opportunities. Existing properties are zoned for a variety of housing types and densities. The city's future housing needs are expected to be met through local government programs, redevelopment and recycling of underdeveloped or substandard properties.

The California Employment Development Department has estimated that 42,200 city residents are employed within the City of Carson with a 4.1 percent unemployment rate in 1984. This high level of employment is due largely to nearby industry and manufacturing which serves as a major employment center for the region.

Additionally, abundant retail and service-oriented employment opportunities exist within the city and surrounding area. As indicated previously, the state reported 42,200 persons employed in the City of Carson. Using the 1989 California State Employment Development Department figure and the current dwelling unit count estimated in the Housing Element, a jobs/housing ratio of 1.73 can be considered representative of current city conditions. According to the city of Los Angeles Jobs/Housing Proposed Guidelines, a jobs/housing ratio between 1.10 and 1.74 is considered relatively balanced. A jobs/housing ratio is the relationship of jobs provided within the community within the number of dwelling units proposed or exist-

ing within the community. The City of Carson has not established a jobs/housing ratio that caters to Carson nor have they established criteria for a jobs/housing relationship. It should be noted, however, that projected employment growth within the city will continue to induce a demand for housing in or near the city in the short- and long-term.

The project site is located in the Long Beach/Downey Subregional Area, one of several highly urbanized subareas in the Growth Management Plan (SCAG: February 1989). The job/housing balance performance goal for the Long Beach/Downey subregion for 1984 to 2010 is 1.65. In the Growth Management Forecast this subregion has the following characteristics:

	Housing	Employment	Jobs/Housing
1984	400,000	482,600	1.21
1988	414,600	N/A	N/A
2010	503,500	632,200	1.26
Increase:	103,500	149,600	

Impacts

A market overview for the project was conducted by PBR Financial Services Division in April 1988. This study included an analysis of the demand for the project uses and the demand for employee generating uses. A survey of firms within one mile of the site was conducted. The majority of the business activity includes aerospace facilities, light manufacturing and wholesale trade establishments. From this study, employment generation factors were created to determine employment generation for industry, technology and office uses. Using these figures, the total employment expected at the project site is 13,836 jobs, as indicated in Table 22.

Table 22
PROJECT EMPLOYMENT

Uses	Size (Square Feet)	Daily Trips	Employee/1 Square Foot	Employees
Industrial	1,570,000	6,440	1/500	3,140
Technology	1,880,000	16,560	1/330	5,696
Office	1,250,000	20,700	1/250	5,000
	4,700,000	43,700	TOTAL	13,836

1 Employee generation rates were provided by PBR Financial Services Division.

Average daily trips generated by the project are 42,590. However, as determined by a study conducted by the applicant indicates, 40 percent of employees in similar type developments reside within three miles of their workplace.

In addition to employment generated onsite, a secondary multiplier effect would result as project employees generate additional demand for goods and services in the region. While the amount of such secondary employment is difficult to measure, it can be assumed that some employment gains would occur both in Carson and the surrounding area.

Employees generated directly by the project would increase the City's employment figure to 56,036.

The project site is designated for industrial uses in the General Plan. Thus, the project is consistent with the intent of the General Plan. Therefore, jobs/housing impacts will not be significantly impacted.

Based on the data provided by SCAG, the Long Beach/Downey Subregional Area (which includes the project) is determined to be "job poor" and needs additional jobs to reach the performance goal. The project will provide approximately 13,836 jobs for the subregion at buildout. Therefore, the project should be viewed as contributing to the SCAG performance goal for the Long Beach/Downey subregion.

The estimated City's job/housing balance is now 1.74, based on employment of 42,200 and 24,286 housing units for 1989. The City's Housing Element projects a need for 430 dwelling units per year. If the City reaches that goal annually from 1984-2010, approximately 11,200 units would be added. In comparing the project's employment with this housing projection, the "incremental" job/housing ratio is 1.24. While City's jobs/housing balance ratio is slightly higher than the subregion, the SCAG policy is for the subregion as a whole. The City currently has not adopted a jobs/housing balance plan.

However, the SCAG Growth Management Plan (p. VII-5) includes the following guidelines for assessment of consistency with performance goals.

"Projects which would add jobs or housing in a local jurisdiction within the job/housing balance performance goals are handled by the normal permitting process. Nevertheless, local jurisdictions have the responsibility for assuring compatibility of land uses when approving new developments."

Mitigation Measures

No mitigation measures are required.

AESTHETICS

Existing Conditions

The 288-acre project site is located within an area in Carson known as Dominguez Hills. Although referred to as Dominguez Hills, the project site is a domal form or may be identified more properly as a single hill. The topography of portions of the perimeter of the site contain moderately steep, natural slopes. Initially, the site contained a series of slopes and gullies. However, gullies have been filled in over time and the slopes have been leveled so that the visual image of the site from the south or east is a plateau rather than a rounded landform. The site's eastern and northern edges are considerably flatter and are at comparable elevations with adjacent land uses.

The site has been used for oil production since the 1920s and is currently in active oil production. In addition to the oil production uses, two plant nurseries exist onsite. As a result of present uses onsite and the disruption of vegetation in the past, invasive plant species have been introduced to the site creating a more desolate appearance. The appearance of the site could be considered as blighted conditions.

Impacts

The city's General Plan designates the site for industrial use. With development, the site's visual character will be altered from that of oil fields to an urbanized industrial development. Industrial-related uses exist or are designated along the east and north side of the site. Thus, the visual appearance of the project will be consistent with the uses along Victoria Street and Wilmington Avenue. The visual impact of greatest potential significance exists along the south and west side of the project where the area transitions from industrial uses to residential and institutional uses. Single family dwellings, both single and two story, exist along the south side of University Drive south of the site. Two-story student housing for California State University, Dominguez Hills and vacant property exist along the west side of the site.

Even though change in the visual character will occur, development onsite will not be highly visible to these surrounding residential land uses due to the steep slopes along the southern and western edges and the proposed landscaping of these slopes. The elevation between University Drive and the site pad ranges from 92 feet up to 160 feet. The grade separation ranges from 10 feet to 20 feet. However, the average grade separation between the residential units to the south and the proposed industrial uses is 20 feet.

A similar situation exists along the western edge of the site adjacent to student housing, parking lots, and vacant lots the University owns along the west edge of the site. A grade separation occurs between the University site and the project site pad ranging from a four-foot difference to approximately a 20-foot difference.

As a part of the project, an edge treatment will be constructed along the south and west side of the project which includes a landscape design that will mitigate potential significant visual impacts. With mitigation, the project will not adversely impact the visual character of the project vicinity. With development, onsite aesthetics will be improved by new structures and landscaping.

Mitigation Measures

1. Individual development projects shall be reviewed by each developer to ensure that specific plan standards for design and visual aesthetic quality are met.

2. No building shall be located closer than 100 feet to University Drive to provide adequate visual screening and a buffer between the residential uses to the south and the project site.

3. Loading facilities, mechanical equipment and communication equipment shall be designed to minimize exposure to public view and shall be screened by landscaping, buildings or walls.

4. Permanent outdoor storage shall be allowed onsite if screened appropriately according to City of Carson standards.

5. Parking areas shall be screened from public streets by landscaping berms or walls.

6. The landscaping shall conform to the standards set on the landscape concept (Exhibit 17 in the Specific Plan).

CULTURAL RESOURCES

An archaeological records search and walkover survey was conducted in July 1989 by Archaeological Resource Management Corporation. In addition, this firm conducted a paleontological investigation which included a records search in July 1989. The following information summarizes the key findings of the study, with original report included in Appendix I, Addendum 7.

Existing Conditions

ARCHAEOLOGY

The area in and around Carson has a long history of human occupation. In recent history, the study area is located in an area which is located within the 75,000-acre land grant known as Rancho San Pedro. Rancho San Pedro was awarded to Juan Jose Dominguez in 1784. Only a couple of the original structures, such as the Rancho Dominguez the family home built in 1926 and located at 18207 Alameda Street, in Carson remains. This structure is located approximately one mile from the site and is a state and a Los Angeles historic landmark. Although the area in which the site is located has local historical significance, no historic structures or landmarks are located onsite.

Archaeological evidence indicates that prehistoric Indians occupied the region in which the site is located. Ethnographically, the study area falls within the tribal territory of the Gabrielino, who, along with the Shoshonean, were considered "the wealthiest, most populous, and most powerful ethnic nationality in aboriginal southern California." Inland Gabrielino settlement patterns are characterized by primary subsistence villages and smaller family unit seasonal gathering camps, both of which were usually situated near reliable water sources. Their material culture consisted in part of seatite objects such as pipes, ornaments, effigies, and cooking utensils, mortars, metates, manos, pottery, and basketry, as well as a variety of finely worked shell, bone, and chipped stone tools and ornaments.

An archaeological records search indicated that no formal survey has been previously completed for the project site and no historic or prehistoric resources have been located or recorded onsite.

A walkover survey conducted on July 7, 1989 found that all the project area has been subject to recent disturbance, primarily from oil production uses and nursery uses. During the course of the survey, the ground surface was scrutinzed by the archaeologist for signs of prehistoric land use. However, no prehistoric or non-recent historic cultural material were observed.

PALEONTOLOGY

A paleontological resource assessment including a record search conducted in July 1989 revealed that no formal resources have been recorded onsite. However, invertebrate escalites have been recorded within 0.9 miles of the site. Samples of fossils, taxa, mollusks and echinoderms from the San Pedro sand deposits have been discovered at these sites. A "tusk" was plotted on the offsite southeastern flanks of the Dominguez Hills. The occurrence of these fossil specimens indicates that other vertebrates and invertebrates may occur on the site.

Impacts

An archaeological records search and walkover survey was conducted by an archaeological resource specialist in July 1989. The study concluded that no significant impacts to archaeological and paleontological resources will occur as a result of this project. Although unlikely, subsurface resources may be present even though the presence of these resources is not visible. The potential for unearthing archaeological resources during grading/excavation operations is not highly probable because of prior agricultural and oil operations, but could occur because the grading concept plan indicates maximum cuts of 38 feet in some areas onsite. However, since the general area has included resources, the following mitigation is recommended.

Mitigation Measures

1. If significant cultural deposits are unearthed during earthmoving, a qualified archaeologist and paleontologist shall be retained to assess the significance of the findings. Based on the results of this testing, appropriate mitigation measures specific to each site can be developed.

PUBLIC SERVICES AND UTILITIES

This section discusses the project's potential impact on a variety of public service and utility agencies. Services which are examined include fire protection and emergency services, police protection, water, wastewater, solid waste disposal, natural gas, electricity and telephone. Each service agency was contacted concerning the project's potential impact on their present ability to provide services. Written responses are included in Appendix 1 and are summarized in the following discussion.

FIRE AND EMERGENCY SERVICES

Existing Conditions

The Los Angeles County Fire Department provides fire protection and emergency services to the project site. The closest fire station to the project site is Fire Station #10, a three-engine company with a squad and truck, located at 1860 East Del Amo Boulevard, approximately .5 miles south of the site. This station is manned by four personnel and response time is approximately three minutes. Backup assistance is provided by Station #116 at 755 East Victoria Street, approximately 1.0 miles west of the site. Station #116 is staffed by 8 personnel including one engine company, a truck company, and a squad. Response time is approximately five minutes.

Equipment	Distance/Miles	Time/Minutes	Men
Engine 116	.75	1.3	3
Engine 10	2.25	3.9	4
Engine 95	3.50	6.0	4
Truck 116	.75	1.3	3
Paramedic Squad 116	.75	1.3	2

Impacts

Fire Department officials indicate that the project will have negligible impacts on the Fire Department.[1] Subsequent review of building plans and the issuance of occupancy permits will assure that fire services continue

1 Telephone conversation with Los Angeles County Fire Department Inspector Danny Moss, November 1989.

to be adequate for development within the project site. It is not unusual for agencies to include "qualifications" to their assessment of service availability contingent on continued funding capabilities. Further projections of fire service availability and timing of equipment needs would be speculative and beyond the scope of analysis required for this project.

The department evaluates fire service levels on an on-going basis and certificates of occupancy are not issued if fire service is not available.

Prior to issuance of occupancy permits for each building within the specific plan area, the Fire Department shall provide the city with evidence that the Fire Department has indicated they have adequate manpower and facilities to serve the project.

Mitigation Measures

1. The building division shall review all building permits to ensure that the project will be constructed in conformance with all applicable building codes in order to ensure maximum fire protection. Fire sprinkler systems shall be installed with local alarm and central station supervision.

2. The development of this project must comply with all applicable code and ordinance requirements for construction, access, water mains, fire flows, and fire hydrants.

3. Fire flows of up to 5,000 gallons per minute at 20 pounds per square inch residual pressure for a five-hour duration will be required.

4. Final fire flow will be based on the size of the building, its relationship to other structures and property lines, and the type of construction used.

POLICE SERVICES

Existing Conditions

The City of Carson currently contracts with the Los Angeles County Sheriff's Department for police protection. The Sheriff's Substation is located at 21356 South Avalon Boulevard, approximately three miles south of the project site. The station currently employs 196 sworn officers.

Impacts

The project represents an intensification of development on the site, and as such an increase in criminal activity may occur during construction and after occupancy. However, the amount of increased police protection needed will depend upon the final design and size of the project. The project will not result in significant adverse impacts upon police services.

Mitigation Measures

The Sheriff's Department has recommended the following design measures, to reduce project-generated crime. The Building and Safety Department and the Planning Division shall review building plans for items 1-4. The Planning Division shall review landscape plans and the Building Division shall review the grading plans to assure adequate site distance as suggested in item 2.

1. Fencing should be provided which limits access but allows visibility from the street. Fencing which screens visibility of oil uses and vehicular storage areas should be encouraged.

2. Landscaping and berms should be such that they do not block street visibility adjacent to intersections or when the landscaping is determined to be a traffic hazard as determined by the City of Carson Traffic Engineer.

3. Adequate lighting should be provided for nighttime security.

4. Fences should provide a physical barrier to entry but allow for a view of the interior of the fenced area. Roofs should be free of any man-made or natural ladders such as trees. Visibility into and around doorways, porches and windows shall be maintained. Security shrubbery should be incorporated, when appropriate, into all landscape plans for Site Plan and Design Review. Low shrubbery or trees, trimmed to at least six feet from ground level should maintain visibility into parking lots. Trees should not be placed where they interface with any lighting.

WATER SERVICE

Existing Conditions

The Dominguez Water Corporation provides water service to the project site. Approximately eighty percent of the city's water resources are purchased through the Metropolitan Water District with the remainder provided by local wells.

The project site is currently serviced by a 14-inch water main in Victoria Street, a 16-inch main in Wilmington Boulevard and a 14-inch main in University Drive. There is also an existing 12-inch main located in Glenn Curtiss Street.

Impacts

Based upon similar uses, the project is expected to consume approximately 261,066 gallons daily, as illustrated in Table 23. The project is not

Table 23
DAILY WATER CONSUMPTION

Land Use	Demand[1] Factor	Proposed Area (Sq. Ft.)	Daily Consumption (Gallons)
Industrial[2]	21 gal./emp.	1,570,000	73,266
Technology[3]	15 gal./emp.	1,880,000	112,800
Office[4]	15 gal./emp.	1,250,000	75,000
Total Daily Consumption		4,700,000	261,066

1 City of Carson, April 1, 1989.
2 Assumes 1 employee/450 square feet.
3 Assumes 1 employee/350 square feet.
4 Assumes 1 employee/250 square feet.

anticipated to have a significant impact on the existing water system. However, water efficient plumbing fixtures, drought-resistant landscaping and automatic irrigation systems should be required to reduce water demand.

Mitigation Measures

The following mitigation measures are recommended to reduce water use through conservation:

1. Landscape plans shall include automatic irrigation systems which ensure watering during early morning or evening hours to reduce evaporation losses.

2. The Building Department and the Planning Division shall review building plans for plumbing fixtures to ensure that water reducing measures are utilized (ie., low- volume toilet tanks, flow control devices for faucets, etc.) as required by Title 24 of the California Administrative Code.

3. The use of drip irrigation systems should be considered in order to reduce water usage.

WASTEWATER

Existing Conditions

Sewer collection and maintenance for the majority of the site is provided by the Los Angeles County Department of Public Works (DPW). The City of Carson contracts with the DPW to maintain the sewer lines within the city. Approximately 220 acres of the site will be served by the DPW. Within this county-served area, the sewer discharge flows in two directions. A 12-inch sewer main exists within the Wilmington Avenue right-of-way south of Glenn Curtiss Street, and a 10-inch main exists within the Central Avenue right-of-way south of Elsmere Drive. All of the local lines are operating at capacity and will eventually discharge into the Sanitation District's trunk sewers. Sewage will flow south to the Joint Water Pollution Control Plant near the Harbor Freeway in the City of Carson.

The remainder of the site will be served by the City of Compton. This portion of the site drains toward the northeast corner of the site. A 15-inch main exists within Victoria Street right-of-way east of Wilmington Avenue.

Fifteen of the Los Angeles County Sanitation Districts have pooled their investment in wastewater treatment facilities. These fifteen districts, known as the Joint Outfall Districts (JOD), are located in the central Los Angeles Basin and primarily serve the eastern and southern portions of the county. The JOD extend south and west from the San Gabriel Mountain foothills to the Palos Verdes peninsula, bounded to the east by San Bernardino and Orange counties and to the west by the cities of Glendale and Los Angeles. The JOD have constructed an integrated network of facilities known as the Joint Outfall System. The system consists of six treatment plants, over 1,000 miles of trunk sewer, 48 pumping plants and four submarine outfalls.

The sanitation districts own, operate, and maintain the major trunk sewers, lift stations and wastewater treatment facilities. DPW does own some local sewers which convey wastewater to the districts' system. In addition, DPW also provides contractual service for operation and maintenance of local sewer lines for unincorporated territories or cities. There is no association between the County of Los Angeles and the Sanitation Districts, either administrational or financial.

Impacts

Project implementation will result in an estimated 234,959 gallons per day of wastewater generated from the site[1] (see Tables 24, 25). The existing DPW sewer system is operating at maximum capacity. Additional parallel sewer lines will be constructed by the applicant to accommodate additional flows on a phased basis. With these additional improvements, an offsite main will be constructed in Central Avenue.

Because of the project's location, the flow originating from the proposed project would have to be transported to the districts' sewer by local

1 Based on 90 percent of water consumption.

sewer which are not maintained by the County Sanitation Districts. The districts own, operate, and maintain the main trunk sewer network which directly conveys wastewater flows to the treatment facilities. The city and/or the county Public Works Department are typically responsible for operation and maintenance of the local collection lines.

The project's impact on sewer facilities is not considered significant. However, the DPW and the City of Compton shall verify the flow study prior to approval of the project to ensure a complete assessment of the potential project impacts on both the city's and on the county's sewer system and to ensure adequate sizing of project-proposed sewer facilities. The Los Angeles County Sanitation District will evaluate cumulative impacts upon their facilities as incremental expansions of their facilities are proposed. The project will have impacts on the existing system; however, this impact can be mitigated through the construction of new sewer lines and through water conservation measures.

Table 24

LOS ANGELES COUNTY DEPARTMENT OF PUBLIC WORKS
DAILY WASTEWATER GENERATION

Land Use	Proposed Area (Sq. Ft.)	Daily Consumption (Gallons)
Industrial	1,177,500	52,865
Technological	1,410,000	72,249
Office	937,500	51,105
Daily Generation	3,525,000	176,219

The City of Compton Water/Wastewater Division does not anticipate that the project will have a significant adverse impact upon the sewer system. All possible flow reduction measures should be incorporated into the project.

Table 25

CITY OF COMPTON DAILY WASTEWATER GENERATION

Land Use	Proposed Area (Sq. Ft.)	Daily Consumption (Gallons)
Industrial	392,500	16,447
Technological	470,000	24,083
Office	312,500	18,210
Daily Generation	1,175,000	58,740

Connection fees are required by the Sanitation District to mitigate the cost of the incremental expansion of district facilities, in order to accommodate the project. The water conservation measures recommended also will serve to reduce the amount of wastewater generated by the project. The applicant agrees to notify the County Sanitation District of Los Angeles of each phase of construction and a copy of the approved specific plan will be forwarded to the District.

Mitigation Measures

1. All required sewer improvements shall be designed and constructed to City of Carson and County of Los Angeles standards. Determination of the requirement to upsize existing facilities shall be made by the City of Carson Department of Public Works.

2. Fee payment is required prior to issuance of a permit to connect to district sewer facilities.

SOLID WASTE DISPOSAL

Existing Conditions

Seven landfills could be used to service the site but the closest landfill to the site is Puente Hills Landfill in the unincorporated La Puente area of Los Angeles County. Operated by the Los Angeles County County Sanitation District, this facility's conditional use permit is scheduled to expire in 1993. The Sanitation Districts are independent special districts providing water pollution control and solid waste management services under the authorization of the Sanitation Act of 1923. The districts are not part of the county government.

The County of Los Angeles contracts with private waste haulers for solid waste collection within the project vicinity. The landfill used by the haulers is up to the discretion of the hauler which is chosen to collect waste from the site. However, the Puente Hills Landfill would most likely be the facility used to service the site.

Puente Hills landfill, a Class III non-hazardous waste site, is expected to have additional capacity beyond November 1993 when the conditional use permit expires. Additional use permits will be required to continue operation. The current permit for the Puente Hills Landfill allows 12,000 tons of waste per day. When waste generated on any given day at Puente Hills exceeds this maximum standard, it must be diverted to other landfill facilities. Although this landfill may be the closest to the project geographically, the competition for its use limits it accessibility.

In February 1988, a Solid Waste Management Status and Disposal Options in Los Angeles County Report was distributed to various local agencies in the county by the Los Angeles County Solid Waste Management Department. This report outlined the current limitations of solid waste disposal capabilities within the county and identified possible measures to accommodate projected future volumes of solid waste. Subsequent to the distribution of the report a number of recommended action items were adopted by the Los Angeles County Board of Supervisors and the County Sanitation Districts Board of Directors in spring 1988. These action items generally consist of identifying new potential landfill sites, and encouraging recycling and resource recovery programs throughout the county. Ideally, the full implementation of the recommended action items would provide a 50-year capacity for solid disposal throughout the county.

Impacts

Project implementation will likely generate approximately 8,270 tons per year[1] of solid waste, contributing to the cumulative demand for landfill

Table 26
SOLID WASTE PROJECTION

Land Use	Total Employees	Solid Waste Generation Factor (Tons/employee/year)	Annual Solid Waste (tons)
Industrial	3,140	1.68	5,275
Technology	5,696	0.28	1,595
Office	5,000	0.28	1,400
Total	13,836		8,270

1 R.W. Buck, Achieving Optional Waste Recycling and Source Reduction: Methods to Reach Your County's Goal, May 1989.

space throughout the county. Consequently, the project will have an impact on existing facilities.

However, this impact can be lessened through the incorporation of recycling measures onsite and through the ultimate addition of landfill sites in the region as currently programmed by the county.

The County of Los Angeles is in the process of evaluating five additional landfill sites to accommodate solid waste in Los Angeles County and alleviate stress on existing landfill sites. Exhibit 29 in the Response to Comments section shows the location of the existing and proposed landfill sites. With the construction of additional landfill sites, the project impacts would be reduced even further.

It is beyond the scope of this EIR and the requirements of CEQA to evaluate the future landfill requirements for Los Angeles County. As stated in the attachment, the current capacity of the Puente Hills Landfill is 12,000 tons per day. At buildout, the project will generate only 23 tons per day. As noted in the article, separate environmental documentation is being completed for the five proposed new landfills, with a combined potential capacity of 950 million tons.

AB 939 (Sher) created a new six-member integrated waste management board to oversee waste reduction and recycling programs throughout the state. The legislation requires cities and counties to reduce and recycle 25 percent of their waste by 1995 and 50 percent by the year 2000. Local governments are to prepare and submit comprehensive programs to manage waste. The local plans must have the following elements:

- A waste characterization element which identifies the amount and types of waste generated in the local agency's jurisdiction.

- Source reduction, recycling and composting elements which identify the measures the local agency will take to reduce, recycle and compost waste.

- A household hazardous waste element, which identifies how the local agency will collect and dispose of household hazardous wastes.

- A solid waste facilities capacity finding which identifies the landfill space the local agency has available in the next 15 years.

The project will comply with all recycling programs adopted by the city under AB 939.

Mitigation Measures

The following measures will contribute to the reduction of volume of solid waste generated by the project.

1. Each individual employer will be provided a copy of the Los Angeles County Solid Waste Management Plan, which addresses recycling programs.

ELECTRICAL SERVICE

Existing Conditions

The Southern California Edison Company currently provides all electrical service to the project area. Power is presently supplied to the project area by overhead and underground lines.

Impacts

As noted in Table 27, the estimated demand for electric energy would be approximately 32,882 megawatt hours (mwh) annually. The Southern California Edison Company has indicated that the project will have no adverse significant impact upon service levels in the project vicinity.

Table 27

ANNUAL ELECTRICITY DEMAND[1]

Land Use	Generation Factor	Area (Square Feet)	Project Annual Demand (MWH)
Industrial	3.4 kwh/sq.ft.	1,570,000	5,338
Technology	8.8 kwh/sq.ft.	1,880,000	16,544
Office	8.8 kwh/sq.ft.	1,250,000	11,000
Total Demand			32,882

Mitigation Measures

1. The Building Department shall review all building plans to assure that Title 24 California Administrative Code requirements are met.

NATURAL GAS

Existing Conditions

Southern California Gas Company currently provides natural gas to the project site. Existing lines in Wilmington Avenue, Victoria Street and University Drive will supply natural gas to the project. A 30-inch high pressure gas line exists along the future right-of-way of Central Avenue. An analysis of the plan profiles, as built for the gas line indicates there is no conflict between the gas line and future plans for Central Avenue improvements.[2]

Impacts

The consumption of natural gas in office, industrial and technology uses varies widely, depending on the degree of reliance on natural gas as an energy source as well as other design considerations. However, it is estimated consumption of gas would be approximately 112.8 million cubic feet (MCF) annually, as shown in Table 28.

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1 Based on regional energy demand factors in the Air Quality Handbook for Environmental Impact Reports, 1987, South Coast Air Quality Management District.

2 Thirty-Inch Buried SCE Gas Line Study, Dalcin Cummins (Civil Engineers), April 5, 1990.

Southern California Gas Company has indicated that the project will have no significant adverse impact on service levels in the project vicinity.[1]

Table 28
ANNUAL GAS CONSUMPTION[2]

Land Use	Generation Factor	Area Square Feet	Projected Annual Consumption (MCF)
Industrial	2.0 CF/MO/unit	1,570,000	37.7
Technology	2.0 CF/MO/unit	1,880,000	45.1
Office	2.0 CF/MO/unit	1,250,000	30.0
TOTAL CONSUMPTION		4,700,000	112.8

Mitigation Measures

1. The Building Department shall review all building plans to assure California Administrative Code requirements are met.

SCHOOLS

Existing Conditions

The Los Angeles Unified School District contains several schools that are in close proximity to the project site, including Annalee Elementary School, Broadacres Elementary School, and Glenn Curtiss Junior High School. The project is located, however, within the Compton Unified School District. Schools that serve the project area include Caldwell Elementary, Leapwood Elementary, Walton Middle School, Compton High School and Carson High School. Several of the schools in the immediate vicinity have sufficient capacity to accommodate new students.

Impacts

There are no residential uses planned for the project and the District is currently well below enrollment capacity. Therefore, the School District

1 Correspondence with Southern California Gas Company, Central Division, Jim Sinclair, Technical Supervisor, May 18, 1989.
2 Based on regional gas consumption factors in the Air Quality Handbook for Environmental Impact Report, 1987, South Coast Air Quality Management District.

Superintendent indicates that the project will not have a significant adverse impact upon current educational service. In addition, implementation of the project will increase tax revenues to all districts including the school districts.

Mitigation Measures

No mitigation measures are required.

BUS SERVICE

Existing Conditions

The Southern California Rapid Transit District (SCRTD) currently provides bus service to the project area. SCRTD was contacted and has verified that service to the site will be provided on a limited basis. Bus lines 130 and 53 run directly adjacent to the project site along Central Avenue. Bus line 56 runs along Wilmington Avenue. The project area is also served by the Carson Circuit Bus System. Route E provides eastbound service on University Drive between Wilmington Avenue and Avalon Boulevard.

Impacts

The SCRTD and Carson Circuit Bus System have indicated that the project will not have a significant adverse impact on local bus service. Lighted bus shelters and bus pads will be provided upon RTD request when street improvement plans are prepared. RTD service policies do not encourage turns into a project area so the proposed 20-25 foot curb return radii is appropriate.

Mitigation Measures

Although the project is not expected to impact bus service, the following mitigation measures are recommended to mitigate possible impacts that the project may generate upon traffic, air quality and energy:

1. Placement of bus route information in conveniently located areas.
2. Encouragement of an employer-subsidized bus pass program.

UNAVOIDABLE ADVERSE IMPACTS

The project will involve beneficial effects such as the promotion of economic growth, increased employment opportunities. On the other hand, the project will lead to adverse impacts, many of which can be mitigated to a level of insignificance. Project-related impacts which are considered to be both unavoidable and adverse in nature are listed below. The summary section contained at the beginning of this report provides a listing of all project impacts and mitigation measures.

Land Use

- The project will require removal of all existing structures onsite.

Geotechnical

- Project uses may be exposed to potential groundshaking during regional seismic activity.

Hydrological

- The project will result in increased storm runoff volumes.

Transportation/Circulation

- The project will generate a net increase of 42,590 vehicle trips daily.

Air Resources

- Implementation of the project will result in an increase in long-term emissions from mobile and stationary sources compared to the current uses onsite.

- The project will cause short-term air quality impacts associated with construction (eg., dust, construction equipment emissions, etc.).

Acoustic Environment

- The project will increase existing noise levels in and around the project site, most notably, as a result of increased traffic volumes associated with the project.

- Short-term acoustic impacts will occur as demolition, grading, infrastructure installation and building construction occur.

Public Services

- The project will result in increased demands upon public services and utilities.

Aesthetics

- Residents of single family units south of the project site may consider development of intensified industrial uses onsite as an adverse impact.

Impacts Requiring a Statement of Overriding Considerations

The following significant adverse impacts are not mitigated, or are only partially mitigated, to a level of insignificance by the recommended mitigation measures. A Statement of Overriding Considerations is required for these items. While the city may choose differing reasons for deciding the benefits of the project outweigh the impacts for these items, some reasons for doing so are included in the discussion listed below:

a. Biology. The Reyes Ravine is shown as a blue-line stream on the USGS topographic maps, which indicates the California Department of Fish and Game may have jurisdiction over any grading in that area. While the mitigation measures and state law require the applicant to obtain a 1601-1603 permit, grading of the area in itself is considered a significant impact which cannot be avoided to assure public safety and proper drainage onsite. All mitigations required by the Department of Fish and Game are binding con-

ditions for the project, with any disagreements subject to a formal Departmental negotiation process. While grading will impact an "intermittent blue-line stream," it is usually dry during most of the year. The ravine includes no significant biological resources and the public safety benefits of grading outweigh leaving the ravine in its natural state. Additional erosion would also occur if the ravine were left in its natural state.

b. Cumulative Traffic. City policy for freeway interchanges (a volume/capacity ratio of 0.94 or less) is met with the proposed traffic mitigations, and this impact is mitigated to a level of insignificance. CEQA does not specify which methodology be used for traffic analyses; and each city has its own policies/procedures for determining what constitutes a significant impact. However, since there is the possibility that the recommended improvements to the Wilmington Avenue/SR-91 freeway interchange would be delayed beyond the control of the applicant or city, resulting in a volume/capacity ratio above 0.94, including the cumulative impact in the Statement of Overriding Considerations (SOC) for the project is recommended. If the mitigation is not feasible because of difficulties in acquiring right-of-way, disapproval by other cities or Caltrans or delays in approvals, this procedure would address the situation.

ALTERNATIVES TO THE PROPOSED PROJECT

This section of the EIR is prepared pursuant to the state CEQA Guidlines, Section 15126(d), which specifies that the EIR shall describe a "range of reasonable alternatives to the project, or to the location of the project, which could feasibly attain the basic objectives of the project and evaluate the comparative merits of the alternatives."

The guidelines also indicate that, "The discussion of alternatives shall focus on alternatives capable of eliminating any significant adverse environmental effects or reducing them to a level of insignificance, even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly."

The project site is zoned for industrial development and is one of the last remaining large undeveloped industrial sites in the City of Carson. This project is an infill project consistent with the General Plan and other feasible sites of comparable size in the area are not available.

Based on the statement of the housing/balance performance goals, it appears it would be inappropriate to consider a project alternative for the project site which includes housing, since the SCAG subregional area for the project is employment-poor, not housing-poor. While comments 11-5 have advocated housing on either this site or additional housing on other sites within the City of Carson, there is no mandate based on the SCAG job/housing policies and goals to do so. If the city were to designate additional land for housing within the city, or initiate zone changes to higher density to afford more housing opportunities to employees in or near the city, those actions and subsequent projects would be subject to their own environmental documentation.

A qualified real estate brokerage firm, Collins Fuller, was asked to identify any potential alternate sites in the project vicinity. The firm indicated that there are no alternative sites of sufficient size for sale for the project in the South Bay region. The only available acreage for sale, all of which is removed from the project area, and all parcels are zoned for office uses, are the following:

1. Mann property at Long Beach/I-405 (17 acres)
2. Zellman property at Long Beach/I-405 (15 acres)
3. Union Pacific property at Long Beach/I-405 (20 acres)

The following subsections describe the characteristics of each alternative selected for analysis and identify the potential effects to be associated with each alternative. Table 29 compares the potential environmental impacts of the project and Alternatives 1, 2.

NO PROJECT ALTERNATIVE

This alternative assumes that the project will not be developed. The current mix of nursery and oil production uses would remain. Existing utility services to the area would remain and no improvements would be made to improve the use or urban design character of the project area. Under this alternative, no existing adverse environmental impacts are associated with existing traffic and air pollutant emissions which are significant.

Carson would continue to experience increased growth in the area surrounding the project site regardless of whether or not the project is developed. Therefore, the effects of increased traffic, noise and air quality degradation would occur, as well as increased energy consumption and demand for housing within the city will increase whether or not the project is developed.

This alternative does not provide for improvements of the area as outlined in the city's goals and policies. However, this alternative is not rejected and should be considered in the review process. The no project alternative is designated the environmentally superior alternative.

ALTERNATIVE 1 - INCREASE OF OFFICE USES

This alternative assumes development of the site with an increase in office uses, from 27 percent as in the proposed project to 35 percent. The amount of industrial space is reduced but the total square footage for the project remains at 4.7 million square feet. The office uses should be located along the south or west end of the project, with the remainder of the site developed with the same uses as currently proposed.

Table 29

PROJECT ALTERNATIVES

Description	Project	Alternative 1	Alternative 2
Total SF (millions)	4.7	4.7	4.0
Floor area ratio	.45	.45	.38
Total trips (ADT)	43,700	48,505	37,023
Total employment	13,836	14,626	11,748
Environmental Impacts Compared to the Project			
CO emissions (tons/year)	706	644	489
Organic gases (tons/year)	79	71	54
Nitric oxide (tons/year)	135	129	98
Daily water demand (thousands of gallons)	261	234	194
Daily sewage flow (thousands of gallons)	235	236	198
Solid waste (tons/year)	8,270	7,719	7,433
Natural gas (mcf/year)	113	113	98
Electricity (mwh/year)	32,882	35,015	26,472

Note: The "no project" alternative assumes no additional development occurs onsite and the existing oil and nursery operations generate insignificant demands in comparison to the three projects listed above.

Generally, the potential environmental consequences of this alternative are similar to the project except that potential land use conflicts between the residential and business may not be as extensive as the proposed project.

According to the trip projection, this alternative results in approximately 4,805 daily trips more than the proposed project (Table 29) or a twelve percent increase. The total estimated average daily trips per day for Alternative 1 is 48,505. Trip rates similar to rates used in the traffic study were utilized to calculate this alternative's project trip generation.

Potential land use interface impacts with respect to office use adjacent to the residential and student housing would reduce as office is accepted as a more compatible land use with residential uses than other uses such as industrial uses. However, potential land use conflicts occur which would require mitigation. These potential conflicts may include visual impacts, onsite noise, and traffic impacts.

Air quality and noise impacts in relation to traffic generation would increase in proportion to the increase in vehicular trips. Demand for sewer and water services would increase slightly under this alternative. This alternative is considered environmentally similar to the project because of the increased land use compatibility. Each alternative discussion indicates statements that the alternatives should not be rejected on environmental grounds and should be considered in the review process. The Draft EIR designated the "no project" alternative as environmentally superior. As discussed below, Alternative 2 is the second most environmentally superior because of the reduction in total trips.

This alternative is not rejected on environmental grounds and should be considered in the review process.

ALTERNATIVE 2 - REDUCED PROJECT SQUARE FOOTAGE

Under this alternative, redesign of the project at a reduced intensity could reduce many of the potential impacts identified in the EIR. How-

ever, a less intense project (4.0 million square feet) would not reduce the amount of grading required for the preparation of roads and building pads.

Alternative 2 represents development of 1,060,000 square feet of office uses, 1,330,000 square feet of industrial uses and 1,600,000 square feet of technology uses. The demand for public services will decrease slightly, in comparison to the project. However, the decrease is not viewed as having a substantial reduction in public service demands.

Traffic generation would decrease slightly from 43,700 total daily trips for the project to approximately 37,023 total daily trips, or approximately fifteen percent.

Trip rates similar to those used in the traffic study were utilized to calculate this alternative's project trip generation. Related air quality and noise impacts would decrease proportionately with traffic volumes. In addition, the project's demand on city services and utilities would be reduced as well as the project's consumption of non-renewable resources and energy.

This alternative is not rejected on environmental grounds and should be considered in the review process.

Table 30 summarizes dwelling units, employment and trip generation of the project and each alternative.

Table 30

ALTERNATIVES 1 AND 2 - HOUSING, EMPLOYMENT AND TRAFFIC[1]

	Dwelling Units	Employment[1]	Gross Trips[2]
Project	0	13,836	43,700
Alternative 1	0	14,626	48,505
Alternative 2	0	11,748	37,023

1 Based on 350 square feet/employee.
2 Based on the same trip rates used for the project.

THE RELATIONSHIP BETWEEN SHORT-TERM USES OF THE ENVIRONMENT AND THE MAINTENANCE AND ENHANCEMENT OF LONG-TERM PRODUCTIVITY

The project represents a long-term commitment to the ongoing intensification of industrial, commercial and office uses and consolidation of oil production uses. The primary effect of this project is to commit an underutilized area to industrial, technology, continuation of limited oil production uses and office uses. The development of the project will increase the study area's productivity in terms of greater utilization and greater economic return. The project would serve to recycle existing underutilized property and increase the productivity and human use of the land. Implementation of the project will remove minimum nursery uses.

Development of the site as an industrial complex will have an initial 75- to 100-year lifespan. This represents a relatively long- term commitment to such uses. It is logical to assume that the various components of the project gradually may be replaced by other productive activities as redevelopment of the land occurs in response to future human needs.

Advantages to near-term development include greater economic productivity from the land, locational choice, generation of new employment and increased revenues to businesses in the vicinity as well as revenues to the City of Carson. This intensification of use in existing urban areas can be considered consistent with the urban development policies of the Southern California Association of Governments (SCAG) and the State of California.

Delaying development until the future would likely entail similar impacts to the physical environment as does the current project proposal. These include traffic, demands for public services and utilities, etc.

Since the site has been altered, little benefit is achieved on environmental grounds by postponing development to a later date.

IRREVERSIBLE AND IRRETRIEVABLE COMMITMENTS OF ENERGY SUPPLIES AND OTHER RESOURCES SHOULD THE PROJECT BE IMPLEMENTED

Approval of the project and related actions will allow the construction of new industrial and office facilities on the proposed site. Transformation of the site to such uses is a short-term irretrievable commitment of the site. After the 75- to 100-year structural lifespan of the facilities, it may be feasible to redevelop the site again for an alternative land use. Any type of future redevelopment presently conceivable will also require irretrievable commitments of energy supplies and other resources. Therefore, development of the project will result in an irreversible and irretrievable commitment of energy supplies and other resources.

Provided below is a summary of the anticipated long-term commitments of resources that may directly or indirectly result from project implementation.

ENERGY RESOURCES

The transformation of the site to business park uses will represent a long-term commitment to a variety of resources. As fossil fuels are the principal source of energy, it can be stated that the proposed development would incrementally reduce existing supplies of fuels including fuel oil, natural gas, and gasoline. These energy resource demands relate to initial project construction, heating and cooling of buildings, and transportation of people and goods. It has been estimated that ultimate development of the study area would involve an annual energy consumption of approximately 32,882 mwh of electricity and 112.8 mcf of natural gas,[1] thereby creating a long-term irreversible commitment to energy resource consumption.

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1 Air Quality Handbook for Preparing Environmental Impact Reports, revised April 1987, Southern California Air Quality Management District.

GROWTH-INDUCING AND CUMULATIVE IMPACTS

Approval of the project would provide land use designations that permit the development of business park uses in an area already planned for urban uses. A variety of residential and commercial and business park uses exist on the properties surrounding the project site. Development of the site is expected to be complementary to those uses. From this perspective, the project could be considered a response to prior growth inducements associated with the land uses recently approved in the site vicinity and area employment centers.

The most visible impact on the project will create in conjunction with other past (traffic consultant has identified only one project, the 120-acre Dominguez Technology Centre site on the southeast corner of Victoria Street and Wilmington Avenue), present and reasonably foreseeable future projects, is traffic impacts. An analysis of the cumulative traffic impacts and mitigation measures for streets and intersections related to the project are provided in the traffic/circulation section.

As indicated in the population/housing/employment section, the City of Carson is relatively stable, with no major housing growth anticipated through the year 2004. Population and employment in the city is expected to be slightly higher in the next ten years. Development of the site as industrial and office uses will contribute to a development pattern which is consistent with the surrounding area and will not have a substantial influence on surrounding parcels or their ultimate land uses.

The added population associated with this project will create an additional demand for goods and market support services in the general vicinity, which in turn may stimulate growth in various other sectors of the economy. This latter effect, known as the economic multiplier, can be considered somewhat circular and self-sustaining until stabilization ultimately occurs with the saturation of land and economic resources. However, goals and market support services are limited in the area. This factor is insignificant as a growth-inducing impact.

As discussed in the public services and utilities section, there is no significant taxing of existing service facilities in the site area except for one existing sewer facility. However, these impacts can be mitigated through the construction of new sewer lines and the implementation of water conservation measures.

The project neither removes existing obstacles to growth nor facilitates other activities which would adversely affect the environment. Therefore, the growth-inducing impacts of the project are evaluated as insignificant.

The site lies within an urbanized area which is currently in the process of being developed. The city generally encourages new development through the re-use of existing underdeveloped and substandard properties as will a new development.

On a regional level, however, growth is expected to continue in association with major industry firms located in adjacent communities. However, regional growth is reflective of current trends and not related to the development of the proposed site. Cumulative growth in the region, combined with project traffic, represents the major cumulative impact in the project area. The cumulative traffic impacts are evaluated in TRANSPORTATION/CIRCULATION and AIR QUALITY. Additional growth within the Los Angeles region will contribute further to the transportation/circulation problems which currently affect the region.

Cumulative Land Use Impacts. The project, in conjunction with other past, present, and reasonably foreseeable future projects, will have a significant cumulative impact on land use. Some of these projects and reasonably foreseeable future projects will also require the amendment to or modification of existing plans and policies in several jurisdictions including the cities of Compton, Long Beach and Lawndale. Additionally, the implementation of the projects will cause incremental land use impacts that when viewed with other project and related project impacts (eg., traffic) should be considered cumulatively significant. Since the area is highly urbanized, the focus of cumulative land use impacts should be placed on associated impacts as opposed to the sole conversion of land use. As cumulative projects are approved, general plan amendments, revisions to

regional population and housing projections, revision of the air quality management plans and amendments to circulation elements and plans will occur. Cumulative air quality conditions are monitored and regulated by the California Air Resources Board (CARB), the South Coast Air Quality Management District (SCAQMD), and the Southern California Association of Governments (SCAG).

Cumulative traffic impacts are mitigated by the recommended circulation improvements. The school district is responsible for formulation of master facilities plans and providing educational facilities and services within the district's boundaries. When districts are facing crowded conditions, they may levy impact fees on new development and the Compton Unified School District may exercise those powers if cumulative conditions warrant.

A number of ongoing state and city traffic analyses are currently being conducted to evaluate potential road improvements and funding mechanisms in the cumulative project area.

Cumulative Traffic and Circulation Impacts. The project, in conjunction with other past, present, and reasonably foreseeable future projects, will have a significant cumulative impact on traffic and circulation. The impacts of cumulative projects (Table 12 in the Draft EIR) are included in the traffic, air quality and noise analysis because the trips generated by those projects are included in the traffic modeling completed for the Draft EIR, and mitigations are proposed for the cumulative traffic impact. An analysis of the cumulative traffic impacts and mitigation measures for locations throughout the city are provided in TRANSPORTATION/CIRCULATION. The project is providing its fair share of mitigation by providing circulation improvements for the project (mitigation measures 1-5 in the Draft EIR), and participating in its fair share of circulation improvements for cumulative traffic impacts (mitigation measures 6-10). In addition, the applicant is developing a funding mechanisms for cumulative traffic improvements, as required by mitigation number 13 in the Draft EIR. The fair share contribution will be jointly determined by the city and the developer based upon a traffic share/funding analysis.

The Air Quality Management District is adopting specific mitigation measures, as individual rules and regulations, as mentioned in the Air Quality section (p. 82) of the Draft EIR to comply with federal and state air quality standards for ambient air quality by the year 2007. These rules and regulations will apply to the project and to all other cumulative projects. Rule XV (ride-sharing programs) is one of many measures included in the AQMP which has already been adopted.

Cumulative Public Service Impact. The project, in conjunction with other past, present, and reasonably foreseeable future projects will result in increased usage and demand for electrical services, natural gas, domestic water, sewer treatment and solid waste disposal, along with increased demand for schools, fire and police services. The project's contribution to cumulative impacts on schools in the area is likely not significant.

As projects are submitted, the City shall review the impacts of each development to ensure that adequate services are provided to the development. The City shall plan for the expansion and/or construction of service facilities through General Plans, Master Plans and Specific Plans.

Mitigation measures for traffic, air quality and noise impacts are already addressed in the Draft EIR. There are two types of cumulative impacts: those occurring because of multiple projects and those due to the project but which are insignificant by themselves, but when considered simultaneously (cumulatively) across a threshold and result in a combined cumulative impact. The project is required to participate in cumulative traffic improvements on a proportional or fair-share basis for cumulative traffic impacts. There are no additional project-cumulative impacts, due solely to the project, which are not discussed as individual impacts, and mitigations are provided for these items.

With respect to cumulative traffic and circulation impacts, the discussion is limited because, as noted, cumulative impact traffic conditions were included in the traffic impacts section of the Draft EIR. The mitigation measures imposed on or incorporated into the project to deal with traffic impacts, mitigate for the "existing plus cumulative plus project" condition. Nonetheless, as the discussion in the traffic section noted, traf-

fic is a regional problem, that will continue to be a regional problem in the foreseeable future, even with the mitigation measures proposed for this project. No one project can mitigate against the regional growth impacts that the greater Southern California region is experiencing. As for "Cumulative Public Service Impacts," again, the prior discussion is intended simply to acknowledge that, regionally, the impacts of growth go beyond traffic and related impacts (eg., air quality and noise), and include impacts on the infrastructure of any community: sewer systems, water delivery systems, schools, and the like.

Table 31
PUBLIC SERVICE COMPARISONS

	4 Cumulative Projects	Specific Plan
Electrical (mwh/year)	6,184	32,882
Natural gas (mcf/year)	47.4	112.2
Daily water demand (thousands of gallons)	261	261
Daily sewage flow (thousands of gallons)	160	235
Solid waste (tons/year)	6,834	8,270

As for measures to mitigate for public service impacts, the traditional approach, indeed the approach that has been mandated by recent legislation (eg., Government Code Section 66000 et seq.), has been to require a project only to mitigate for its direct impacts on public services, rather than attempt to require a project to mitigate for impacts caused by other developments. The Draft EIR did not include a discussion of other approaches because the city may not legally require this project to solve problems created by other projects, rendering such measures infeasible under CEQA definitions.

To reduce the cumulative impact of costs for expanded police and fire services and school services, appropriate fees will be collected from new development. If specific mitigation measures for cumulative projects are required, since the city has no specific policies, it would need to be cast in the context of SCAG regional plans. For example, the following mitigations may be appropriate:

1. All cumulative projects subject to environmental review shall be reviewed by the city and SCAG for conformance with the Regional Mobility Plan, the Air Quality Management Plan, the Growth Management Plan and the Regional Housing Needs Assessment.

2. All cumulative projects subject to environmental review shall be reviewed by the city and the service provider for consistency between master facility plans, projected service demands and project demands at buildout.

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REFERENCES

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RESPONSE TO COMMENTS
DOMINGUEZ TECHNOLOGY CENTRE
FINAL ENVIRONMENTAL IMPACT REPORT
SCH# 89010150

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August 1990

TABLE OF CONTENTS

1.0 INTRODUCTION

Section 15088 of the California Environmental Quality Act (CEQA) Guidelines requires that a written response be prepared for each comment received on a Draft EIR. A number of comments were received during the public review period for the Dominguez Technology Centre Draft EIR and, in conformance with state and city procedures, a response to each comment has been prepared.

The following Response to Comments volume of the Final EIR is composed of three components including:

- A list of agencies and individuals commenting on the Draft EIR.
- Copies of the original written transmittals from commenting agencies and organizations.
- Responses which are keyed to each specific comment on the original transmittals.

Other comments and revisions not identified by written correspondence, but through public hearings and/or meetings with City staff are identified in 5.0 ADDITIONAL PUBLIC COMMENTS AND PLANNING COMMISSION MINUTES.

2.0 LIST OF COMMENTING AGENCIES AND ORGANIZATIONS

1. Laurence S. Wiener, Assistant City Attorney
2. County of Los Angeles, Department of Public Works
3. County of Los Angeles, Fire Department
4. Los Angeles Unified School District
5. California, Business and Transportation Agency, Department of Transportation
6. California Regional Water Quality Control Board, Los Angeles Region (December 19, 1989)
7. County of Los Angeles, Department of Health Services/Environmental Health/ Health Facilities Bureau of Environmental Protection
8. County Sanitation Districts of Los Angeles County
9. Southern California Association of Governments
10. State of California, Department of Conservation
11. Gary Colboth

12. Planning Consultants Research

13. City of Compton (January 16, 1990)

14. California State University, Dominguez Hills (December 22, 1989)

15. County of Los Angeles, Department of Health Services/Environmental Health/-Health Facilities/Bureau of Environment Protection

16. County of Los Angeles, Office of the Sheriff

17. Rapid Transit District (November 8, 1989)

18. Kevin Ennis/Internal Memorandum to Sheri Repp

19. California Regional Water Quality Control Board, Los Angeles Region (December 11, 1989)

20. California State University, Dominguez Hills

21. Rapid Transit District (October 12, 1989)

22. Carson Park and Recreation Department

23. City of Compton (February 7, 1990)

24. Department of Transportation/District 7 (January 26, 1990)

25. City of Compton (February 23, 1990)

26. Southern California Gas Company

27. Department of Transportation (December 6, 1989)

28. Department of Transportation (February 28, 1990)

29. Concerned Citizens of Carson/Committee on the Dominguez Technology Centre (September 4, 1990)

30. Associated Students/California State University, Dominguez Hills (March 22, 1990)

31. Petition Regarding Specific Plan 2-89 (September 4, 1990)

3.0 RESPONSE TO COMMENTS

City of Carson, Laurence S. Wiener, Assistant City Attorney, January 9, 1990

1-1 California Government Code Section 15084(d)3 indicates that the lead agency has the option of accepting a Draft Environmental Impact Report (EIR) either prepared by an applicant, a consultant retained by an applicant or any other person. When the lead agency is using a Draft EIR that has been prepared by a consultant or another person, the lead agency must subject the draft to the agency's review and analysis. The Draft EIR which is sent out for public review must reflect the independent judgment of the lead agency. These procedures have been followed in completing the Dominguez Technology Centre Draft EIR.

1-2 CEQA section 21092.1 provides that recirculation of information included in an EIR is required only "when significant new information is added to an environmental impact report" between the time of the Notice of Completion and its certification. The information provided through the comment and response process for the Dominguez Technology Centre and included in this "Response to Comments" consists primarily of corrections to or clarifications of information already contained in the Draft EIR. None of these corrections or clarifications involves the addition of new information that would be considered "significant" environmentally, requiring recirculation of the information under section 21092.1. Instead, the corrections or clarifications are typical of the refinement of the information in a Draft EIR that should and does occur routinely in the ordinary course of public review.

1-3 A new subsection is hereby added to the Introduction of the Final EIR on Page 57 as follows:

Areas of Controversy

No substantial areas of controversy arose during the preparation of the Draft EIR, but some issues surfaced during the public hearing process. The following paragraph is hereby incorporated into the final EIR. Many of the issues were also raised by Community Development and Public Works staff prior to review by the Planning Commission.

Areas of controversy concerning the project raised by some members of the public include:

- the width of Central Avenue
- limitation of industrial uses along Central Avenue
- location of bike paths and sidewalks along Central Avenue
- adequacy of traffic mitigation
- recycling

- site development standards (i.e., number of parking spaces, special discretionary permitted uses, and truck loading and maneuvering)
- on site recreation facilities
- a mandatory Transportation Demand Management Program (TDMP)
- the establishment of raised, landscaped medians
- child day care

Following the Areas of Controversy section, a section shall be added summarizing the alternatives section as follows:

Summary of Alternatives

The alternatives section found on page 136 of the Draft EIR (page 161 of the Final EIR) describes a range of reasonable alternatives to the project which can feasibly attain the basic objectives of the project. These alternatives include a variety of land use mixes.

The no project alternative assumes that no further development will occur. All impacts of the no project alternative are considered insignificant since no additional impacts would occur to services or the environment.

Alternative 1 assumes development of the project with an increase in office uses. Potential environmental effects are similar to the project impacts. A reduction in land use conflicts may occur between residential and University uses with this alternative.

Alternative 2 would require a reallocation of the project square footage. This alternative will reduce all environmental impacts over the proposed project including traffic, noise and the need for public services and utilities.

Of these alternatives, the "no project alternative" is considered to be the environmentally superior alternative because no environmental impacts are expected to occur if no development occurs. Other than no project, Alternative 2 is the most environmentally superior because of the decrease of total trips in comparison to the project.

The "no project alternative" reduces impacts to traffic, noise, air quality, potential aesthetics, natural resources and facilities. Since no impacts to the environment would result from no development, no mitigation measures would be required. However, the no project alternative would not implement the General Plan, provide industrial park facilities or employment and provide the City with additional sales tax revenue and other revenues.

1-4 The Specific Plan/EIR was circulated as a joint document. The characteristics of the project and the statement of objectives are thoroughly discussed in the Specific Plan on page 6 and 7 and are visually shown in Exhibit 6 of the Specific Plan document.

1-5 The following information is hereby added to the Final EIR in the Authority and Intended Use section of the EIR Draft on page 57 (page 59 and 60 of the Final EIR):

Agencies that may use the Dominguez Technology Centre EIR in their decision making process for project approvals are listed below along with their probable interest:

Agency	Required Discretionary Approvals
City of Carson	Street Improvement Permits Landscape Plan Tentative Tract Maps Development Agreement (optional - not required) Grading Permits Site Plans Precise Plans and Erosion, Siltation, Dust Control Plan Specific Plan Approval
Los Angeles County Flood District	Drainage Improvement Plan
California Department of Fish and Game	1601-1603 Permit (Alteration of Streambed)
Southern California Air Quality Management District	Rule XV and SCAQMD policies
California, Department of Business and Transportation, Department of Transportation	Freeway Encroachment Permits
California State University, Dominguez Hills	University Master Plan
Los Angeles County Solid Waste Management Plan	Recycling Programs

Los Angeles County Fire Department	Fire and Building Codes for construction Water Mains Hydrants, etc.
Los Angeles County Sanitation Districts	Sewer Permits Wastewater Discharge Permits
Los Angeles County Sheriff Department	Safety and Protection Approvals
Department of Conservation-Division of Oil and Gas	Oil Well Operations and Abandonment Procedures
City of Compton	Eminent Domain Approval
Los Angeles County Department of Public Works	Street Improvement Permits Underground Tank Permits Industrial Waste Discharge Permits
Southern California Gas Company	Possible Relocation of Major Gas Line
California Regional Water Quality Control Board	Waste Discharge Requirements

1-6 Sentence 1 in paragraph 3 on page 71 of the Draft EIR is hereby revised to read, "Two significant seismic events in the project vicinity have occurred." One seismic event resulted in minimal damage to the West Dominguez Oil Field, while the second seismic event did not result in any damage (see page 82 of the Final EIR).

1-7 A footnote is hereby added to the Draft EIR on page 71 as follows (page 81 of the Final EIR):

[1] More detailed information relating to ground subsidence, ground rupture and liquefaction can be found in Appendices 1, Addendum 3, Converse Consultants, Report of Preliminary Geotechnical Study Dominguez Technology Center - West, May, 1989.

Add a footnote number 1 following sentence 1 of paragraph 5 on page 71 of the Draft EIR (page 81 of the Final EIR).

1-8 The Infrastructure Facilities Plan (see Exhibit 13 in the Specific Plan) is hereby added as a mitigation measure, as recommended in the comment.

1-9 The increase in noise levels on Central Avenue is from 0 dBA to 63 dBA. However, as stated in the Draft EIR, Central Avenue has not been extended north of University Drive but is designated in the City's Circulation Element. The projected noise level of 63 dBA does not violate the City's noise standard and no sensitive land uses will be located immediately adjacent to the Central Avenue extension. University personnel have indicated the area immediately adjacent to the street will be surface parking. Since no noise standard is exceeded and no sensitive noise receptors are located near the roadway, the noise increase in not significant.

1-10 The project site is located in the Long Beach/Downey Subregional Area, one of several highly urbanized subareas in the Growth Management Plan (SCAG: February 1989). The job/housing balance performance goal for the Long Beach/Downey subregion for 1984 to 2010 is 1.65. In the Growth Management Forecast, this subregion has the following characteristics:

	Housing	Employment	Job/Housing
1984	400,000	482,600	1.21
1988	414,600	n/a	n/a
2010	503,500	632,200	1.26
Increase:	103,500	149,600	

Based on the data provided by SCAG, the Long Beach/Downey Subregional Area, (which includes the project) is determined to be "job poor" and needs additional jobs to reach the performance goal. The project will provide approximately 13,836 jobs for the subregion at buildout. Therefore, the project should be viewed as contributing to the SCAG performance goal for the Long Beach/Downey subregion.

The estimated city's job/housing balance is now 1.74, based on employment of 42,200 and 24,286 housing units for 1989. The city's Housing Element projects a need for 430 dwelling units per year. If the city reaches that goal annually from 1984 - 2010, approximately 11,200 units would be added. In comparing the project's employment with this housing projection, the "incremental" job/housing ratio is 1.24. While the city's jobs/housing balance ratio is slightly higher than the subregion, the SCAG policy is for the subregion as a whole. The city currently has no adopted jobs/housing balance.

However, the SCAG Growth Management Plan (p. VII-5) includes the following guidelines for assessment of consistency with performance goals:

"Projects which would add jobs or housing in a local jurisdiction within the job/housing balance performance goals are handled by the normal

permitting process. Nevertheless, local jurisdictions have the responsibility for assuring compatibility of land uses when approving new developments."

1-11 The following mitigation measures are hereby added to the Draft EIR on page 120 (page 139 and 140 of the Final EIR):

2. No building shall be located closer than 100 feet to University Drive to provide adequate visual screening and a buffer between the residential uses to the south and the project site.

3. Loading facilities, mechanical equipment and communication equipment shall be designed to minimize exposure to public view and shall be screened by landscaping, buildings or walls.

4. Permanent outdoor storage shall be allowed onsite if screened appropriately according to city standards.

5. Parking areas shall be screened from public streets by landscaping, berms or walls.

6. The Landscape Concept (Exhibit 17) proposed in the Specific Plan is also hereby added as a mitigation measure. A detailed summary of the landscape concept is included in the Specific Plan on page 50.

1-12 An archeological records search and walk over survey was conducted by an archaeological resource specialist in July 1989. The study concluded that no significant impacts to archaeological and paleontological resources will occur as a result of this project. Although unlikely, subsurface resources may be present even though the presence of these resources is not visible. The potential for unearthing archaeological resources during grading/excavation operations is not highly probable because of prior agricultural and oil operations, but could occur because the grading concept plan indicates maximum cuts of 38 feet in some areas onsite. Thus, the mitigation measure requesting further analysis during the earthmoving stage was included in the Draft EIR. The above discussion is hereby added to the final EIR on page 142.

1-13 The following footnote is hereby added to the paragraph under the Fire and Emergency Services Impact section on page 123 of the Draft EIR (page 144 of the Final EIR).

1 Source: Los Angeles County Fire Department, November 1989.

A phone consultation with the Los Angeles County Fire Department, Inspector Danny Moss, was the source of the information cited on page 123. Subsequently, the Fire Department also provided the comments in letter 3.

See Response 3-2.

Prior to issuance of occupancy permits for each building within the specific plan area, the Fire Department shall provide the city with evidence that the Fire Department has indicated they have adequate manpower and facilities to serve the project.

1-14 The last sentence of paragraph 2 of the Impacts section on page 129 of the Draft EIR is omitted and hereby replaced in the Final EIR on page 152 with the following sentence:

The reference to 11,849 tons per day is an error. The solid waste projection generated by the project is hereby revised from 11,849 tons per day to 8,270 tons annually in the Final EIR.

Land Use	Total Employees	Solid Waste Generation Factor (tons/employee/year)	Annual Solid Waste (tons)
Industrial	3,140	1.68	5,275
Technology	5,696	0.28	1,595
Office	5,000	0.28	1,400
Total	13,836		8,270

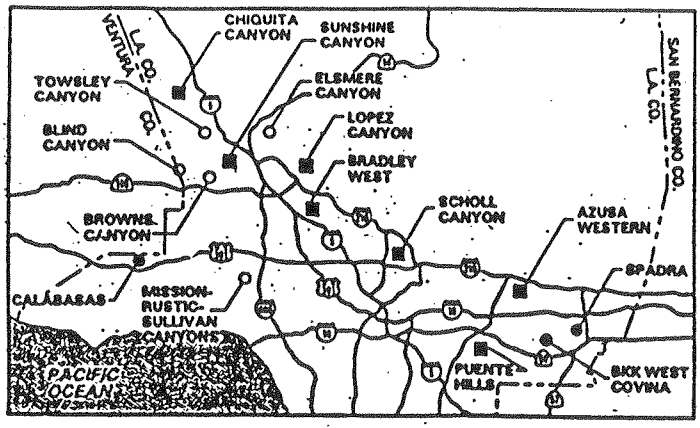
Add the following paragraph and attached exhibit to the Impacts section on page 129 of the Draft EIR (page 153 of the Final EIR) following paragraph 2:

The County of Los Angeles is in the process of evaluating five additional landfill sites to accommodate solid waste in Los Angeles County and alleviate stress on existing landfill sites. The attached exhibit shows the location of the existing and proposed landfill sites. With the construction of additional landfill sites, the project impacts would be reduced even further.

It is beyond the scope of this EIR and the requirements of CEQA to evaluate the future landfill requirements for Los Angeles County. As stated in the attachment, the current capacity of the Puente Hills Landfill is 12,000 tons per day. At buildout, the project will generate only 23 tons per day. As noted in the article, separate environmental documentation is being completed for the five proposed new landfills, with a combined potential capacity of 950 million tons.

AB 939 (Sher) created a new six-member integrated waste management board to oversee waste reduction and recycling programs throughout the state. The legislation requires cities and counties to reduce and recycle 25

L.A. COUNTY TRASH SITES



■ Existing sites proposed for expansion. ● Existing sites. No expansion planned. ○ Potential sites.

Existing Landfill Sites

	Current tons per day	Projected closure	Operator
Azusa Western	1,500	1990	Private firm
BKK West Covina	9,000	1995	Private firm
Bradley West	2,500	1992	Private firm
Calabasas	3,000	2005 to 2009	County
Chiquita Canyon	3,000	1991	Private firm
Lopez Canyon	4,000	1992	Los Angeles
Puente Hills	12,000	1993	County
Scholl Canyon	2,600	2004	County
Spadra	2,800	1998 to 2000	County
Sunshine Canyon	4,000	1991	Private firm

Note: Officials are seeking permission to expand most existing landfills. Small landfills in Burbank, Whittier, Palmdale and Lancaster each receive less than 300 tons of garbage a day.

Proposed Landfill Sites

	Potential capacity
Blind Canyon	140 million tons
Browns Canyon	100 million tons
Elsmere Canyon	225 million tons
Mission-Rustic-Sullivan canyons	25 to 250 million tons
Towsley Canyon	235 million tons

Note: An environmental impact report on the five proposed dump sites could be completed by early next year. Depending on daily tonnage of garbage, the expected life of these landfills ranges from 20 to 90 years.

Sources: Los Angeles County Sanitation Districts and private landfill firms. Tonnage rates reflect current estimates and can vary from month to month. A change in daily tonnage rates could delay or hasten some dump closures.

L.A. COUNTY TRASH SITES DOMINGUEZ TECHNOLOGY CENTRE

NOTE: LOS ANGELES TIMES, AUGUST 23, 1989, TRASH: L.A. COUNTY FACING IMMINENT CRUNCH ON SITES FOR NEW LANDFILLS

EXHIBIT 29

percent of their waste by 1995 and 50 percent by the year 2000. Local governments are to prepare and submit comprehensive programs to the board for approval and implement comprehensive programs to manage waste. The local plans must have the following elements:

- A waste characterization element which identifies the amount and types of waste generated in the local agency's jurisdiction.

- Source reduction, recycling and composting elements which identify the measures the local agency will take to reduce, recycle and compost waste.

- A household hazardous waste element, which identifies how the local agency will collect and dispose of household hazardous wastes.

- A solid waste facilities capacity finding which identifies the landfill space the local agency has available in the next 15 years.

1-15 Following Table 25 of the Draft EIR on page 131 (preceeding Table 28 of the Final EIR on page 156), add the following paragraph:

Southern California Gas Company has indicated that the project will have no significant adverse impact on service levels in the project vicinity.[1]

Add the following footnote:

[1] Source: Letter from Southern California Gas Company, Central Division, Jim Sinclair, Technical Supervisor, May 18, 1989.

1-16. The following significant adverse impacts are not mitigated, or are only partially mitigated, to a level of insignificance by the recommended mitigation measures. A Statement of Overriding Considerations is required for these items. While the city may choose differing reasons for deciding the benefits of the project outweigh the impacts for these items, some reasons for doing so are included in the discussion.

1. Biology. The Reyes Ravine is shown as a blueline stream on the USGS topography maps, which indicates the Department of Fish and Game may have jurisdiction over any grading in that area. While the mitigation measures and state law requires the applicant obtain a 1601 - 1603 permit, grading of the area in itself is considered a significant impact which cannot be avoided to assure public safety and proper drainage onsite. All mitigations required by the Department of Fish and Game are binding conditions for the project, with any disagreements subject to a formal Departmental negotiation process. While grading will impact an "intermittent blueline stream,"

it is usually dry during most of the year. The ravine includes no significant biological resources and the public safety benefits of grading outweigh leaving the ravine in its natural state. Additional erosion would also occur if the ravine were left in its natural state.

2. Cumulative Traffic. City policy for freeway interchanges (a volume/capacity ratio of 0.94 or less) is met with the proposed traffic mitigations, and this impact is mitigated to a level of insignificance. CEQA does not specify which methodology be used for traffic analyses; and each city has its own policies/procedures for determining what constitutes a significant impact. However, since there is the possibility that the recommended improvements to the Wilmington/SR-91 interchange would be delayed beyond the control of the applicant or city, resulting in a volume/capacity ratio above 0.94, including the cumulative impact in the Statement of Overriding Considerations (SOC) for the project is recommended. If the mitigation is not feasible because of difficulties in acquiring right-of-way, disapproval by other cities or Caltrans or delays in approvals, this procedure would address the situation.

   The improved level of service at the Wilmington/SR-91 interchange reflects additional traffic analysis completed by DKS Associates since issuance of the Draft EIR. The Final EIR will include all subsequent traffic analyses/memorandums prepared by DKS Associates. The cumulative traffic impacts in the project area are considered the more important issue in ranking of the two items discussed above.

1-17 The primary impacts resulting from each project alternative are traffic impacts. The range of trips is included in each alternative and is shown in Table 26 in the Draft EIR (Table 29 of the Final EIR). As listed, the total trips in the project alternatives range from 37,023 to 48,505. The air quality and noise impacts for each project alternative are proportional to the stated traffic impacts for each project alternative. CEQA requires only a reasonable discussion of alternatives to foster informed decision making and public participation. Since the General Plan designates the site as industrial, these alternatives are appropriate. An alternative analysis need not be at the same level of specificity as that for the project. A matrix, which compares the alternatives is included on the following page (Table 29, page 163 in the Final EIR).

PROJECT ALTERNATIVES

Description	Project	Alt. 1	Alt. 2
Total S.F. (millions)	4.7	4.7	4.0
Floor area ratio	.45	.45	.38
Total trips (ADT)	43,700	48,505	37,023
Total employment	13,836	14,626	11,748
Environmental Impacts Compared to the Project			
CO emissions (tons/year)	706	644	489
Organic gases (tons/year)	79	71	54
Nitric Oxide (tons/year)	135	129	98
Daily water demand (thousands of gallons)	261	234	194
Daily sewage flow (thousands of gallons)	235	236	198
Solid waste (tons/year)	8,270	7,719	7,433
Natural gas (mcf/year)	113	113	98
Electricity (mwh/year)	32,882	35,015	26,472

NOTE: The "No Project" alternative assumes no additional development occurs onsite and the existing oil and nursery operations generate insignificant demands in comparison to the three projects listed above.

1-18 The project site is zoned for industrial development and is one of the last remaining large undeveloped industrial sites in the City of Carson. This project is an infill project consistent with the General Plan and other feasible sites of comparable size in the area are not available. See Response 12-4 for further discussion on availability of alternative sites.

1-19 The following material is added to paragraph 5, page 137 of the Draft EIR (page 164 and 165 of the Final EIR):

This alternative is considered the second most environmentally superior. Each alternative discussion indicates statements that the alternatives should not be rejected on environmental grounds and should be considered in the review process. The Draft EIR designated the "no project" alternative as environmentally superior. As stated above, Alternative 2 is the second most environmentally superior because of the reduction in total trips.

1-20 A list of cumulative impacts is included in the traffic section of the Draft EIR on page 99 (page 108 of the Final EIR), which includes areawide and regional projects. Each project's location is shown on Exhibit 26. A

quantitative summary of cumulative traffic, air quality and noise impacts is provided in the Draft EIR and a qualitative summary of other cumulative impacts is provided on page 141 of the Draft EIR (page 169 of the Final EIR).

As shown in Table 12 on page 99 of the Draft EIR (page 110 of the Final EIR), the four cumulative projects evaluated in the traffic study generate a total of 3,035 daily trips. For comparison purposes, the four cumulative projects utility demands are:

	4-Cumulative Projects	Specific Plan
Electrical (MWH/year)	6,184	32,882
Natural Gas (MCF/year)	47.4	112.2
Daily Water Demand (thousands of gallons)	261	261
Daily Sewage Flow (thousands of gallons)	160	235
Solid Waste (tons/year)	6,834	8,270

1-21 A discussion of cumulative impacts is contained in the air quality section of the Draft EIR on page 84, in the traffic section on page 100 and in the cumulative impact section of the Draft EIR on page 142 (page 100 and 109 and 170 respectively in the Final EIR).

1-22 The following material is added to the end of the first paragraph at the top of page 143 in the Draft EIR (page 170 in the Final EIR):

Cumulative air quality conditions are monitored and regulated by the California Air Resources Board (CARB), by the Air Quality Management District and by the Southern California Association of Governments (SCAG).

Cumulative traffic impacts are mitigated by the recommended circulation improvements. The school district is responsible for formulation of master facilities plans and providing educational facilities and services within the district's boundaries. When districts are facing crowded conditions, they may levy impact fees on new development and the Compton Unified School District may exercise those powers if cumulative conditions warrant.

The following material is added to paragraph 4 on page 143 of the Draft EIR (page 171 in the Final EIR):

As projects are submitted, the City will review the impacts of each development to ensure that adequate services are provided to the development. The City shall plan for the expansion and/or construction of service facilities through General Plan, Master Plans and Specific Plans.

There are no additional project-cumulative impacts, due solely to the project, which are not discussed as individual impacts, and mitigations are provided for these items. The impacts of cumulative projects (Table 12 in the Draft EIR - page 99) are included in the traffic, air quality and noise analysis because the trips generated by those projects are included in the traffic modeling completed for the Draft EIR, and mitigations are proposed for the cumulative traffic impact.

The project is providing its fair share of mitigation by providing circulation improvements for the project (Mitigation measures 1 - 7 in the Draft EIR), and participating in its fair share of circulation improvements for cumulative traffic impacts (Mitigation measures 8 - 11). In addition, the applicant is developing a funding mechanism for cumulative traffic improvements, as required by Mitigation number 12 in the Draft EIR. The fair share contribution will be jointly determined by the City and the developer based upon a traffic share/funding analysis.

The Air Quality Management District is adopting specific mitigation measures, as individual rules and regulations, as mentioned in the Air Quality section, (p. 82) of the Draft EIR, to comply with federal and state air quality standards for ambient air quality by the year 2007 (page 91 of the Final EIR). These rules and regulations will apply to the project and to all other cumulative projects. Rule XV (ride sharing programs) is one of many measures included in the AQMP plans which has already been adopted.

If a specific mitigation measure for cumulative projects is required, it would need to be adopted by the City and consistent with SCAG regional plans. For example, the following mitigations may be appropriate:

1. All cumulative projects subject to environmental review shall be reviewed by the city and SCAG for conformance with the Regional Mobility Plan, the Air Quality Management Plan, the Growth Management Plan and the Regional Housing Needs Assessment.

2. All cumulative projects subject to environmental review shall be reviewed by the city and the service provider for consistency between master facility plans, projected service demands and project demands at buildout.

With respect to cumulative traffic and circulation impacts, the discussion on page 143 of the Draft EIR (page 170 of the Final EIR) is limited because, as noted, cumulative impact traffic conditions were included in the traffic impacts section of the Draft EIR. The mitigation measures imposed on or incorporated into the project to deal with traffic impacts, mitigate for the "existing plus cumulative plus project" condition. Nonetheless, as the discussion on page 143 notes, traffic is a regional problem, that will continue

continue to be a regional problem in the foreseeable future, even with the mitigation measures proposed for this project. No one project can mitigate against the regional growth impacts that the greater southern California region is experiencing. As for "Cumulative Public Service Impacts," again, the discussion on page 143 of the Draft EIR is intended simply to acknowledge that, regionally, the impacts of growth go beyond traffic and related impacts (e.g., air quality and noise), and include impacts on the infrastructure of any community: sewer systems, water delivery systems, schools, and the like. As for measures to mitigate for public service impacts, the traditional approach, indeed the approach that has been mandated by recent legislation (e.g., Government Code section 66000 et seq.), has been to require a project only to mitigate for its direct impacts on public services, rather than attempt to require a project to mitigate for impacts caused by other developments. The Draft EIR did not include a discussion of other approaches because the City may not legally require this project to solve problems created by other projects, rendering such measures infeasible under CEQA definitions.

County of Los Angeles, Department of Public Works, Carl L. Blum, Assistant Deputy Director, November 29, 1989

2-1 Change the word sewer to solid waste on page 128, paragraph 1 of Existing Conditions in the Draft EIR (page 151 in the Final EIR).

2-2 See response 1-14.

2-3 Add the following paragraph to paragraph 2 of the Impacts section on page 129 of the Draft EIR (page 154 of the Final EIR):

The project will comply with all recycling programs adopted by the City under AB 939. See Response 1-14.

County of Los Angeles, Fire Department, Joseph Ferrara, Chief Forestry Division, Prevention and Conservation Bureau, November 8, 1989

3-1 This comment is hereby added in the Draft EIR to the Fire and Emergency Services Existing conditions following paragraph 1 on page 123 (page 144 of the Final EIR).

3-2 The county Fire Department has indicated the fire protection for the area appears adequate. Subsequent review of building plans and the issuance of occupancy permits will assure that fire services continue to be adequate for development within the project site. It is not unusual for agencies to include "qualifications" to their assessment of service availability contingent on continued funding capabilities. Further projections of fire service availability and timing of equipment needs would be speculative and beyond the scope of analysis required for this project.

The department evaluates fire service levels on an on-going basis and certificates of occupancies are not issued if fire service is not available.

3-3 This comment is hereby added as a mitigation measure in the Fire and Emergency Services sections in the Draft EIR on page 123 (page 145 in the Final EIR).

Los Angeles Unified School District, Building Services Division, Robert J. Niccum, Director of Real Estate, December 8, 1989

4-1 The initial statement in the Draft EIR was a typographical error; and the proper conclusion was that the project does not have any significant direct impact on schools. Since the project does not propose housing, this conclusion is proper. As stated in response 1-10, the project is located in a SCAG subregional area which is job poor, rather than job rich in relationship to the jobs/housing balance performance goal for the Downey/Long Beach subregion. Future employees at the project site may either enroll their children in schools near their place of employment or seek housing closer to their place of employment. (The Tustin Unified School District recently indicated that only 55 students enrolled by employment-related transfers into their district; which has a total enrollment of 10,557.) Employees seeking to move closer to the project site may enroll their children in either public or private schools or replace current students enrolled within the district if their families are buying existing housing.

When new housing opportunities are available, they may create additional demands on the school system. Presumably, most of these new projects are also subject to the environmental review process and the impact of the additional housing upon the school districts can be assessed directly. However, if future employees purchase new housing in the district, the districts have declared they are facing overcrowding and are collecting fees from new projects, which will include the Dominquez Technology Centre. These fees are designed to mitigate the impact of new housing on school facilities.

4-2 See Response 1-10.

4-3 This comment is hereby added to the Schools Existing Conditions section in the Draft EIR following paragraph 1 on page 132 (page 156 of the Final EIR).

4-4 Circulation improvements will be made to the Avalon Boulevard/University Drive intersection which will improve traffic flow. Pedestrian safety will be assured by sidewalks, the existing traffic signals and crosswalks designed to city standards.

California Business and Transportation Agency, Department of Transportation, December 18, 1989

5-1 These items are included in the Existing Conditions as well as in the Impacts section of the Traffic section. The method used to develop these assumptions can be found in the Traffic Study Appendix.

5-2 The comment is noted and hereby added to the Draft EIR as mitigation measure No. 14 on page 109 (page 126, as mitigation measure number 13, of the Final EIR).

5-3 The comments are hereby added to the Traffic Impacts, first paragraph of the Draft EIR on page 106 (page 126, as mitigation measure number 14, of the Final EIR).

California Regional Water Quality Control Board, Los Angeles Region, John L. Lewis, Unit Chief, Technical Support Unit, December 18, 1989

6-1 The comment is noted.

County of Los Angeles, Bureau of Environmental Protection, Jack Petralia, Director December 15, 1989

7-1 The collection of waste by private waste haulers refers to solid waste, not sewage. The word "sewage" will be changed to solid waste in sentence 3 within paragraph 1 of existing conditions of the Draft EIR on page 128 (page 151 of the Final EIR).

7-2 The projected volume of refuse from the project and its effect are discussed in the Public Services section of the Draft EIR on pages 128 and 129 (page 152 of the Final EIR). See Response to Comment 1-14.

7-3 See Response 2-3 and 1-14.

County Sanitation Districts of Los Angeles County, Gregory C. Delaney, Project Engineer Financial Planning & Property Management Section, November 13, 1989

8-1 References to Los Angeles County Sanitation District will be changed to Los Angeles County Department of Public Works. All edits requested by the District are included in the Final EIR.

8-2 This comment is hereby added to the Solid Waste Existing Conditions section paragraph 1 sentence 2 on page 128 of the Draft EIR (page 149 of the Final EIR).

8-3 See Response 1-14.

8-4 The subject letters will be included in the addendum and appended to the letter from the County Sanitation District (letter 8) in the Final EIR. The applicant agrees to notify the County Sanitation District of Los Angeles of each phase of construction and a copy of the approved specific plan will be forwarded to the District.

8-5 This comment is hereby added to the Wastewater Existing Conditions section following the fifth paragraph near the bottom of page 126 of the Draft EIR (page 149 of the Final EIR).

8-6 This comment is hereby added to follow paragraph 1 on page 127, of the Draft EIR (page 149 of the Final EIR).

Southern California Association of Governments, Anne Baker, Director, Environmental Planning, January 4, 1990

9-1 The comment is noted. The regional plans referred to in this comment are the air quality, growth and mobility plans. The air quality section of the Draft EIR (pages 82-84) summarizes the goals and policies of the Air Quality Management Plan (page 91 of the Final EIR). The jobs/housing goals of the Growth Management Plan are discussed in Response 1-10. The Regional Mobility Plan does not include local arterials, but does encourage adoption of transportation demand management programs.

9-2 The jobs/housing balance is discussed in the population/housing employment section of the Draft EIR on pages 116-118, (page 134-135 in the Final EIR) and in Response 1-10.

9-3 A voluntary transportation demand management program is required by mitigation measure 1 of the Draft EIR on page 106 (page 127 of the Final EIR). A mitigation measure related to the funding of circulation improvements is included as mitigation measure number 13 on page 109 of the Draft EIR (No. 17, page 127 of the Final EIR).

9-4 The comment is hereby added to the Draft EIR as a mitigation measure on page 109 (page 126 of the Final EIR).

9-5 Congestion resulting from the project plus cumulative projects is considered a significant adverse impact prior to mitigation. The only intersection that will result in an unavoidable adverse impact after mitigation is the Wilmington Avenue/SR-91 Eastbound ramp during p.m. peak hour. In order to alleviate congestion at intersections, a voluntary transportation demand management program is a mitigation measure included in the traffic section of the EIR.

9-6 AB 3180 requires public agencies to report on or monitor the implementation of impact mitigation measures, not the applicant.

State of California, Department of Conservation, Dennis J. O'Bryant, January 5, 1990

10-1 The Geology Impact section in the Draft EIR indicates that the project site may be subject to peak ground acceleration in excess of 0.38g. during major earthquakes. The source of this information is the Geotechnical Report prepared by Converse Consultants in May 1989. The Department of Conservation is concerned that ground acceleration may reach a magnitude of 0.7g. The department's comments on ground deformation should not be construed to imply no mitigation measures are available to mitigate potential impacts of ground deformation. The comments point out the difficulty in projecting where deformation may occur. When warranted, mitigations which may be used for taller buildings for ground deformation include concrete mat foundations, post-tension slab or continuous footings and separate floor pad construction techniques.

The Draft EIR indicates that construction of structures must meet all Uniform Building Code requirements to mitigate seismic hazards. The Department of Conservation is concerned that UBC requirements may not be sufficient for the maximum ground acceleration expected. Therefore, the following mitigation measure shall be added to page 73 of the Draft EIR (page 82 of the Final EIR):

A structural engineer, experienced with earthquake-resistant design, shall sign off on all building plans to determine the adequacy of seismic criteria for project structures, and to recommend appropriate design changes, if needed prior to issuance of building permits.

10-2 This comment is hereby added to the Geologic Hazards following the half paragraph at the top of page 71 in the Draft EIR (page 80 in the Final EIR).

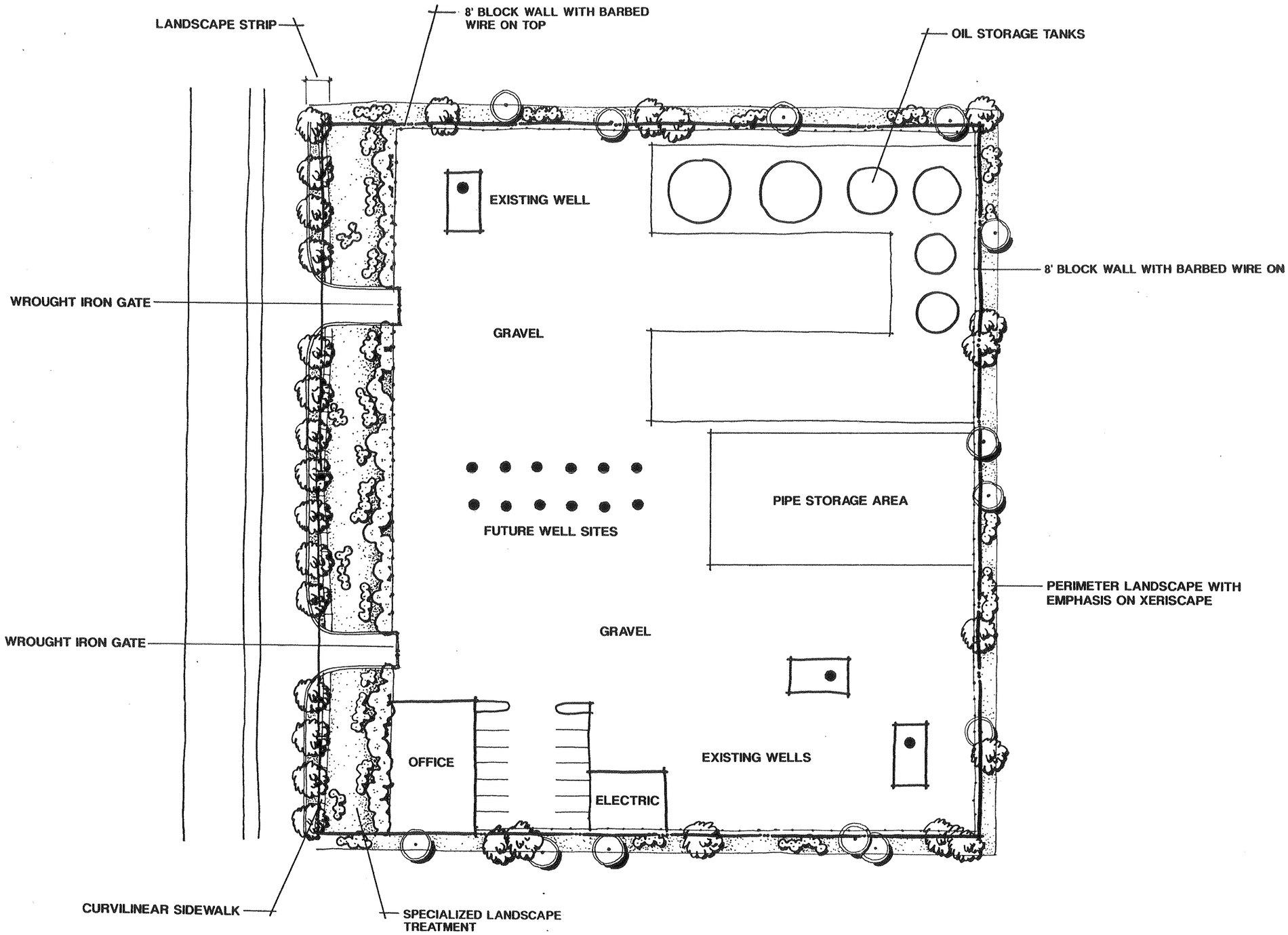
10-3 See Response 10-1.

10-4 This comment is hereby added to the Land Use Mitigation Measures section in the Draft EIR following on page 68 (page 76 and 77 in the Final EIR). See Response 10-1 to 10-3. The applicant shall comply with reabandonment procedures authorized by the State Department of Conservation Division of Oil and Gas Supervisor. If buildings are sited over abandoned wells, an adequate gas venting system will be provided.

10-5 The proposed project does not eliminate the extraction of oil resources, but consolidates these operations to three specific locations noted on Exhibit 17 as Specialized Landscape Treatment Areas and conceptually illustrated on the exhibit following this page.

DOMINGUEZ TECHNOLOGY CENTRE

CONCEPTUAL PRODUCTION AND DRILLING SITES



NOTE: THIS EXHIBIT IS FOR ILLUSTRATIVE PURPOSES ONLY. FINAL PLANS SHALL BE SUBMITTED TO THE CITY FOR ADMINISTRATIVE DESIGN REVIEW.

pbr

EXHIBIT 30

10-6 This comment is noted.

10-7 This comment is added as a mitigation measure to the Draft EIR on page 68 (page 77 in the Final EIR).

10-8 Such provisions are included under Special Treatment Areas on page 53 and shown on Exhibit 23. The comments provided by the Department of Conservation relate to the operation of the oil production and drill sites (described as Special Treatment Areas in the specific plan) and individual well sites. Safety shutdown devices for individual wells are already operational and will be installed at all well sites. All oil wells with pumping units will be surrounded by a six foot chain link fence with three strings of barbed wire, in accordance with Department of Oil and Gas regulations. All oil wells not in operation will be properly abandoned in accordance with state regulations. The oil production and drill sites will include suitable gates for vehicular access, protective grades to retain any potential spillage and landscaping which cannot be scaled to enter the site over the fencing. For the oil production and drill sites, fencing will be eight feet high gated block wall around the entire site with barbed wire on the inside of the face. Only one oil production and drill site currently occurs onsite and two additional oil production and drill sites may be developed in the future.

The siting of all future buildings will comply with city regulations for interior and exterior noise levels.

10-9 The comment is noted. The applicant acknowledges the Department of Conservation's jurisdiction and authority to regulate oil operations, as stated in Section 3106 of the Public Resources Code.

Gary Colboth, December 12, 1989

11-1 CEQA guidelines require an EIR to discuss a range of reasonable alternatives to the project. These alternatives are discussed on pages 136 through 138 of the Draft EIR (page 161 of the Final EIR). A jobs/housing balance discussion is included in the Draft EIR on pages 116 to 118 (page 134 in the Final EIR). The Carson Housing Element addresses housing issues. Please see Response 1-10, which will be added to the Final EIR.

11-2 See Traffic/Circulation on pages 96-115 and Air Quality on pages 82-95 of the Draft EIR (page 105 and 91 in the Final EIR).

11-3 See the following sections of the Draft EIR for the following subjects:

Dust, Dirt - Air Quality on pages 82-95 (pages 91-104 in the Final EIR)
Noise - Acoustic Environment on pages 112-115 (pages 129-133 in the Final EIR)

Fire, Smoke - Public Services on page 123 (pages 144-145 in the Final EIR) Corresponding pages in the Final EIR are 91, 129, and 144 respectively.

Fugitive dust emissions are discussed further in Response 12-35. Concerns related to toxic issues are addressed in Response 12-55. Additional response to noise along Central Avenue is provided in Response 1-9. City noise standards require all vibrations due to machinery be controlled onsite and not extend beyond the property. All issues related to fire issues are addressed in the Draft EIR, Response 1-13 and the oil production safety procedures.

11-4 Seismic hazards are discussed in the Draft EIR under Geologic Hazards beginning on page 69 (page 78 in the Final EIR). The material in Response 10-1 will be added to the Final EIR.

11-5 See the Population/Housing/Employment discussion on pages 116-118. Please see Response 1-10, which will be added to the Final EIR.

11-6 A footnote will be added to the Final EIR on page 103. The source of this information is a survey completed by Pasadena Research Institute in January 1989, titled Watson Industrial and Office Centers: Engines of Economic Growth; Page 23.

11-7 The text in the Draft EIR is revised: 48 percent to 40 percent in paragraph 2 on page 94 (page 103 in the Final EIR).

11-8 The traffic generation rates are based on the generation rates methodology presented in the traffic study (Appendix 2).

11-9 The California State University Master Plan was analyzed in the traffic cumulative analysis found on pages 99 and 100 of the Draft EIR. Forecast trip generations resulting from cumulative projects are shown on Exhibit 27.

11-10 During early consultation with the City's consulting traffic engineer, the 405/Wilmington intersection issues and the train traffic at Alameda were not determined to be in the area of project impact. Therefore, these issues were not addressed in the Draft EIR.

11-11 SCAQMP regulations (Rule XV) require mandatory Transportation Demand Management (TDM) programs only for businesses employing over 100 persons. However, the project has gone beyond the SCAQMP requirement in implementing a voluntary TDM. It has been proven that companies using a TDM program have lower projected traffic trips up to 15 percent even if the program is voluntary. An example of an area that has reduced ADTs through a voluntary TDM is the Irvine Spectrum.

11-12 The environmental analysis was coordinated with RTD. RTD concerns are addressed in Response 21-1 and 22-2. Both responses will be added to the Final EIR.

11-13 Truck traffic is currently prohibited on Central Avenue south of University Drive. A fence along University Drive will be provided.

11-14 Normal City review procedures will be utilized for subsequent development review.

11-15 Height limitations will now conform to the existing Carson Zoning Ordinance for industrial zoned property. The Specific Plan is revised.

11-16 Please see Mitigation Measure 3 on page 126 of the Draft EIR on page 148 of the Final EIR.

11-17 All storm water/drainage issues are discussed in the Hydrology section on pages 74-77 of the Draft EIR (page 83 in the Final EIR). Two retention basins are planned to be located onsite to accommodate all drainage flows under peak conditions.

11-18 As indicated on page 127 of the Draft EIR (page 149 of the Final EIR, additional parallel sewer lines will be constructed by the applicant to accommodate additional flows on a phased basis.

11-19 Safety concerns preclude the development of the retention basins onsite as recreational facilities. The basins are dry most of the year.

11-20 A reasonable range of alternatives to the project have been analyzed on pages 136-138 of the Draft EIR (page 161 in the Final EIR) which include the following:

1. No Project
2. Increase of Office Uses
3. Reduced Project Square Footage

See Response 1-3 and 1-17, which will be added to the Final EIR.

Planning Consultants Research, Gregory J. Broughton, Principal, Bruce Lackow, Project Manager, January 16, 1990

12-1/12-2 See response 1-5. The commentor is correct that it is anticipated that a development agreement will be approved for the Dominguez Technology Centre, and in that event this EIR will be consulted for that approval. That possibility is cited in the combined Specific Plan and EIR (e.g., on page 150 of the "Implementation" section), although not on the precise page quoted in the comment. Admittedly, as well, the approval of a development

agreement for the Dominguez Technology Centre would be a discretionary act, and subject to CEQA. However, the conclusion of the commentor that "the interested public review this Draft EIR in light of the D.A. action" is inaccurate.

The record of the proceedings before the City's Planning Commission, for example, clearly shows that "the interested public and Responsible Agencies" have understood from the document as a whole that a development agreement is under consideration, since their comments have been addressed most pointedly to that possibility. There likewise has been no suggestion from any other interested person, or any Responsible Agency, either that that possible was something they were unaware existed, or that the possibility would have significantly influenced their review of the Draft EIR.

Additionally, the comment reflects an apparent misunderstanding of the role of a development agreement. A development agreement essentially represents a commitment on the part of the City not to "change the rules of the game" over time, meaning that it will exercise its future discretion consistently with the specific plan. In that sense, a development agreement simply represents a commitment to the implementation of the Specific Plan. Every project EIR assumes that the approval for which the EIR is being prepared will be implemented, and that the approval represents a commitment to that implementation, under the conditions expressed through the mitigation measures. This situation is no different.

Finally, it should be noted that, in any event, the comment simply would go to the ability of the Draft EIR to support the City's approval of a development agreement, and not to the adequacy of the EIR for purposes of the City's approval of the Specific Plan. In the development agreement involves a degree of concern for potential environmental impacts beyond those assessed in the Draft EIR, that can be the subject of public comment in the context of the City's deliberations on the development agreement.

In discussions with the author, the fiscal impact of the project was cited as an area in which the development agreement limited the city's options and changes the future impacts of the project. The example cited was that the city would commit to a development agreement in which commitments are made whether the fiscal revenues are available or not because of the Gann Initiative. Our response was if the Gann limit was reached, the city has the option of a voter referendum for authorization to use the revenues. The development agreement primarily assures continued entitlement for the project in exchange for public benefits, as initially improved, and binds both parties to perform as stated in the agreement.

12-3 The definition of significance is found in the CEQA Guidelines, Section 15002 (g), and 15382. The use of the terminology within the Draft EIR is consistent with the guidelines.

12-4 Based on the statement of the housing/balance performance goals, it appears it would be inappropriate to consider a project alternative for the project site which includes housing, since the SCAG subregional area for the project is employment poor, not housing poor. While comments 11 - 5 have advocated housing on either this site or additional housing on other sites within the city of Carson, there is no mandate based on the SCAG job/housing policies and goals to do so. If the city were to designate additional land for housing within the city, or initiate zone changes to higher density to afford more housing opportunities for employees in or near the city, those actions and subsequent projects would be subject to their own environmental documentation.

A qualified real estate brokerage firm, Collins Fuller was asked to identify any potential alternate sites in the project vicinity. The firm indicated there are no alternative sites of sufficient size for sale for the project in the South Bay region. The only available acreage for sale, all of which is removed from the project area and all parcels are zoned for office uses are:

1. Mann property at Long Beach/I-405 (17 acres)
2. Zellman property at Long Beach/I-405 (15 acres)
3. Union Pacific property at Long Beach/I-405 (20 acres)

This response and Response 1-17 shall be added to the Final EIR.

12-5 No sites of sufficient size are available within the general area. It will be noted in the appropriate section of the Final EIR on page 161.

12-6 No General Plan Amendment is required since the Specific Plan now proposes Central Avenue as a 100-foot right-of-way (ROW). See Response 12-1.

12-7 The list of cumulative projects included in the traffic analysis was developed in coordination with both the City of Carson Consulting Traffic Engineer and the City of Carson Department of Planning staff. The staff identified all known significant projects within an approximate one-mile radius which may generate future significant traffic impacts. The list includes projects within the City of Carson, the unincorporated portion of the County of Los Angeles (Rancho Dominguez) adjacent to the project site, the City of Compton and California State University Dominguez Hills.

There are no known projects within the City of Long Beach that would impact the study area of this project. The closest portion of the City of Long Beach is approximately two miles away and has no significant development projects. Current major projects in that city are located primarily in the downtown area more than seven miles from the project site.

All development projects in the adjacent jurisdictions of Torrance and Gardena would be located at least three miles from the project site and therefore should not be included in the cumulative projects analysis. See Response 1-20, which will be added to the Final EIR.

12-8 The analysis of cumulative impacts need not be at the same level of specificity as the impacts of the project. See Response 1-20.

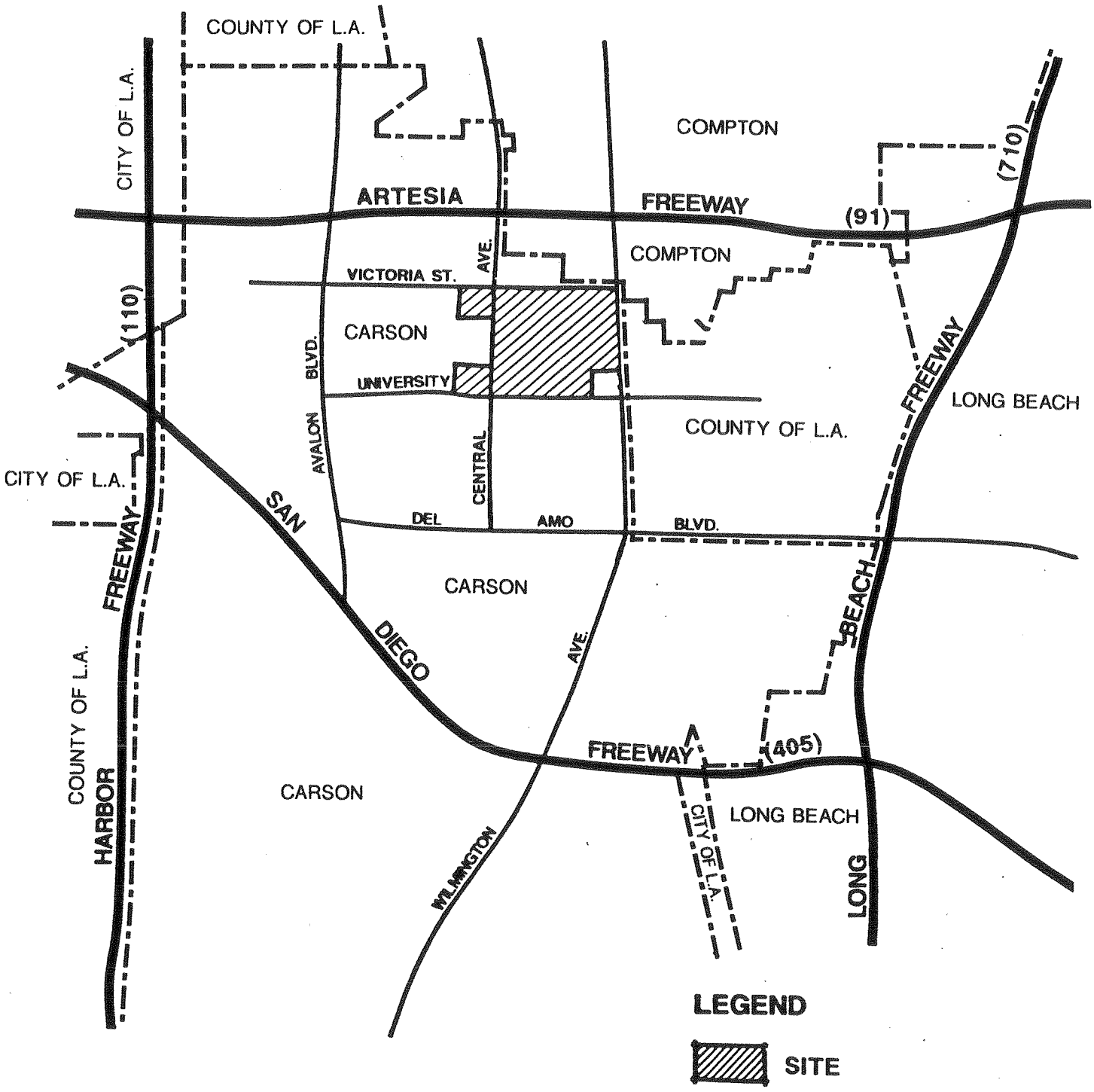
12-9 The exhibit following this page, (Exhibit 31) Jurisdictional Boundaries, illustrates the geographical relationship of the project site to other jurisdictions.

12-10 A formal market feasibility study was not prepared in conjunction with the Specific Plan. Watson Land Company and Carson Estate Company jointly discussed pertinent economic and demographic information. The market overview included the identification of major planned and proposed projects and a telephone survey of existing industrial uses within the market area. This information, combined with the two companies extensive knowledge and experience in the South Bay market area, was used to formulate the proposed development program.

The proposed development program is based on the two companies' assessment of short and long term market demand. Because of the long term nature of this project, the proposed development program seeks to provide the developer with sufficient flexibility to respond and adapt to changing market conditions. However, this needed market flexibility has been guided by important public policy objectives which have been incorporated into the Specific Plan.

12-11 The project alternatives section evaluates the impacts of alternate project "mixes." The Draft EIR evaluates the project as proposed.

12-12 The conditions proposed for the specific plan limit the project to 100,000 square feet of support commercial uses. Since many employees will walk to these support commercial facilities, they are estimated to primarily serve local employees. Trip generation rates for support commercial uses are often discounted by as much as 40 percent due to their special operational characteristics and due to the fact that much of their patronage is derived from pass-by trips which are already on the roadway system. The actual reduction in commercial trips for this project will likely be greater than 40 percent because nearly all trips will be internal to the project or linked to the home-to-work commute. Many support commercial uses operate with limited hours and are not open on weekends when onsite employee use is minimal. If the support commercial uses are a portion of a large in-line shop complex, each use may occupy only 1,000 - 2,000 square feet. Larger support commercial uses, like office supplies, primarily serve a local market. The primary environmental concern related to support commercial uses has



JURISDICTIONAL BOUNDARIES
DOMINGUEZ TECHNOLOGY CENTRE

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EXHIBIT 31

been the potential of additional trips. However, the traffic consultant has indicated that 100,000 square feet of local serving commercial uses could be accommodated within the project without deterioration in service levels.

12-13 See Response 12-12.

12-14 The Development Standards for height, setback and parking (including the ten percent increase) will be revised to reflect the City of Carson's Zoning Ordinance (in effect at the time of project approval) for the type of use proposed.

12-15 These provisions for developer review provide opportunities for consistency and continuity across the project. The City retains its normal review authority for administrative design review.

12-16 See Response 12-14.

12-17 No rendering was included in the Specific Plan, however numerous examples were provided during the Public Hearing process. As this project is a continuation of Dominguez Technology Centre, building designs will be similar to those existing in the first phases of development. Exhibit 32, Representative Architectural Styles, following this page, provides examples of the type of architecture planned for this project.

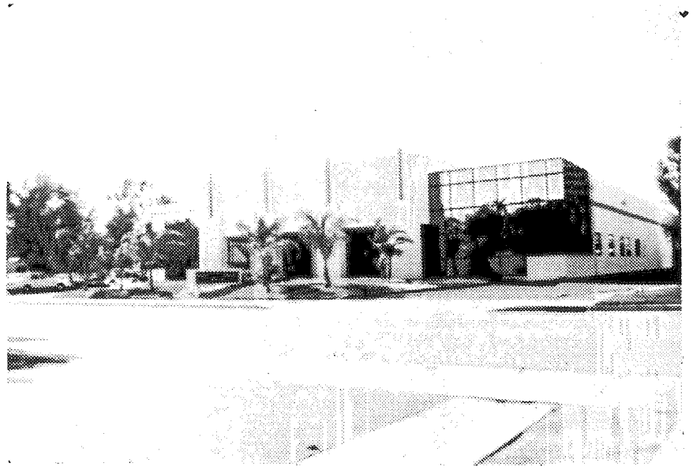
12-18 Visual inspection of the existing buffering scheme on University Drive does effectively demonstrate the adequacy of the landscaping plan for the Dominguez Technology Centre. This project is the final phase for the Technology Center and the established buffering scheme will be retained.

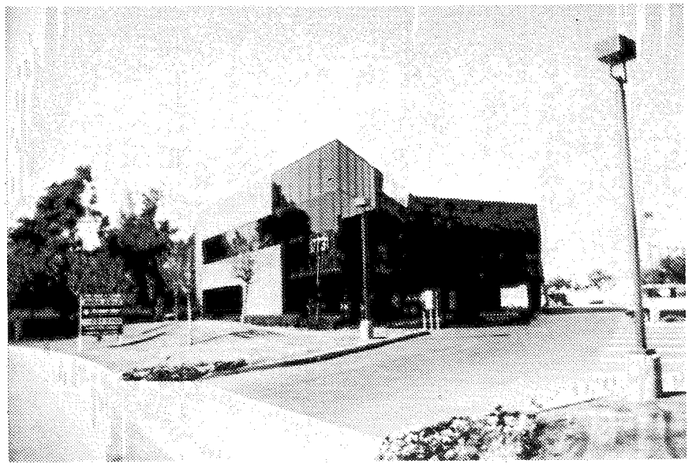
12-19 There is no criteria in the Human Resources Code which would require such an increase in the surrounding land use analysis. Expansion of the area as requested would show only a very minimal variation from the exhibit presented in the Specific Plan.

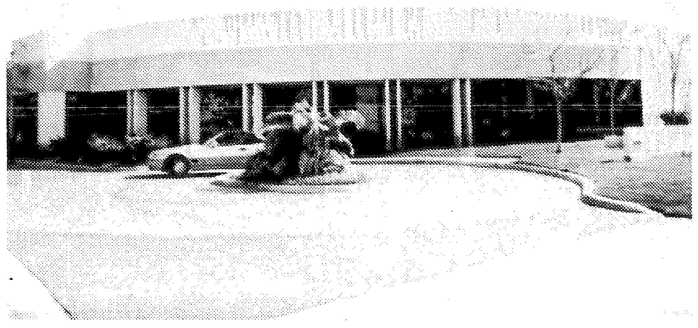
12-20 Exhibit 33, Traffic Study Intersections, in the complete traffic report in the Technical Appendix shows all intersection locations. A copy of this exhibit is included following this page.

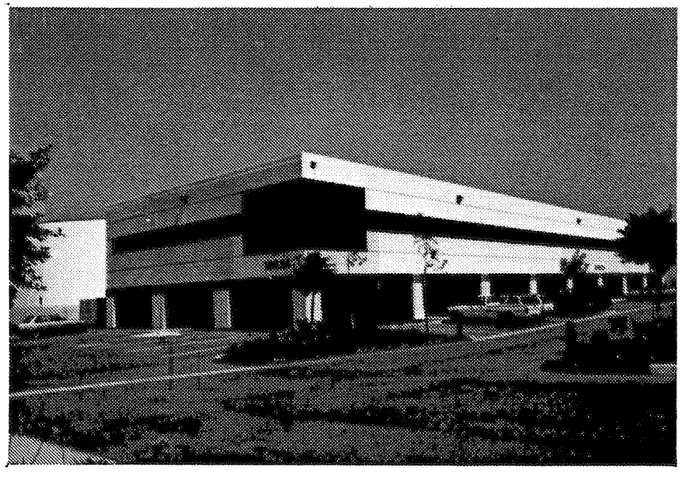
12-21 Truck routes are designated and enforced by the City.

12-22 Although the EIR and Specific Plan state that a voluntary TDM plan will be part of the development, individual employers within the Dominguez Technology Centre with 100 or more employees will be required to provide a plan to respond to the South Coast Air Quality Management District (SCAQMD) Regulation 15. Those employers will be required by law to submit a plan to the SCAQMD and verify its effectiveness annually. The threshold of 100 employees may be even lower by the time phase one of









DOMINGUEZ TECHNOLOGY CENTRE

REPRESENTATIVE ARCHITECTURAL STYLES

NOTE: THIS EXHIBIT IS FOR ILLUSTRATIVE PURPOSES ONLY. FINAL PLANS SHALL BE SUBMITTED TO THE CITY FOR ADMINISTRATIVE DESIGN REVIEW.

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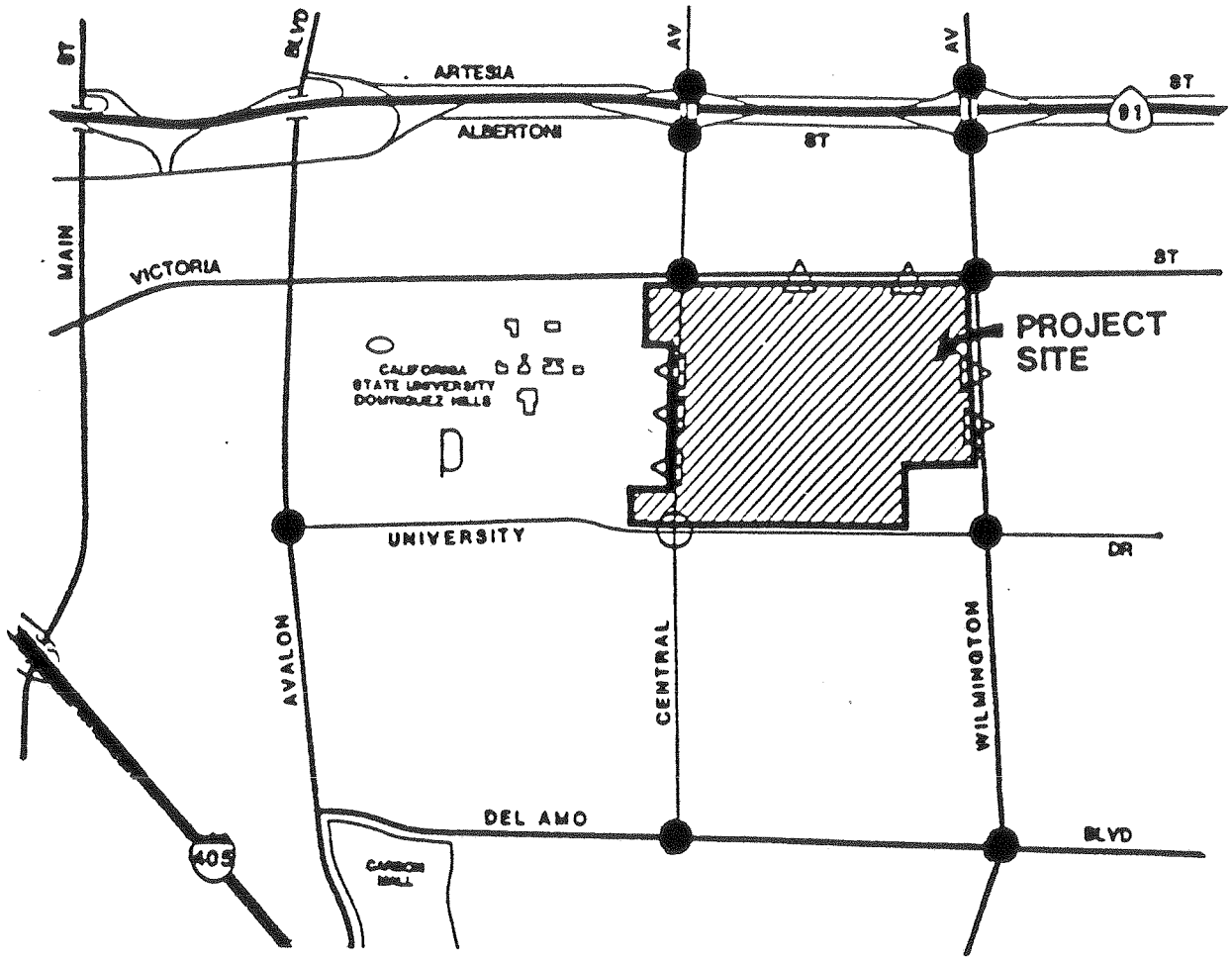
EXHIBIT 32



ACCESS POINT

UNSIGNALIZED

SIGNALIZED

TRAFFIC STUDY
INTERSECTIONS
DOMINGUEZ
TECHNOLOGY CENTRE

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EXHIBIT 33

the development is implemented, thereby increasing the number of businesses which must submit a mandatory plan.

No documentation is available which indicates the relative effectiveness of voluntary versus mandatory TDM Plans, although many active plans were created on a voluntary basis.

12-23 The evaluation of project impacts for all topical sections of the Draft EIR has occurred for a proposed project of 4.7 million square feet. All service agencies were consulted in evaluation of the project impacts and the development assumptions were clearly stated.

12-24 A minimal grading approach is planned for the Dominguez Technology Centre and grading will be substantially balanced onsite. Due to the minimal grading approach, impacts will be insignificant. The rough grading plan is included as an exhibit following this page.

12-25 Utilities will be underground, except for high voltage transmission lines.

12-26 Compatibility with surrounding land uses is discussed in numerous sections of the Specific Plan/EIR.

12-27 There are retention basins planned for drainage area A, as indicated in Exhibit 13 of the Specific Plan.

12-28 The drainage impacts from the project were analyzed and mitigated in accordance with the Storm Drainage Plan prepared for this project.

12-29 The comment is noted and the Department of Fish & Game will coordinate with other agencies, if needed, when the 1601 - 1603 permit applications are filed.

12-30 The ravine bottom does not contain a riparian wetland, as determined by the biological consultant through a field analysis.

12-31 The biotic/habitat surveys are based on two days of intensive field investigation which was completed on August 6, 1989.

12-32 The comment is correct. Appropriate changes will be made on page 90 in the text of the Final EIR.

12-33 Other stations more removed from the project site are Lynwood, Whittier and the Hawthorne stations. The North Long Beach Monitoring Station is six miles southwest of the site.

12-34 Local pollutants disperse at further distances from the site. The analysis is appropriate.

DOMINGUEZ TECHNOLOGY CENTRE

ROUGH GRADING PLAN

VICTORIA STREET

VICTORIA STREET

PROPOSED STREET 'A'

PROPOSED STREET 'B'

PROPOSED STREET 'C'

PROPOSED STREET 'D'

PROPOSED STREET 'E'

PROPOSED STREET 'F'

PROPOSED STREET 'G'

WILMINGTON AVENUE

GLENN CURTISS STREET

UNIVERSITY DRIVE

UNIVERSITY DRIVE

CONTOUR INTERVAL 2'

ROUGH GRADING PLAN

Dalcin Cummins Associates

DATE 2-19-90 SCALE 1" = 100'

DESIGNED JR DRAWN RB

REVISION

PROJECT NUMBER 240

EXHIBIT 34

12-35 Fugitive dust emissions were calculated on page 90 of the Draft EIR (page 99 of the Final EIR).

12-36 The air quality analysis for the project was estimated for 1992. Ambient concentrations are obtained from SCAQMD. All assumptions conform to the CALINE4 methodology and are listed in the work sheets in the Technical Appendices of the Final EIR. As stated, the one-hour CO state or federal standard is exceeded near the project site; the project's local air quality impacts are not significant but the regional/cumulative impact is significant because the ambient air quality standards are exceeded for existing and future conditions.

12-37 See the summary of impacts. The short-term construction impacts on air quality are regarded as significant prior to mitigation. Existing ambient CO air quality standards are exceeded but the project's emissions are not significant with mitigation; all air quality impacts are regarded as insignificant.

12-38 The retail components of the project are assumed to be local serving and support retail. The customer base will draw primarily from the adjacent University and Dominguez Technology Centre. Nearly all tripmaking will therefore consist of "pass-by" traffic which does not add any new trips to the external roadway system. The tripmaking due to the retail component is included, as it is part of the 4.7 million square feet assumed in the analysis.

12-39 The project trip generation estimates are based upon rates developed via surveys of local projects with similar characteristics. The guidelines of the Institute of Transportation Engineers (ITE) state that locally developed rates are generally preferred over published rates which were developed from studies throughout the country. Three major developments were surveyed, one for each type of land use. These projects were chosen due to their sizes, proximity to the project site and land use characteristics.

The trip generation estimates used in the DKS traffic analysis are broken down into three land use types: office, technology and industrial/distribution. The locally measured rates for the first two land uses (office and technology) are nearly identical to ITE and other published rates. The industrial rates used in the analysis are lower than published rates. This reflects the different characteristics and operating patterns of the local developments relative to industrial projects in other parts of the county. All published studies show that industrial trip rates are lower than either office or technology rates.

12-40 Project buildout is anticipated over a 10- to 15-year period, between 1991 and 2004, depending on market conditions.

12-41 The intersections in the study are located within the jurisdictions of Carson, Compton, Los Angeles County and the State of California (Caltrans).

The 11 key study intersections were chosen in coordination with the City of Carson Consulting Traffic Engineer and represent the locations most likely to be impacted by the project. The intersections included in the analysis fall within an approximate one mile radius of the project site, which is the general guidelines used to determine EIR traffic study boundaries.

12-42 Identification of short- or long-term impacts to the mainline freeway system due to one project is generally not feasible because freeway travel is regional in character rather than local. For example, the shortest trips on the freeway system are generally several miles in length and have origins and destinations over a wide geographical area. The forecasting of future impacts is therefore conducted by the California Department of Transportation (Caltrans) and the Southern California Association of Governments (SCAG).

Route Concept Reports (RCR) are prepared by Caltrans in cooperation with local and regional agencies. The Route Concept Reports are planning documents which describe the Department's basic approach to the development of each route. The objective of the effort is to provide a better basis for the development of the State Transportation Improvement Program (STIP) and for the determination of the appropriate concept for future highway projects.

The Los Angeles Regional Transportation Study (LARTS) model is used by Caltrans to develop the year 2010 traffic projections on each route. This model uses the SCAG socioeconomic data, which incorporates each city's growth trends for the region, as the base for its projections. The base data developed by SCAG includes growth trends and important projects within each city such as the Dominguez Technology Centre in Carson.

The long-range traffic forecasts and improvements recommended by Caltrans as part of the Route Concept Reports for SR-91, I-405 and I-110 are described below along with a summary of the traffic volume to be added to each Route by the Dominguez Technology Centre. Note that Caltrans defines the acceptable Level of Service on freeway facilities as "FO" which equates to congested peak hour operation up to one hour in length. Freeway segments forecast to operate at Levels F1, F2 and F3 are considered deficient and require improvement.

Route 91

Route 91 is the closest freeway to the project site (less than one-half mile to the north) and will be the primary regional transportation facility used by project-related traffic. The San Diego Freeway

and the Harbor Freeway, which are both more than two miles from the project site, also will be utilized by project-related traffic although the number of trips on each freeway will likely be less than on Route 91 and the traffic will be more widely distributed over several ramps.

The Draft Route Concept Report for Route 91, which was prepared in February, 1989, states that with no improvements the segment of Route 91 west of Central Avenue will operate at an acceptable level of service but that the segment to the east will operate at level F1. The improvement proposed by Caltrans in the RCR is to add one lane in the westbound direction for the segment from Central Avenue to the Long Beach Freeway (Route 710). It is stated in the report that "the improvements will significantly reduce the duration of congestion which would be experienced if no improvements were made. How the added capacity is to be utilized (mixed flow or HOV facility) will be determined during the Environmental Impact Statement (EIS) process for the improvement."

The RCR for Route 91 includes the following traffic volume projections for the facility through the year 2010:

Freeway Segment	Existing Peak Hour Volume	2010 Peak Hour Volume
I-110 to Central	20,450	17,800
Central to I-710	26,320	20,120

Caltrans forecasts illustrate a 13 percent decrease in volume of Route 91 west of Central Avenue and a 24 percent decrease east of Central Avenue between today and 2010. According to Caltrans staff, this decrease in forecast volumes is due to the opening of the Century Freeway (I-105) which will parallel Route 91.

This traffic volume forecast includes growth in all jurisdictions and projects such as the Dominguez Technology Centre. The project is anticipated to add approximately 720 peak hour vehicle trips to the freeway west of Central Avenue and 1330 trips east of Central Avenue (via both the Central Avenue and Wilmington Avenue ramp systems). With the anticipated traffic reduction due to the completion of the Century Freeway in 1993, the new freeway volume is lower than 1989 volumes (even with the DTC traffic).

San Diego Freeway (Route 405)

The San Diego Freeway is located more than two miles south of the project site. Some project-related traffic will utilize the freeway, although it is not possible to forecast the precise level of tripmaking without the use of a regional model such as LARTS or SCAG's travel model. It is estimated that between five and fifteen percent of project traffic will utilize the freeway, which equals 240 to 720 vehicles during the peak hour. These vehicles will access the freeway at various points including the Avalon Boulevard ramps, the Wilmington Avenue ramps, via Route 710 and via Route 110.

The Draft Route Concept Report for the San Diego Freeway indicates an existing level of service FO within the City of Carson. The RCR forecasts a peak hour traffic volume increase on Route 405 within Carson of 2,870 vehicles by the year 2010 to a total of 20,780 vehicles (equal to a 16 percent increase over existing levels). Growth within Carson, including the Dominguez Technology Centre, would account for a portion of that increase while the remaining increase is related to growth outside the city.

Without improvement, the route is forecast to move to level of service F1 and F2 within the city by the year 2010. Caltrans RCR recommends an addition of two lanes in each direction from Avalon to the Harbor Freeway. With these Caltrans proposed improvements, the freeway is forecast to operate at level of service D south of Avalon Boulevard and level of service FO to the north.

A Route Development Plan (RDP) is the strategy towards the attainment of the Route Concept Report given different levels of funding. Currently, Caltrans is considering RDP projects on Route 405 from Route 710 to Route 110 which would include widening and restriping. With the above recommended improvements, the freeway would operate at acceptable service levels (LOS FO or better) with all increased traffic volumes including Dominguez Technology Centre traffic.

In summary, with Caltrans proposed improvements, the traffic generated by the Dominguez Technology Centre would not have a significant impact on the freeway. Without the improvements, the freeway is forecast to operate at an unacceptable service level and new traffic generated by all new development, including the Dominguez Technology Centre, would impact freeway congestion. Mainline freeway impacts due to this project will be minimized because the traffic will use several ramp systems for access and the added volume could therefore be controlled through ramp metering operations.

Harbor Freeway (Route 110)

The Route Concept Report for the Harbor Freeway (Route 110) was prepared by Caltrans in 1985 and contains much less applicable information than the Route 91 or Route 405 RCRs. The report indicates existing level of service on Route 110 in the Carson area which ranges from D to F1 depending on direction and peak hour. The concept improvement for the segment of the freeway in the Carson area is to extend the proposed transitway from Route 91 to its existing proposed terminus at Route 105.

As with Route 405, future conditions are forecast to be generally unacceptable over most of its length (LOS F1 or worse). The addition of new traffic volume will impact freeway congestion, although the impact of the traffic related to this project will be spread out over several ramp systems. Much of the traffic on Route 110 due to the project will likely use the Route 91 ramps for direct access to surface streets. It is estimated that between five and fifteen percent of project-related traffic will utilize Route 110, which equals 240 to 720 vehicles during the peak hour. The impacts of this traffic on the freeway mainline can be controlled by ramp metering operations.

12-43 The output is not in day-night levels; no conversion was necessary. The FHWA model output is in CNEL levels.

12-44 Residential locations were selected as sensitive receptors.

12-45 Table 19 in the Draft EIR (Table 21 in the Final EIR) is based on the FHWA noise methodology, with all assumptions included in the technical appendices.

12-46 See Response 1-10.

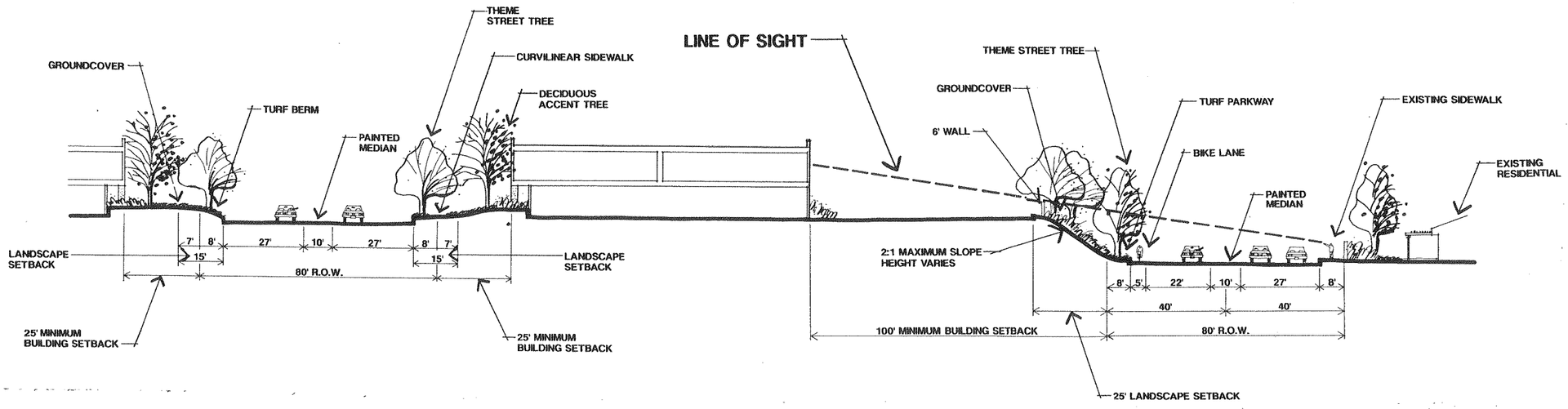
12-47 No, the exact number of retail employers cannot be determined. Retail uses will be restricted to support uses only. See Response 12-10.

12-48 See Response 11-15. The project site can only be seen from the immediate area because of the builtout nature of the surrounding properties and the topography on the site. A line of sight exhibit is included following this page (Exhibit 35).

12-49 Edge treatment is part of the landscaping plan of the Centre and will visually enhance the area as well as provide a buffer from the surrounding land uses.

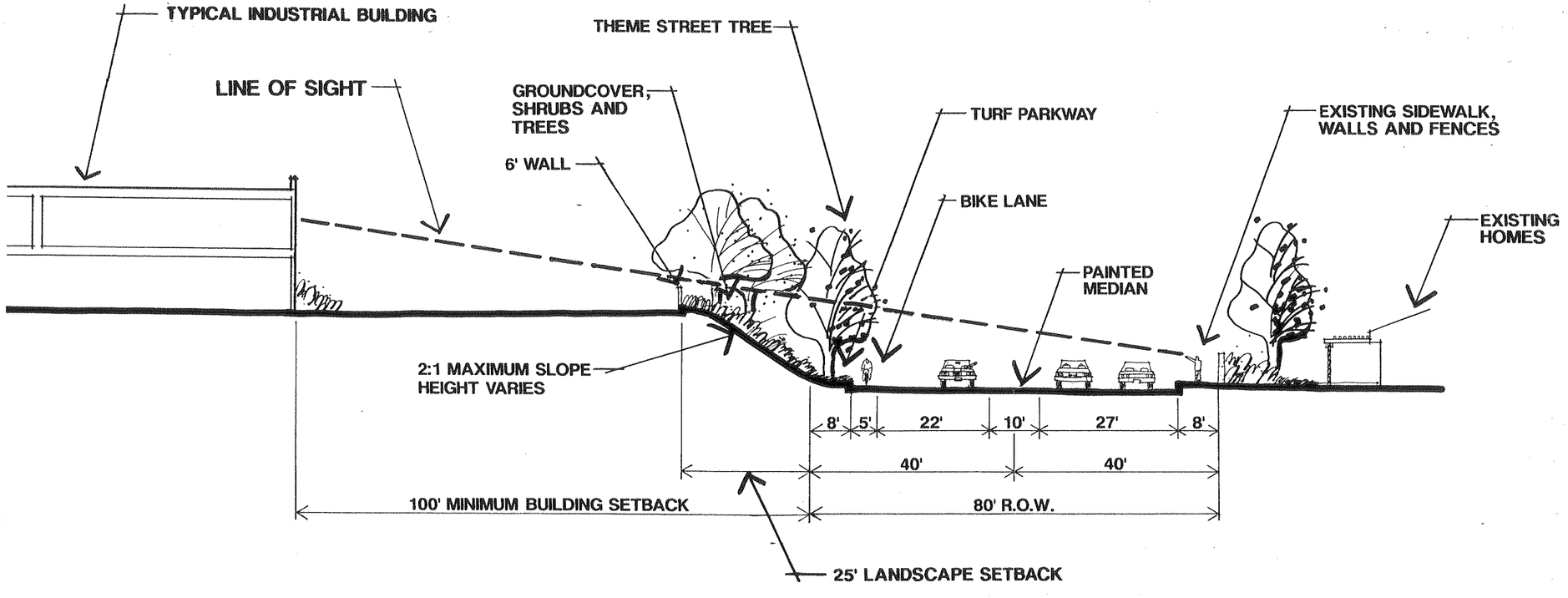
DOMINGUEZ TECHNOLOGY CENTRE

LINE OF SIGHT



GLENN CURTISS STREET

UNIVERSITY DRIVE



LINE OF SITE DIAGRAM FROM THE SOUTHERLY SIDE OF UNIVERSITY DRIVE

NOTE: PLANT MATERIAL SIZES, LOCATIONS, AND SHAPES ARE FOR ILLUSTRATIVE PURPOSES ONLY.

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EXHIBIT 35

12-50 The factual and analytical basis was determined by consultation with the fire and sheriff departments. See Response 1-13.

12-51 The basis was determined in consultation with the water/sewer agencies and the City of Carson. Individual phone contracts were Brian Scanlon, Los Angeles County Public Works and John Foth at Dominguez Water Corporation (May 1989).

12-52 See Response 1-14.

12-53 The County Solid Waste Management Plan will list measures to reduce solid waste which shall be used by individual employers to implement waste minimization, resource recovery and recycling at their facilities.

12-54 No significant direct or secondary impacts are expected on local schools. See Response 4-1.

12-55 The following paragraphs are hereby added to paragraph one at the top of page 67 of the Draft EIR (page 72 of the Final EIR):

A clean-up operation began four years ago and will continue. Remedial work is continuing and clean-up operations will continue as oil operations are phased out. These operations are independent of the project and are not accelerated by the project. In addition, all idle wells which are not producing nor will be producing in the future, are being systematically abandoned. A copy of the Work Plan for the subject clean-up operation is included in the Technical Appendices.

The area having the potential for the greatest risk for upset is the crude oil storage facility at tank farm number 5. This facility has been designed according to the Los Angeles County Fire Department Code. The containment area is approximately fifty percent larger than the total capacity of the tank.

The issue of public health and safety is addressed in a safety manual published by Tower Petroleum, and used in the day to day operation of the leases. Monthly safety meetings are held with an outside safety director at which time all safety aspects of the operation are reviewed. In addition, frequent inspections of the oil facilities and operations are made and formally reported on by an outside safety consultant.

The development of the site should have no significant impact on oil production from the field. Public safety is assured by real estate disclosure laws which require a "clean site" be transmitted in any real estate exchange and by consolidating the ongoing oil operations apart from areas of the project which are being developed for industrial and technology uses.

However, the production will be conducted in a more consolidated area with new gathering lines and updated facilities and equipment.

The project is also being phased so development occurs first in areas where little oil operations have occurred. Areas in which more extensive oil operations have occurred will be developed in later phases. The remedial operations work must be completed whether this project is developed or not. This material will be added to the Final EIR, as well as Response 10-4, 10-8 and 10-9. An abandoned oil well exhibit follows this page (Exhibit 36). All wells were abandoned in accordance with the Department of Oil and Gas requirements in effect at the time of abandonment.

12-56 See Response 1-16 and 9-6.

12-57 The "no project" alternative does not implement the project objectives. See Response 1-3.

12-58 Alternative 1 contains 35 percent of office uses (page 162 in the Final EIR).

12-59 See Response 1-3 and the alternatives section of the Draft EIR on pages 136-138 (page 161-165 in the Final EIR).

12-60 Since the project consists of 288 acres, the project may absorb a substantial portion of the market demand for the area for industrial and technology land uses. The comment correctly states that the project may employ 14,000 employees at buildout. However, it would be speculative to assume that all 14,000 employees will work and live within the City of Carson, or that development of this parcel will automatically induce similar or complementary facilities. Since little or no vacant land occurs in the project vicinity, growth inducement of additional industrial/commercial land uses is unlikely. Indirect inducement of additional housing in the area is also speculative and unlikely for the same reasons.

As indicated in Table C of the report, Watson Industrial and Office Centers: Engines of Economic Growth, Pasadena Research Institute (January 1989), page 24, the commuting distances of employees to Watson Industrial and Office Centers is as follows:

Number of Employees	(Percent)	Miles Per Employee
1,251	14.3	2.06
900	10.3	3.04
401	4.6	3.54
1,509	17.2	5.74
4,700	53.6	10.64
8,761		Average = 7.47

DOMINGUEZ TECHNOLOGY CENTRE

ABANDONED WELL SITES

VICTORIA STREET

CENTRAL AVENUE (FUTUREY

WILMINGTON AVENUE

UNIVERSITY DRIVE

EXIST BLDG.

LEGEND

ABANDONED WELL SITE

METRIC FEET 0 100 200 400 / 0 25 50 125

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EXHIBIT 36

12-61 The assumption is in error. The statement is being quoted without regard to the context. The traffic analysis for the project incorporated related projects located near the project site relevant to the geographical area in which project traffic may have a potential significant impact. The traffic model also incorporates the regional traffic by allowing for traffic both entering the analysis area, and leaving the analysis area (eg., cordons of the model). While there undoubtedly are or will be specific projects located outside of the project traffic model which are included in the regional traffic forecasts, it is beyond the scope of the analysis of this EIR to evaluate the regional impacts of those models. The thrust of the discussion in the Draft EIR is to acknowledge that cumulative projects do result in land use impacts, which may result in potential impacts, and which must be addressed in subsequent project submittals, general plan amendments etc.

Since the land use and traffic sections of the Draft EIR already evaluate potential land use impacts, it is appropriate for this section to deal with general cumulative land use impacts. As emphasized in the discussion, the secondary effects of cumulative land use changes (eg., air quality, traffic and noise) are evaluated in the modeling used in the Draft EIR.

12-62 The comment is noted; a revision would be subject to further environmental determination by the City.

12-63 Municipal costs were projected on the basis of actual costs per acre as published by the City of Carson in its Financial Report, 1986-87, page 4. All City costs except parks and recreation expenditures are included in the calculations since everything except parks would closely resemble the proposed new development site. Average costs were projected on the assumption that this project would generate costs similar to nearby industrial and commercial sites and the prior phase of this project (TRW).

12-64 The factual basis was the actual tax revenues per acre generated by Watson Industrial Office and Industrial Centers, similar type developments near the intersection of Wilmington Avenue and the San Diego (I-405) freeway in the City of Carson.

12-65 The Gann Act spending limits were taken into account in the study and assumed to remain in effect throughout the life of the project.

City of Compton, Office of the City Manager, Howard Caldwell, City Manager, January 16, 1990

13-1 The cumulative impacts of traffic due to development within the Cities of Compton and Carson have been addressed in the EIR. Following a field review of the area north of the SR-91 Freeway, a total of 300,000 square feet of new industrial development within the City of Compton was included

in the cumulative analysis. This represents existing structures which are currently unoccupied or partially occupied as well as planned structures.

13-2 The comment regarding recommendations for Central Avenue between University Drive and Victoria Street is noted. Wilmington Avenue will be constructed to full major highway standards (84 feet curb-to-curb within 100-foot right-of-way). City of Carson Planning Commission has recommended that Central Avenue be constructed to major highway standards between University Drive and Victoria Avenue. This recommendation is being carried through to the City Council for review and action.

13-3 See Response 13-1. The traffic impacts of the project do not result in any proposed changes to the Circulation Element of the City of Compton. Two intersections in the City of Compton were analyzed and mitigation measures are proposed.

13-4 As required by CEQA, the physical impacts of the project are required to be evaluated. The intersections of Wilmington Avenue/SR-91 are within the City of Compton. The project impact of these intersections has been evaluated and appropriate mitigation measures have been included in the Traffic section of the Draft EIR. (See pages 117-127 in the Final EIR.) No other physical impacts within Compton have been identified.

13-5 The Draft EIR does evaluate project impacts for surrounding land uses, including the unincorporated area of Los Angeles County east of the project site. The impacts of the project do not result in any proposed changes to the City of Compton Circulation Element. Beyond these two specific issues, there is no requirement to address the general plans of other jurisdictions.

13-6 The request for additional review time is noted. Additional responses to any further comments received from the City of Compton will be provided in the Final EIR. See Response 23-1 and 25-1.

California State University, Dominguez Hills, December 22, 1989

14-1 First, it should be noted that the letter addressed issues in the specific plan; not the Draft EIR. The comments noting support for the project and its mutually beneficial relationship to the University are noted.

14-2 The comments on the use limitations of University recreational facilities are noted. The project may include commercial recreational uses and the University retains control of demand on its recreational facilities through identification procedures, fees and if required, limiting access to the public.

14-3 The issues of use, height and setback have subsequently been discussed during public hearings and both parties are in agreement to resolve any outstanding issues during site plan review.

14-4 Willingness to recommend granting of an easement to the city is noted. The project is conditioned to pay its fair share for funding construction of Central Avenue.

14-5 The applicant has committed to building the bike path if the University provides the easement.

14-6 Preference for raised medians is noted. The final street configuration will be decided during specific plan review.

14-7 Concern for proper sizing of Central Avenue is noted. Central will be built to its current designation within a 100 foot right-of-way.

14-8 Comments regarding a child care center on campus developed as a joint venture between the University and the applicant are noted. This proposal would also reduce total vehicle miles traveled by both project and University employees.

14-9 Both proper access and sidewalks along Central Avenue will be reviewed when street improvement plans are submitted to the city.

County of Los Angeles, Department of Health Services, Environmental Health, Health Facilities, Bureau of Environmental Protection, Jack Petralia, Director, Bureau of Environmental Protection, December 22, 1989

15-1 See Response 1-14.

15-2 See Response 1-14.

15-3 See Response 2-3.

County of Los Angeles, Office of the Sheriff, Ed Padias, Captain, January 4, 1990

16-1 The standards suggested in the comment to reduce criminal impacts are hereby included in the Public Services section following paragraph 1 of Impacts on page 124 of the Draft EIR (page 146-147 of the Final EIR).

16-2 The comments on Central Avenue are noted, Central Avenue south of University is already designated as a non-truck route.

16-3 The recommendation that traffic lights for the seven primary project access locations is noted. All seven locations will be signalized. Glenn Curtiss and Wilmington currently is signalized. The City's Traffic Department shall specify signalization needs as warranted.

Rapid Transit District, Gary Spivack, November 8, 1989

17-1 Agreement that the project frontage along Victoria and Wilmington satisfies RTD's criteria is noted. The district's criteria for bus stops will be implemented by future street improvement plans.

17-2 As noted, RTD service policies do not encourage turns into a project area. Since no policy change is proposed, any redesign of the curb return radii is inappropriate.

17-3 A copy of the Final EIR will be made available for RTD.

City of Carson, Kevin G. Eniss, Assistant City Attorney, January 31, 1990

18-1 Most counties already have an airport land use commission, with powers to review land use decisions which may impact their operations. However, Los Angeles County did not create airport land use commissions and is now required by recent legislation to do so. The two primary concerns for land uses adjacent to airports are structure height and type of land uses. Land uses, such as industrial, are generally compatible, while residential and school uses are not. The approach/takeoff flight path, at lower altitudes, is protected by imaginary surfaces indicating height restrictions near their facilities and protection of their radar/approach guidance systems. Generally, since the Compton Airport runways are oriented east-west, flights ascending and descending will be coming from those directions, not from the south. Those portions of the project site north of Glenn Curtiss Street are approximately two miles from the Compton Airport. A copy of the Draft EIR was distributed to the County of Los Angeles and we have apprised the Aviation Division of the specific plan's availability.

The legislation forwarded for review requires the county to develop land use plans for airports, proposes amendments which alter the membership of the governing bodies to include persons qualified in aviation, permit the committee/agency to charge fees for review of land use plans and to adopt rules and regulations pertaining to its duties and powers.

According to Jim Abing of the Aviation Division, Department of Public Works, Los Angeles County, the project site is not located within the approach path of Compton Airport and industrial uses in the project vicinity should be compatible with airport operations. A draft airport plan will be prepared in a year and not adopted until the adjacent cities review the draft plan. Planes at higher altitudes may overfly the site but most aircraft hazards are associated with areas near the runways. In other areas of the county, there usually have not been height restrictions for buildings below two hundred feet for areas removed from the airport.

Structures within the project site will not likely exceed this height and the distance of the project site from the runway, its location perpendicular to the runways, and the general compatibility of non-residential uses with airports, since both zoning and specific plans will allow these uses suggest that subsequent airport plans for Compton Airport will not adversely impact the project.

California Regional Water Quality Control Board, John L. Lewis, Unit Chief, Technical Support Unit, December 1, 1989

19-1 The wastes discharged by the project are those common to all business centers and solid waste will generally be disposed of at Class II landfills. A few business operations may utilize processes requiring a Class I landfill (toxic and hazardous waste). The sewage flows will likely be typical of other office and commercial areas. The city and the fire department regulate all disposal of sewage and solid waste which may be classified as toxic or hazardous materials.

The projected sewage flow rate will range widely in magnitude. As indicated in the Draft EIR, the daily wastewater generation at buildout is estimated at 234,959 gallons daily and the solid waste projected is 8,270 tons annually. Service agencies do not anticipate a significant adverse impact on the sewer system and landfill capacity.

There is no indication that the cumulative impact of related projects upon area treatment plants is significant.

California State University, Dominguez Hills, David J. Karber, Vice President, Administration, January 4, 1990

20-1 The comments encouraging high technology/office and light industrial facilities adjacent to the University lands is noted. The applicant and the University are now in agreement that land use compatibility issues can be solved during site plan review.

20-2 The comments are noted. The conditions of approval require the applicant to build its fair share of Central Avenue and build the bike path if the University provides an easement.

20-3 Access to campus facilities will be assured by city review for all street improvement plans. The number of entrances along Central Avenue for the University will be finalized with preparation of street improvement plans.

RTD, Gary S. Spivack, Director of Planning, October 12, 1989

21-1/21-2 The project will provide ample parking onsite for employees and patrons, and employers will be required to implement Rule XV. Preferred parking areas for car pools and van pools will be identified prior to issuance of certificates of occupancy for major employers. Lighted bus shelters and bus pads will be provided upon RTD request when street improvement plans are prepared.

Sidewalks are planned along all major streets. The Transportation Demand Management program, which will be reviewed and approved by the City will include provisions for information racks, ride-share/transit coordinator and transit pass programs.

City of Carson, Howard B. Homan, Director, Parks and Recreation Department, January 5, 1990

(This comment was received on the Notice of Preparation, but is included to resolve the issues discussed.)

22-1 The landscape concept plan includes a similar plant palette to the initial development.

22-2 A bike path will be developed west of Central Avenue adjacent to the University. See Response 21-1.

22-3 The comments are noted and we agree that the project impacts on local parks is negligible. The project may include onsite private recreational facilities.

22-4 The Department's recommendation concerning the subdivision ordinance is noted and the Council will consider your recommendation.

22-5 Onsite recreational facilities will likely include health clubs and aerobics.

City of Compton, Department of Planning and Zoning, Robert R. Gavin, Planning Director, February 7, 1990

23-1 The improvements at the Central Avenue and Wilmington Avenue ramp systems are recommended as part of Phase 1 of the project. These improvements will be completed prior to occupancy of Phase 1 and will be funded on a fair-share basis.

23-2 The stated agreement that the City of Compton will use its condemnation power to acquire needed right-of-way at the Central and Wilmington SR-91 ramps is noted. The proposed mitigation measures recommended by

the traffic consultant are stated in the EIR document and Response 24-1. The recommended exclusive northbound right-turn lanes may require acquisition. However, until additional design plans are complete, the amount of right-of-way needed cannot be established.

The EIR shows that these improvements are required to reduce significant impacts to levels of insignificance. They are therefore included in the final list of recommended mitigation measures. Precise design related details will be developed during detailed design phases of project review.

CALTRANS, Gary McSweeney, January 26, 1990

24-1 Caltrans Route Concept Report for Route 91 indicates that freeway volumes on Route 91 are expected to decrease between now and the year 2010. This decrease is due to the completion of the parallel Century Freeway (Route 105) in 1993. See response to comment 12-42 for a more detailed discussion of freeway mainline impacts.

Further response to Caltrans letter is provided below.

The EIR traffic impact analysis includes consideration of ramp system impacts at both Central Avenue and Wilmington Avenue. The analysis includes forecast traffic from the Dominguez Technology Centre as well as other significant projects in the vicinity of the project site. Significant traffic impacts due to the project are forecast at each ramp system. Mitigation measures are proposed which, if implemented, would reduce the impacts to levels of insignificance at both the Central Avenue and Wilmington Avenue ramp terminal intersections. The proposed mitigation measures include:

- Redesign the surface of the bridges at both Wilmington Avenue and Central Avenue to provide additional through lanes on the bridge as well as to lengthen the storage lanes for left turns in each direction. These mitigation measures will not require any additional right-of-way.

- Add exclusive northbound right turn lanes at both Wilmington Avenue and Central Avenue where they intersect the east-bound on ramps. These mitigation measures will likely require additional right-of-way. The traffic study contains more detailed information on these mitigation measures.

- Restripe the on- and off-ramps at the ramp terminal intersections to provide additional capacity for on- and off-freeway traffic. The ramp widths at the terminals range from 45 to 48 feet, which would accommodate up to four lanes if required to shorten queue lengths. It is assumed that signal timing

modifications will be made to ensure that any queues that form will occur on the ramps or surface streets rather than the freeway mainline, and the capacity analysis indicates that sufficient capacity will be available at the terminal intersections to allow sufficient green signal time on the ramps to prevent such queues.

Each on-ramp also contains one mixed flow lane which is controlled by ramp meters and one HOV lane. The traffic analysis utilized conservative assumptions and did not assume any of the traffic originating at the project to be carpools or vanpools which could utilize the HOV lane. The mandated Transportation Demand Management Program (required by the South Coast Air Quality Management District) will apply to this development and will result in a significant reduction in single occupant vehicles as well as an increase in the number of vehicles able to utilize the HOV lanes.
A mitigation monitoring program is being proposed for the project and will include the following aspects:

Financing - The developer is currently working with both the City of Carson and the City of Compton to determine which fair share costs of roadway improvements will be allocated to each party. The City of Compton has already indicated a willingness to commit to condemn land in their city which is necessary to implement improvements to the intersections of Wilmington and Central Avenues at the SR-91 freeway eastbound on-ramps. (letter from Robert Gavin dated February 7, 1990)

Scheduling - All mitigation measures identified in the Final EIR which may impact Caltrans facilities, such as improvements at the Wilmington and Central Avenue interchanges with SR-91, must be implemented prior to occupancy of Phase I per the EIR and development agreement, except to the extent of the findings of the Statement of Overriding Considerations apply to implementation of the recommended improvements.

Implementation - The project developer, in coordination with the City, will obtain encroachment permits and all other necessary permits/approvals for any work completed within Caltrans right-of-way.

Monitoring - The implementation of all mitigation measures will be monitored via the mitigation monitoring program being developed concurrently with the Final EIR. This program will ensure that all mitigation measures are implemented according to the phasing schedule indicated in the Final EIR and in the development agreement.

<u>City of Compton, Kenneth Hanson (Traffic Engineer) and Edmund F. Sotelo (Assistant City Manager), February 23, 1990.</u>

25-1 The cities of Carson and Compton are currently working with the project

applicant to resolve the issue of access to the existing north side driveways and the proposed south side driveways along Victoria Street between Central Avenue and Wilmington Avenue. While the Planning Commission and Public Works Committee have endorsed the construction of raised medians along the segment of Victoria Street, the City of Compton has not made a final determination on the acceptability of a raised median along Victoria Street.

The realignment of streets F and G (as proposed by the City of Compton) to align with Sierra Drive and the exit drive from Daewoo Industries, is not possible due to the existence of the present and ongoing oil operation.

Construction of raised medians in conjunction with the currently proposed access plan for the Dominguez Technology Centre would result in the following impacts to the north side of Victoria Street;

- Full access would be maintained for Sequoia Drive but Sierra Drive would be limited to right-turn-in/right-turn-out only due to its proximity to F Street. Traffic on Sierra Drive which currently turns left onto Victoria could utilize the driveway which connects the cul-de-sacs of Sierra and Sequoia to access the median opening at Sequoia. Traffic counts taken in February 1990 show that only 13 vehicles would be re-routed to the Sequoia Drive access during the peak hour of traffic. The industrial buildings adjacent to Sierra are about one-third to one-half occupied, so the total of 13 peak hour turning movements may be expected to increase to between 26 and 39 with full occupancy.

- Seven driveways on the north side from Wilmington Avenue to Central Avenue would be limited to right-turn-in/right-turn-out movements. Peak hour traffic counts taken during February 1990 reveal that an average of only eight left-turn movements into and out of each driveway would be impacted during the peak hour of traffic. A total of 25 would be affected at the busiest driveway. This compares to an anticipated peak hour left-turn movement volumes at the intersections of Victoria Street/F Street and Victoria Street/G Street of 100 to 200 vehicles.

- The intersections of Victoria Street/F Street and Victoria Street/G Street will be signalized and interconnected with adjacent signals. Traffic rerouted from the driveways on the north side of Victoria will be able to make U-turns at the two new signalized intersections (with the exception of some large trucks which may not be able to make the turns).

The changes to the access plan proposed by the City of Compton would open Sierra Drive to full access but would close Sequoia Drive to left-turn movement. Also, the existing 25 left-turn movement to/from the fifth driveway west of Wilmington would be re-routed around the back of the existing industrial building (via the parking/driveway area) to the fourth driveway west of Wilmington Avenue.

25-2 The Carson City Council shall determine the final alignment of the project's streets and driveways prior to approval of the vesting parcel map.

Southern California Gas Company, R.J. Garcia, Technical Supervisor, November 10, 1989

26-1 Final plans will be submitted for comment to Southern California Gas when available.

Department of Transportation, Gary McSweeney, IGR/CEQA Coordinator, December 6, 1989

27-1 Please note this letter is a response to the Notice of Preparation; not comments on the Draft EIR. All issues listed in items a-c are addressed in the Draft EIR.

27-2 The timing of each transportation related mitigation measure is included in the EIR document by project phase. The required mitigation monitoring program will track the implementation of each required measure before occupancy of each phase. Specific implementation responsibility will be determined as the project progresses through the approval process. In some cases, funding for cumulative mitigations, (eg. SR-91/Wilmington ramp terminal improvements) is not known to date.

Department of Transportation, Gary McSweeny, IGR/CEQA Coordinator, February 28, 1990

28-1 Please note that these comments are not directed to the Draft EIR, but to responses prepared by the traffic consultant on prior public comments.

28-2 Clarification of the purpose of the Route Concept Report and definition of FO service level are noted. Comments related to the LARTZ data are noted. Since the project is consistent with the General Plan and zoning, if approved by the city, all regional projections should be updated.

28-3 This comment has now been renumbered as 24-1. Caltrans position that the traffic reductions due to SR 105 does not impact the peak hour is noted. See Response 24-1 for further information on ramp system impacts.

The following mitigation measure is hereby added to the Final EIR:

The applicant shall participate, on a fair share funding basis, in implementing the widening, if required by Caltrans, of the SR-91 off-ramps at Wilmington and Central Avenue.

Concerned Citizens of Carson/Committee on the Dominguez Technology Centre, September 4, 1990.

29-1 While the comment is noted, the City Council shall decide if the document is adequate for the project.

29-2 The City Attorney's office has reviewed both the DEIR and FEIR. Letters 1, 18 were received from their office.

29-3 All written comments from the City Attorney's office and from the subconsultant retained by the City to review the Draft EIR are included in the Response to Comments (Letters 1, 12, 18). We have provided full responses to each of these comments, which have been reviewed by City staff and which are also included in the Response to Comments.

29-4 See Response 29-1. The DEIR and FEIR include discussion of three project alternatives, as does Response 1-19.

29-5 The vehicle chosen for adding and clarifying the initial Draft EIR, a process agreed to by the City, was to response to all public and city comments in the Final EIR, which has been available for both Council and public review. The City also circulated the development agreement for public comment and a public hearing was held on September 11th.

29-6 The DEIR and FEIR include discussion of project alternatives, impacts and mitigation. The comment is general and no further response can be provided.

29-7 The City has issued a Negative Declaration for the Development Agreement, based on the extensive environmental documentation in the Final EIR. The commentor has recommended recirculation of the DEIR. This issue was raised previously and addressed in Response 1-2 and Response 12-1.

29-8 The objectives of the project are clearly listed on page 6 of the Specific Plan. Response 1-5 provides specifics on how the DEIR will be used. While market forces may change, the specific plan regulates what development may occur. Market forces are more relevant to the phasing of the project.

29-9 The comments provided by the traffic consultant are appropriate; pass-by trips are commonly recognized as appropriate methodology by all traffic engineers because it prevents double counting of trips on the circulation system. Since

the support commercial replaces proposed office, technology or industrial uses, it would also not be appropriate to count trips from retail commercial at freestanding commercial rates. The traffic study includes trips for 4.7 million sq. ft. and the support commercial will replace 100,000 sq. ft. of the 4.7 million sq. ft.

29-10 While the number of retail employees will range widely, depending on the type of retail developed, a general commercial factor is one employee per 350 square feet, which equates to only 286 employees for 100,000 sq. ft.

29-11 The selection of roadways to be studied and intersections to include in the EIR traffic analysis was made by the lead agency (the City of Carson). The preparers of the EIR relied upon the local expertise of the lead agency staff in determining roadways and intersections with potential impacts (letter from the City of Carson dated June 1, 1989 to DKS Associates listed the intersections to be studied).

29-12 See Response 29-11.

29-13 Although the response to comments noted that Caltrans own estimates show that daily freeway traffic will be reduced on SR-91 following opening of the Century Freeway, such estimates were not used in the technical EIR analysis. No reduction in existing daily or peak hour freeway traffic was assumed in the traffic study, therefore, all assumptions about future traffic on SR-91 represents the worst case.

29-14 The mitigation monitoring program and development agreement specify how development and mitigation measures will be implemented and serve as implementation tools. "Fair share" mitigation is an accepted and equitable source of funding. See Response 29-32.

29-15 Caltrans has included the improvement in its Route Concept Report and Route Development Plan. Please note that Response 12-42 states the project "would not have a significant impact on the (405) freeway." Although the lanes are needed for regional traffic projections, the freeway lanes are not a project mitigation measure.

29-16 The prior comment requests information of project volumes on Route 110, and the response provides them. The project volumes projected are not a significant preparation of the total freeway flow.

29-17 The city indicated that use of locally based trip generation rates would be the best option and that San Diego Association of Government (SANDAG) rates the next best option. This methodology is consistent with standard traffic

engineering practice, which recommends use of local data instead of generalized rates when the local data is available. Locally derived trip rates were in fact developed for all three project land uses (office, technology and industrial) and were compared in the traffic study to both SANDAG rates and rates developed by the Institute of Transportation Engineers (ITE). The local rates for office and technology uses are nearly identical to ITE and SANDAG rates, while the industrial rates are lower for the peak hours but similar on a daily basis.

The local rates were measured at existing developments in the City of Carson with nearly identical characteristics to the proposed land uses in the Dominguez Technology Centre. The industrial rates are based upon measurements taken at the Watson Industrial Center South, which was developed by the project proponent and therefore is very similar in character to the Dominguez Technology Centre.

Comment 29-17 states that other rates could have been utilized at minimum cost. In fact, the locally measured rates cost considerably more to generate. Choice of local rates was therefore clearly not based on cost, but on the perceived accuracy of the local estimates.

29-18 Appendix 2, Section 3, page 23 and Section 4, pages 32 and Figure 14 address Central Avenue design and coordination with California State University, Dominguez Hills. More detailed analysis of the relationship of University access and project access can only be conducted when the university master plan is refined and exact access locations are known.

29-19 The specific plan references the existing City parking standards. For example, see page 40, item 6B: "Off-street parking shall be provided for each phase of the project pursuant to the requirements of the existing Carson Municipal Code Section 9162. A ten percent (10%) reduction in the number of spaces may be approved by the Community Development Director."

29-20 The comment does not separate the issues of employees for the project, demand for additional housing caused directly by the project, and traffic generated by the project. Response 4 -1 includes discussion of project employees purchasing existing housing, enrolling students in districts of their place of employment if they live outside of the district, and project employee impacts on new housing. The response is appropriate and complete. The traffic study for the project is based on trips generated for project buildout for all 13,836 employees. The Pasadena Research Institute study did not show employee city of residence for current employees within the applicants prior projects.

29-21 The responses have stated the project site is designated for Industrial uses in the General Plan and the project site is located in a SCAG sub-region which is "job poor," not "housing poor." Considering a housing alternative on this site is not a reasonable alternative.

29-22 Response 1-10 discusses at length the SCAG job/housing policies, which are primarily a mitigation measure for air quality impacts. The response is appropriate because housing issues are discussed in the DEIR on pages 134 - 137.

29-23 A condition of the project is that Central Avenue shall be constructed within a 100 foot ROW prior to occupancy of Phase 2.

29-24 While a voluntary TDM is required, the Air Quality Management District's Rule XV is mandatory on all employers of 100 or more. The air quality analysis in the DEIR is complete and properly discusses what state standards are exceeded, and projects that local air quality impacts from cumulative traffic levels are not above the state standards. Specific mitigations for air quality and traffic issues are included in the Final EIR.

A traffic share/funding analysis is definitive. The cost of stated traffic improvements is assigned to each project, proportional to the amount of traffic generated by the project at that location. The funding formula is implicit in the proportional share of traffic but the share will vary at each improvement location.

29-25 The fire department did not respond on the seismic issue. However, the DEIR includes a full discussion of seismic hazards on pages 78 - 86. Presumably, the comment is postulating that seismic events will trigger fire hazards from the existing oil wells onsite. Oil operations are equipped with automatic shut-off devices and the potential of fire hazards from oil well operations are virtually nonexistent. Oil will not flow without pumping units operating.

29-26 The oil production and consolidated drill sites are located in areas apart from the early development phases. The oil and gas lines will be located either in the public right-of-way and will not be located under or adjacent to buildings in the project site.

29-27 According to the terms of the Reyes oil lease on Dominguez Energy, L.P. and Unocal, the lessees are obligated to clean up any contamination resulting from the oil operation prior to the termination of the lease. They are also obligated and required to clean-up the oil contamination on any land released

for real estate development prior to the termination of the oil lease. All clean-up must comply with and meet all environmental laws and regulations from several regulatory agencies.

29-28 The fire department stated "fire protection serving the areas appears to be adequate." Their remaining comment emphasizes the funding sources are uncertain, which is true of any services funded by property tax revenues. Certificate of occupancies are not issued for new development unless adequate fire service is available.

29-29 The comment recommends a particular policy direction for Council, which they may consider by reviewing the comment. The Sheriff's Department and the City have not made such a recommendation.

29-30 Your recommendations for public recreation uses onsite is noted for Council review. The City has no exiting regulations which would require recreational uses within industrial projects.

29-31 While the University has expressed interest in a joint venture for developing a child day care facility, it is not solely an issue for this project but all projects, and the University, in the project vicinity. The developer and major employers are continuing to examine opportunities for child care facilities.

29-32 A "fair share" approach to funding circulation improvements is used widely by jurisdictions. The mitigation monitoring program will specify how each mitigation measure will be implemented. All outside agencies are consulted when mitigations are within their jurisdiction. Traffic improvements not constructed by the developer may also be implemented by the City's capital improvement programs.

The traffic analysis in the Final EIR is a phased analysis (see Table 20) so the level of service for each phase with mitigation is known. At buildout, the Wilmington/SR-91 ramp, with mitigation will be at acceptable city standards (level of service D and E).

29-33 Through truck traffic is currently not allowed on University Drive between Wilmington Avenue and Avalon Boulevard. No trucks are therefore legally allowed on those streets except to make local deliveries. The Dominguez Technology Centre Specific Plan and Development Agreement have no provisions which would change the non-truck designation of University Drive. The same is true for Central Avenue south of University Drive.

29-34 The DEIR and Response 1-14 quantify projected solid waste and provide appropriate mitigation measures. The applicant will construct additional local parallel sewer lines to assure capacity to the trunk lines. Mitigation measure number one on page 151 of the FEIR includes this requirement. The Sewer Concept is shown in Exhibit 16 of the specific plan.

29-35 The specific plan was revised so the project is now subject to height limits in the existing Carson Municipal Code.

29-36 Exhibit 20, Section B illustrates the Central Avenue landscape treatment, which includes a 15 foot landscape setback and a 25 foot building setback.

29-37 The University modified its initial position; see Response 20-1.

29-38 Central Avenue will have sidewalks on both sides (see Exhibit 10B and Exhibit 20 in the specific plan).

29-39 See Response 29-38, 29-37 and 29-36. We did not receive the letter from Mr. Witherspoon. The letter is now indexed as letter 30.

29-40 Opposition to approval of the EIR/Specific Plan are noted. The remaining comments are unsupported generalizations.

Associated Students/California State University, Dominguez Hills, March 22, 1990.

30-1 Support for the project as an industrial use is noted.

30-2 Recommendations for a 100 foot setback and a three story maximum along Central Avenue are noted. The specific plan now is subject to the existing height limitations of the City Municipal Code. Support commercial uses are proposed for both the interior and perimeter west of University Avenue. See Response 29-9.

The comments on the proposed street access are correct. The plan calls for three major access points on Central Avenue to the project. As currently proposed, each access road would be signalized where it intersects Central Avenue. It is assumed that at least one university master plan roadway would align directly with one Dominguez Technology Centre roadway, thereby creating a full four-way signalized intersection. The other two access points, as currently proposed, would form "T" intersection with Central Avenue. As stated in the EIR, the project proponent and the university must work with the City to reach a mutually agreeable plan for Central Avenue access treatment. Such a plan cannot be detailed at this time because University master plan access locations are not finalized.

30-3 Concurrence with Caltrans comments are noted. The project has clear traffic mitigation measures and is subject to a mitigation monitoring program.

Petition Regarding Specific Plan 2-89, September 4, 1990.

31-1 Letter 31 is a petition to the City Council and are not comments on the Draft EIR. However, since most issues in the petition are addressed in the FEIR, references to that material is included. The traffic analysis in the Final EIR fully evaluates the projected traffic impacts of the project. The Final EIR also includes ample discussion of project alternatives. See Response 29-17.

31-2 Opposition to the plan is noted. The mitigation measures proposed within the Final EIR are feasible and appropriate for the project. The Council shall decide whether the document is adequate in all respects, including the adequacy of the mitigation measures. The recommendation for approval of 3.5 million square feet is noted. However, the rationale for why this number was chosen is not clear. In fact, the DEIR considers an alternative project of 3.29 million sq. ft. and found both the benefits (employees and city revenues) and impacts would be correspondingly reduces compared to the project.

31-3 The recommendation to use "standard" traffic methodology is noted. See Response 29-17.

31-4 The project is now subject to the City's current parking and height limitation standards. Sidewalks on both sides of the street are not necessary because of the low levels of pedestrian activity associated with major business parks.

31-5 Central Avenue is now proposed as a 100 foot ROW; see Exhibit 10B in the Specific Plan. See Response 30-2. A bike path is proposed on the westside of Central Avenue along the University.

31-6 The recommendation for raised, landscaped medians on all streets bordering the project is noted. The project proposes raised medians on Central and University. Revised medians will be installed on Central Avenue and Wilmington Avenue. However, the project is required to build only a half-section.

31-7 See response to comment 29-33. The traffic study in the Final EIR is recommending Central Avenue south of University Avenue be posted for "no trucks."

31-8 Recommendations for child care, recreation, recycling and water reclamation are noted. See Responses 29-30, 29-31. The project shall comply with all state, county and city regulations regarding recycling of solid waste. The Final EIR includes mitigations to conserve water. However, reclaimed water for use onsite is not available.

TERNAL MEMORANDUM CITY OF CARSON

O: Honorable Chairman and Members of the Carson Planning Commission	FROM: Laurence S. Wiener Assistant City Attorney

BJECT: Dominguez Technology Center EIR 1 DATE: January 9, 1990

GENERAL CONCERNS

I have reviewed the Dominguez Technology Center Environmental Impact Report ("EIR") for its legal adequacy. The EIR appears to have several significant problems. Primarily, I believe that the process by which the applicant prepared this EIR is likely to be considered inadequate. California Public Resources Code Section 21082.1 provides as follows: "[A]ny environmental impact report or negative declaration prepared pursuant to the requirement of this division shall be prepared directly by, or under contract to, a public agency." [Emphasis added]

I am informed that this EIR was prepared by a consultant under contract to the applicant, not the City. Therefore, the process by which this EIR was prepared violates Section 21082.1, and a court is unlikely to find that this EIR adequately complies with California Environmental Quality Act (CEQA) requirements. Technically, compliance can only be achieved by the preparation of a new EIR by the City or by a consultant under contract to the City. However, I recognize that the delay that would accompany such a process may be unacceptable. Therefore, if the City does not wish to prepare a second EIR, I recommend that an independent consultant be retained to analyze the technical adequacy of this EIR and cure any deficiencies discovered. Although such an independent review and revision would not technically comply with the requirements of Section 21082.1, a court will be much less likely to invalidate this EIR if the City has substantially complied with Section 21082.1 by commissioning an independent analysis. 1-1

Second, as discussed in the following section, I have several specific concerns regarding the text of the EIR. Unless these concerns are addressed, a court is likely to determine that the text of the EIR fails to substantially comply with CEQA requirements.

Before reviewing these concerns, it should be noted that responses to these concerns may require recirculation of the EIR for public review and comment. California Public Resources Code Section 21092.1 requires an EIR to be recirculated for review and comment by the public and other government agencies if "significant new information" is added to that EIR. Unfortunately, neither CEQA nor the courts have provided much guidance with regard to when new information will be considered "significant." 1-2

However, as a general guideline, the Commission may assume that information will be considered new and significant if the information is not currently contained in the EIR and the information may influence a reasonable person's conclusion regarding the significance of this project's environmental impacts.

Although a final conclusion regarding the significance of new information cannot be drawn without evaluating that information, it appears likely that addressing the following concerns will require the addition of some significant new information.

1-2

SPECIFIC CONCERNS

For your convenience, I have set forth my specific concerns in list form. The order of these comments reflects the order in which they appear in the EIR. Please note that several of these items discuss significant deficiencies in the EIR, while others address technical matters that may be easily corrected.

(1) CEQA Guidelines Section 15123 requires "a brief summary of the proposed action and its consequences." The principal component of this summary is a list of the environmental impacts of the project and the mitigation measures proposed to address those impacts. This EIR contains that principal component. However, Section 15123 also requires that the EIR summary discuss "areas of controversy known to the lead agency including issues raised by agencies and the public; and issues to be resolved including the choice among alternatives and whether or how to mitigate the significant effects." The EIR addresses neither of these two requirements. (If no areas of controversy are known to the City, then the EIR should so state)

1-3

(2) CEQA Guidelines Section 15124 requires the EIR to include a project description that discusses "the project's technical, economic, and environmental characteristics, concerning the principal engineering proposals if any and supporting public service facilities." The project description is also required to contain a map showing the "precise location and boundaries of the proposed project" as well as a map showing the location of the project from a regional perspective. The description also requires a "statement of the objectives sought by the proposed project."

1-4

LSW:dec
1730072

The components of the project description, other than the maps, are contained in the specific plan. However, the EIR itself does not contain these elements. 1-4

(3) Pages 56-57. CEQA Guidelines Section 15124 requires the EIR to include a list of agencies that are expected to use the EIR, and a list of approvals for which the EIR will be used. It appears that this EIR will be used by the United States Department of Fish and Game when that Department receives an application for a Section 1601 or Section 1603 stream alteration permit (see page 76). Therefore, the section of the EIR regarding intended uses of the EIR should note that the Fish and Game Department will use the EIR when considering an application for a stream alteration permit. 1-5

(4) Page 71. The third paragraph on this page notes that two significant seismic events in the project vicinity have resulted in damage to oil fields on the project site. However, the discussion of these events indicates that the second event caused no damage. This inconsistency should be clarified. 1-6

(5) Page 71. The discussion of geologic impacts which begins on page 71 states that a low potential exists for liquefaction. However, no explanation is given for this low potential. The EIR must state the basis for its conclusions. (See, Laurel Heights Improvement Association v. Regents of the University of California, 47 Cal.3d 376 (1988)) 1-7

(6) Page 76. The list of storm drainage mitigation measures should include adoption of the Infrastructure Facilities Plan recommended by W.R. Lind. The storm drainage impacts discussion states that the increase in storm drainage runoff will be significant, but the impact will be mitigated to insignificance by adopting the Infrastructure Facilities Plan. Therefore, even though the Infrastructure Facilities Plan is part of the project, the Infrastructure Facilities Plan should be included as a mitigation measure. Furthermore, the plan should be identified as a mitigation measure proposed by the project applicant rather than a mitigation measure recommended by the EIR as a condition of project approval. (See, CEQA Guidelines Section 15126(c)) 1-8

(7) Page 115. The discussion of noise impacts on page 114 states that the impact on Central Avenue ~~north of~~ University Drive will be significant. However, on page 115, the mitigation 1-9

LSW:dec
1730072

measures discussion concludes that "since long-term impacts are below state and federal standards, no long-term mitigation measures are required." This statement is incorrect. Mitigation measures are required whenever a significant impact is identified. Therefore, the discussion of noise impacts should include mitigation measures to mitigate the significant long-term noise impact that will occur on Central Avenue. 1-9

(8) Pages 117-118. The discussion of population/housing/employment does not discuss the impact of the project on housing demand. This should be addressed. 1-10

(9) Page 120. As discussed in comment 6, those mitigation measures that are proposed as part of the project to mitigate aesthetic impacts (e.g., the edge treatment that includes a landscape design) should be included under the list of mitigation measures. 1-11

(10) Page 122. The discussion of archaeological and historical resource impacts does not adequately address those impacts. The discussion is limited to two sentences and assumes that the reader understands how archeological or historical resources may be disturbed by the project. This assumption is inappropriate. The means by which the project may disturb archaeologic or historic resources should be explained. 1-12

(11) Page 123. The discussion of impacts on fire and emergency services merely states the conclusion that "Fire Department officials indicate that the project will have negligible impacts on the Fire Department." As discussed in comment 4, conclusory statements are inadequate to support an EIR. 1-13

(12) Page 129. The discussion regarding solid waste impacts should reach a conclusion as to the significance of those impacts. This conclusion should be explained. 1-14

(13) Page 131. The discussion of impacts on natural gas resources should include a conclusion regarding the significance of those impacts. This conclusion should be explained. 1-15

(14) CEQA Guidelines Section 15126(b) requires that an EIR describe significant impacts that cannot be avoided through mitigation measures. In addition, the EIR should also discuss the implications of these impacts and the reasons why the project 1-16

LSW:dec
1730072

is being proposed, notwithstanding their effect. (See CEQA Guidelines Section 15126(b)) Although this EIR lists unavoidable adverse impacts, (See page 135) that list does not identify those unavoidable impacts which are significant. Furthermore, the discussion of unavoidable impacts does not adequately address the implications of those impacts or the reasons why the project is being proposed, notwithstanding their effect. 1-16

(15) The discussion of the alternatives is cursory and its adequacy is questionable. The California Supreme Court has stated that an alternative discussion will not be considered adequate unless "the selection and discussion of alternatives fosters informed decision-making and informed public participation." (Laurel Heights Improvement Association v. Regents of the University of California, 47 Cal.3d 376, 403-04 (1988)) During the past two years courts have been very stringent in applying this test.

Although this EIR generally explains that certain environmental impacts will be reduced under the alternatives proposed, there is little discussion regarding the magnitude or impacts of the reduction. Therefore, the sufficiency of the alternatives discussions contained in this EIR is questionable. 1-17

(16) The EIR's failure to include an alternative sites analysis also contributes to this EIR's vulnerability. CEQA requires that the EIR discuss a "reasonable range of alternatives." Courts have recently held that an alternative site, if available, will be considered part of the range of alternatives that must be discussed. (See, Citizens of Goleta Valley v. Board of Supervisors, 197 Cal.App.3d 1167 (1988) [Goleta I] Furthermore, in Citizens of Goleta Valley v. Board of Supervisors, 89 DAR 14391 (December 5, 1989) [Goleta II] the court held that if there are ostensibly reasonable alternative sites that are not discussed as alternatives, then an EIR should contain a summary discussion regarding why such sites were not considered as alternatives. 1-18

This EIR contains neither a discussion of an alternative site nor an explanation about why no discussion is needed. I suggest that, at a minimum, the reasons for not discussing alternative sites should be explained.

(17) The EIR should contain a discussion of why alternatives were rejected in favor of the proposed project. 1-19

LSW:dec
1730072

(CEQA Guidelines Section 15126(d)(1)) Also, the EIR must identify the environmentally superior alternative between alternative 2 and alternative 3. (CEQA Guidelines Section 15126(d)(2)) 1-19

(18) CEQA Guidelines Section 15130 requires the discussion of cumulative impacts to contain either "(A) a list of past, present and reasonably anticipated future projects producing related or cumulative impacts, including those projects outside the control of the agency, or ¶(B) a summary of projections contained in an adopted general plan or related planning document which is designed to evaluate regional or area wide conditions." The cumulative impacts discussion in this EIR does not contain either of these two elements. 1-20

(19) The discussion of cumulative impacts is cursory. The EIR must contain a "reasonable analysis" of significant cumulative impacts. Currently, the EIR spends no more than one paragraph addressing two of the three identified significant impacts. A court is unlikely to consider such an analysis to be "reasonable." 1-21

(20) CEQA Guidelines Section 15130(b)(3) requires the EIR to examine reasonable options for mitigating significant cumulative impacts. However, the cumulative impacts discussion contains little or no examination of mitigation measures for two of the three cumulative impacts identified as significant. 1-22

CONCLUSION

Currently, this EIR suffers from several flaws that should be addressed. First, the City should address the failure to comply with Public Resources Code Section 21082.1. Ideally, the City should require an EIR to be prepared by a consultant under contract to the City. However, it may be possible to cure the violation of Section 21082.1 by engaging an independent consultant to review the adequacy of this EIR and cure any deficiencies discovered. Although the latter course would not comply with the letter of the Public Resources Code requirement, it may sufficiently comply with the intent of the requirement to protect the EIR from a successful challenge. In addition, as discussed above, this EIR is missing several important elements. Furthermore, the EIR's discussion is incomplete in several areas.

LSW:dec
1730072

For these reasons, I believe that the EIR, in its current form, would likely be found inadequate.

If you have any questions regarding this memorandum or the environmental evaluation of this project, please let me know.

LSW:dec
1730072

COUNTY OF LOS ANGELES
DEPARTMENT OF PUBLIC WORKS
900 SOUTH FREMONT AVENUE
ALHAMBRA, CALIFORNIA 91803-1331
Telephone: (818) 458-5100

THOMAS A. TIDEMANSON, Director

ADDRESS ALL CORRESPONDENCE TO:
P.O.BOX 1460
ALHAMBRA, CALIFORNIA 91802-1460

2

IN REPLY PLEASE
REFER TO FILE:

November 29, 1989

P-6

RECEIVED
DEC 01 1989
COMMUNITY DEVELOPMENT
DEPARTMENT

Mr. Timothy O'Rourke
City of Carson
701 East Carson Street
P.O. Box 6234
Carson, CA 90749

Dear Mr. O'Rourke:

DOMINGUEZ TECHNOLOGY CENTRE

Thank you for submitting the Environmental Impact Report (EIR) regarding Dominguez Technology Centre. We have reviewed the EIR and have the following comments:

EIR: Solid Waste Disposal, Existing Conditions, Page 128.

In the statement: "Los Angeles County contracts with private waste haulers for sewer collection within the project vicinity," the word 'sewer' should be changed to 'solid waste'. 2-1

Impacts, Page 129.

With the estimated generation of 11,849 tons per day, the project will severely impact the existing solid waste management facilities in the County. The Puente Hills landfill will not be able to handle this level of additional waste. The current daily limit at the Puente Hills landfill is approximately 12,000 tons per day and the site is closing as early as 10:00 a.m. Substantial mitigation measures including waste reduction and recycling must be employed to address these concerns. 2-2

Mitigation Measures, Page 129.

It should be noted that AB 939 (Sher), which has been signed into law, replaced the State Waste Management Resource Recovery Act of 1972 with the California Integrated Waste Management Act of 1989. This act will require each City to prepare, adopt and submit to the County in which the City is located, a Source Reduction and Recyling Element (CISR&RE). The CISR&RE needs to include a program for recycling 25 percent of the waste stream and the management of solid waste generated within the City. As such, more active mitigation measures, such as recycling and waste reduction programs, need to be implemented on site. 2-3

General Comments:

This office has no current records of underground tank storage or industrial waste discharge for the subject site. Should these operations be employed, this office must be contacted for issuance of the necessary permit(s).

Any impacts that may affect the water quality of storm water runoff should be addressed and mitigated.

If you have any questions regarding these comments, please contact Mr. Ken Swanson of our Waste Management Division at (818) 458-3562.

If you have any questions regarding the environmental reviewing process of this Department, please contact Ms. Charlotte Skidmore at (818) 458-4363.

Very truly yours,

T. A. TIDEMANSON
Director of Public Works

for CARL L. BLUM
Assistant Deputy Director
Planning Division

CS:rg/80

COUNTY OF LOS ANGELES
FIRE DEPARTMENT

1320 NORTH EASTERN AVENUE
LOS ANGELES, CALIFORNIA 90063

(213) 267-2481

P. MICHAEL FREEMAN
FIRE CHIEF
FORESTER & FIRE WARDEN

November 8, 1989

Timothy O'Rourke, Associate Planner
City of Carson, Planning Division
701 East Carson Street
Carson, CA 90749

Dear Mr. O'Rourke:

SUBJECT: ENVIRONMENTAL IMPACT REPORT — (CITY OF CARSON)
DOMINGUEZ TECHNOLOGY CENTRE — SPECIFIC PLAN #2-89
(PROPOSED CORPORATE PARK WITH COMMERCIAL & INDUSTRIAL USES)

Our evaluation of the impact on fire protection and paramedic service for the proposed development is based on the current level of service available within the general area. With this in mind, additional manpower and equipment may be required as the need arises.

FIRE PROTECTION AND EMERGENCY MEDICAL SERVICE AVAILABILITY
The subject development will receive fire protection and paramedic service from the County of Los Angeles Fire Department. Fire Station #116, located at 755 East Victoria Street, is the jurisdictional engine company for this property.

EQUIPMENT	DISTANCE/MILES	TIME/MINUTES	MEN
Engine 116	.75	1.3	3
Engine 10	2.25	3.9	4
Engine 95	3.5	6.0	4
Truck 116	.75	1.3	3
Paramedic Squad 116	.75	1.3	2

3-1

Note: Mileage computed to the intersection of Victoria Street and Central Avenue

PROJECT IMPACT ON SERVICES:
Fire protection serving the area appears to be adequate; however, limited tax revenues have created uncertainties as to whether the Fire Department will be able to continue current levels of service. Each additional development creates greater demands on existing resources. Consequently, the impact that this project will have on the adequacy of the Fire Department's level of service remains uncertain.

3-2

DESIGN AND CONSTRUCTION:
The development of this project must comply with all applicable code and ordinance requirements for construction, access, water mains, fire flows, and fire hydrants.

Fire flows of up to 5,000 gallons per minute at 20 pounds per square inch residual pressure for a five-hour duration will be required.

Final fire flow will be based on the size of the building, its relationship to other structures and property lines, and the type of construction used.

3-3

FORESTRY DIVISION:
The statutory responsibilities of the Forestry Division of the Los Angeles County Department of Forester and Fire Warden include vegetation, erosion, and the Los Angeles County Oak Tree Ordinance #88-0157.

The Forestry Division contact person for the project is Deputy Forester Mike Wilkinson.

If you have any additional questions, please feel free to contact me at (213) 267-2481.

Very truly yours,

P. MICHAEL FREEMAN

Joseph Ferrara

BY
JOSEPH FERRARA, CHIEF, FORESTRY DIVISION
PREVENTION AND CONSERVATION BUREAU

4

Los Angeles Unified School District

Building Services Division

LEONARD M. BRITTON
Superintendent of Schools

BONNIE R. JAMES
Division Administrator

C. DOUGLAS BROWN
Division Administrator

ROBERT J. NICCUM
Director of Real Estate

J. MICHAEL DeLUCA
Deputy Director of Real Estate

Environmental Review File
Dominguez Technology Centre

December 8, 1989

Timothy O'Rourke
Associate Planner, City of Carson
701 East Carson Street
P.O. Box 6234
Carson, CA 90749

Dear Mr. O'Rourke:

Re: Dominguez Technology Centre

Thank you for providing us the opportunity to comment on the environmental impact report for the above-referenced project. We agree with the statement on page 143 of the EIR, which concludes that "the project's contribution to cumulative impacts on schools in the area is likely significant." 4-1

Are there estimates of how many new families will be attracted to the immediate area as a result of the estimated 13,836 new jobs? Where will these families find homes? We would appreciate any information you have on this so that we can anticipate the resulting increase in school enrollments. 4-2
Several of the schools in the immediate vicinity have sufficient capacity to accommodate new students. 4-3

We are concerned about the increase in project related traffic at the intersection of Avalon Boulevard and University Drive. Please ensure that traffic signals, signs, and pedestrian crosswalk markings are provided according to City standards for pedestrian routes to school, and that adequate pedestrian walkways are provided in the vicinity of this intersection. 4-4

Very truly yours,

Robert J. Niccum
Director of Real Estate

c: Donald Rector

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DEC 11 1989
COMMUNITY DEVELOPMENT DEPARTMENT

MAILING ADDRESS: Box 9298, Room 101, Los Angeles, CA 90051 • Telephone: (213) 742-7381

ALIFORNIA—BUSINESS AND TRANSPOR...TION AGENCY
GEORGE DEUKMEJIAN, Governor

MENT OF TRANSPORTATION
120 SO. SPRING ST.
ES, CA 90012
520-3550
(213)620-2376

5

December 18, 1989

IGR/CEQA
Early Consultation
DEIR; Dominquez Technology Centre
Vic. LA-91-R09.16

Mr. Timothy O'Rourke
City of Carson
Dept. of Regional Planning
701 East Carson Street
Carson, CA 90749

Dear Mr. O'Rourke:

Caltrans has reviewed the above referenced document. Based on the information received we have the following comments:

* The projects existing and future traffic volumes appear reasonable, and, all of the required calculations and assessments (both present and future) have been addressed. 5-1

* The cost of all mitigation measures identified in the report, (SR 91/Central Ave. and SR 91/Wilmington Ave.), as well as, the cost of any mitigations determined necessary by the Caltrans permit process, will be the responsibility of the developer. 5-2

* Any work or construction to occur within the State's right-of-way will require a Caltrans encroachment permit. If this is the case, we recommend early coordination with our Permits Branch to avoid any delays. 5-3

ALIFORNIA
GEORGE DEUKMEJIAN, Governor

RNIA REGIONAL WATER QUALITY CONTROL BOARD—
NGELES REGION
E PLAZA DRIVE
PARK, CALIFORNIA 91754-2156
300

6

December 19, 1989 File: 700.322

Timothy O'Rourke
Associate Planner
City of Carson
P. O. Box 6234
Carson, CA 90749

DRAFT EIR - TECHNOLOGY BUILDINGS, LIGHT INDUSTRIAL USES, AND OFFICE AND BUSINESS USES, DOMINGUEZ TECHNOLOGY CENTRE. SPICIFIC PLAN #2-89: CITY OF CARSON

We have reviewed the subject document regarding the proposed project, and have the following comments:

Based on the information provided, we recommend the following:

☒ We have no further comments at this time. 6-1

☐ The proposed project should address the attached comments.

Thank you for this opportunity to review your document. If you have any questions, please contact Eugene C. Ramstedt at (213) 266-7553.

John L. Lewis

JOHN L. LEWIS, Unit Chief
Technical Support Unit

cc: Garrett Ashley, State Clearinghouse

(07-13-89)

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DEC 22 1989
COMMUNITY DEVELOPMENT
DEPARTMENT

If you have any questions regarding this response, please call me at (ATSS) 8-640-2376 or (213)620-2376.

Gary McSweeney
IGR/CEQA Coordinator
Transportation Planning and
Analysis Branch

cc: State Clearinghouse

COUNTY OF LOS ANGELES■DEPARTMENT OF HEALTH SERVICES
ENVIRONMENTAL HEALTH / HEALTH FACILITIES
BUREAU OF ENVIRONMENTAL PROTECTION
2615 So. Grand Avenue, Room 450 ■ Los Angeles, CA 90007 ■ (213) 744-3251

7

December 15, 1989

Planning Division
City of Carson
P. O. Box 6234
Carson, California 90749

Attention: Timothy O'Rourke, Associate Planner

Gentlemen:

SUBJECT: DOMINGUEZ TECHNOLOGY CENTRE

This is in response to your Notice of Completion for the Draft Environmental Impact Report (DEIR) for the above project.

SOLID WASTE MANAGEMENT

The DEIR (pg 128) states that the County of Los Angeles contracts with private waste haulers for the collection of refuse ("sewage" in the DEIR) in the City. This is not the case: All refuse collection activities in the City of Carson are regulated by the City. (In the unincorporated areas adjacent to the City, waste collectors are permitted by the County.) 7-1

The DEIR should have provided data regarding the projected volume of refuse from the project and the effect of this on available collection and disposal facilities. 7-2

Measures taken for waste reduction and recycling should be more specific. Recent legislation (AB 939), the California Integrated Waste Management Act of 1989, requires cities to prepare and implement recycling plans. The act also requires waste reduction or diversion to landfills - 25% by January 1995 and 50% by January 2000. 7-3

If you have any questions or wish additional information, contact our Solid Waste Management Program at 213-744-3261.

Very truly yours,

Jack Petralia, Director
Bureau of Environmental Protection

J:Domtchct.eir

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DEC 19 1989
COMMUNITY DEVELOPMENT
DEPARTMENT

COUNTY SANITATION DISTRICTS
OF LOS ANGELES COUNTY

1955 Workman Mill Road, Whittier, CA 90601-4998
Mailing Address: P. O. Box 4998, Whittier, CA 90607-4998
Telephone: (213) 699-7411, (213) 685-5217

CHARLES W. CARRY
Chief Engineer and General Manager

8

November 13, 1989

File No: 8-00.04-00

RECEIVED
NOV 16 1989
COMMUNITY DEVELOPMENT DEPARTMENT

Mr. Timothy O'Rourke
City of Carson
701 East Carson Street
Carson, California 90745

Dear Mr. O'Rourke:

Dominguez Technology Centre Specific Plan

The County Sanitation Districts received a Draft Environmental Impact Report for the subject project on October 27, 1989. We offer the following comments:

1. There are some errors in the statements concerning *Wastewater* under *Existing Conditions* and *Impacts* on pages 126 and 127. It appears there is some confusion regarding the responsibilities of the Sanitation Districts and those of the Los Angeles County Department of Public Works (DPW). Enclosed please find the pages with the errors highlighted and the suggested corrections written in red. 8-1

   The Sanitation Districts are independent special districts providing water pollution control and solid waste management services under the authorization of the Sanitation Act of 1923. The Districts are not part of the County government. In regards to wastewater, the Sanitation Districts own, operate and maintain the major trunk sewers, lift stations and wastewater treatment facilities. DPW does own some local sewers which conveys wastewater to the Districts system. In addition, DPW also provides contractual service for operation and maintenance of local sewer lines for unincorporated territories or cities. There is no association between the County of Los Angeles and the Sanitation Districts, either administrational or financial. 8-2

2. A correction regarding *Solid Waste Disposal* under *Existing Conditions* on page 128 is needed; the rate for allowable waste per day at Puente Hills Landfill is 12,000 tons per day not 11,494 tons per day. Puente Hills Landfill limits incoming waste to 12,000 tons per day averaged over a six-day week, not to exceed 13,200 tons on any one day or 72,000 tons per week. 8-3

3. Enclosed please find copies of two previous letters sent by the Sanitation Districts commenting on the subject; however, these letters were not included among the correspondence in *Addendum 2* of *Appendices 1*. Please incorporate these letters in the report where appropriate. 8-4

4. Fifteen of the County Sanitation Districts have pooled their investment in wastewater treatment facilities. These fifteen Districts, known as the Joint Outfall Districts (JOD), are located in the central Los Angeles Basin and primarily serve the eastern and southern portions of the County. The JOD extend south and west from the San Gabriel Mountain foothills to the Palos Verdes peninsula, bounded to the east by San Bernardino and Orange counties and to the west by the 8-5

cities of Glendale and Los Angeles. The JOD have constructed an integrated network of facilities, known as the Joint Outfall System. The system consists of six treatment plants, over 1,000 miles of trunk sewer, 48 pumping plants and four submarine outfalls.

5. Because of the project's location, the flow originating from the proposed project would have to be transported to the Districts' sewer by local sewer which are not maintained by the County Sanitation Districts. The Districts own, operate, and maintain the main trunk sewer network which directly conveys wastewater flows to the treatment facilities. The City and/or the County Public Works Department are typically responsible for operation and maintenance of the local collection lines. 8-6

If you have any further questions, please contact the undersigned at (213) 699-7411, extension 2719.

Very truly yours,

Charles W. Carry

Gregory C. Delaney
Project Engineer
Financial Planning &
Property Management Section

GCD:ms

Enclosure

ENVASSDOROUER.LTR

WASTEWATER RECLAMATION
SOLID WASTE MANAGEMENT

COUNTY SANITATION DISTRICTS
OF LOS ANGELES COUNTY

1955 Workman Mill Road / Whittier, California
Mailing Address: / P. O. Box 4998, Whittier, California 90607-4998
Telephone: (213) 699-7411 / From Los Angeles (213) 685-5217

CHARLES W. CARRY
Chief Engineer and General Manager

September 28, 1989

File No: 8-00.04-00

Planning Division
City of Carson
701 E. Carson Street
Carson, California 90745

Attn: Timothy O'Hanke
Associate Planner

Gentlemen:

Dominguez Technology Center Site Plan No. 2-89

The County Sanitation Districts received a Notice of Preparation of a Draft Environmental Impact Report for the subject project on September 11, 1989. The Districts have no objection to the project as proposed. All facilities in question either have adequate capacity to handle the expected flow, or will be expanded in the future to meet the community's needs. In addition to the comments the Districts preciously submitted on the subject project to Mr. Robert Martinez (please see the attached letter dated March 24, 1989), we offer the following:

1. Any wastewater generated by the proposed project would discharge into the Del Amo Trunk Sewer, which is a 27-inch diameter vitrified clay pipe sewer line located in Del Amo Boulevard at Avalon. At this point the Del Amo Trunk Sewer has a capacity of 7.0 cubic feet per second (cfs). When last measured (3/11//89) the available capacity at this point of connection was under 4 cfs.

2. The wastewater will be treated at the Joint Water Pollution Control Plant (JWPCP) which is currently treating a wastewater flow of 379 million gallons per day (mgd). The JWPCP has a design capacity to treat 385 mgd.

3. The Sanitation Districts are empowered by the California Health and Safety Code to charge a fee for the privilege of connecting to the Sanitation Districts' sewerage system. This connection fee is required to construct an incremental expansion of the sewerage system to accommodate the proposed project which will mitigate the impact of this project on the present sewerage system. Payment of a connection fee will be required before a permit to connect to the sewer is issued.

4. A Districts' Permit for Industrial Wastewater Discharge may be required. The developers of the project will, therefore, be required to forward the final plans to the Districts so that a determination can be reached on this matter, prior to any construction. Further information on the permit may be obtained from the Sanitation Districts' Industrial Waste Section.

If you have any further questions, please contact the undersigned at (213) 699-7411, extension 2703.

Very truly yours,

Charles W. Carry

Paul A. Prestia
Project Engineer
Financial Planning &
Property Management Section

PAP:jl
Enclosure

8

Prestia

COUNTY SANITATION DISTRICTS
OF LOS ANGELES COUNTY

1955 Workman Mill Road, Whittier, CA 90601-4998
Mailing Address: P. O. Box 4998, Whittier, CA 90607-4998
Telephone: (213) 699-7411, (213) 685-5217

CHARLES W. CARRY
Chief Engineer and General Manager

March 24, 1989

File No: 8-00.00-00

Mr. Robert L. Martinez
W.R. Lind
44 South Chester Avenue
Pasadena, CA 91106

Dear Mr. Martinez:

Proposed Dominguez Technology Centre

This is in reply to your letter which was received on March 8, 1989. The Districts have no objection to the project as proposed. However, due to the magnitude of the estimated wastewater flow generated from the proposed development, the Districts request that we are notified prior to the commencement of each phase of construction. If and/or when the anticipated 4.757 c.f.s. wastewater flow materializes, the Districts may be required to relieve the Del Amo Trunk Sewer. If a master plan is available, at this time, for the subject project please forward a copy to the Districts. This information will aid the Districts in providing the necessary sewer capacity in a timely manner.

The Districts also offer the following reminder: The Sanitation Districts are empowered by the California Health and Safety Code to charge a fee for the privilege of connecting to the Sanitation Districts' sewerage system or increasing the existing strength and/or quantity of wastewater attributable to a particular parcel or operation already connected. This connection fee is required to construct an incremental expansion of the sewerage system to accommodate the proposed project which will mitigate the impact of this project on the present sewerage system. Payment of a connection fee will be required before a permit to connect to the sewer is issued.

If you have any further questions, please contact the undersigned at (213) 699-7411, extension 2703.

Very truly yours,

Charles W. Carry

Paul Prestia

Paul A. Prestia
Project Engineer
Financial Planning &
Property Management Section

PAP:jm

cc: Dean Fuller

1. Landscape plans shall include automatic irrigation systems which ensure watering during early morning or evening hours to reduce evaporation losses.

2. The Building Department and the Planning Division shall review building plans for plumbing fixtures to ensure that water reducing measures are utilized (ie., low- volume toilet tanks, flow control devices for faucets, etc.) as required by Title 24 of the California Administrative Code.

3. The use of drip irrigation systems should be considered in order to reduce water usage.

WASTEWATER

Existing Conditions

Sewer collection and maintenance for the majority of the site is provided by the Los Angeles County ~~Sanitation District~~ Department of Public Works (DPW) The City of Carson contracts with the ~~district~~ DPW to maintain the sewer lines within the city. Approximately 220 acres of the site will be served by ~~Los Angeles County~~ DPW Within this County-served area, the sewer discharge flows in two directions. A 12-inch sewer main exists within the Wilmington Avenue right-of-way south of Glenn Curtiss Street, and a 10-inch main exists within the Central Avenue right-of-way south of Elsmere Drive. All of the local lines are operating at capacity. Sewage will flow south to the Joint Water Pollution Control Plant near the Harbor Freeway in the City of Carson. and will eventually discharge into Sanitation District's trunk sewers.

The remainder of the site will be served by the City of Compton. This portion of the site drains toward the northeast corner of the site. A 15-inch main exists within Victoria Street right-of-way east of Wilmington Avenue.

Impacts

Project implementation will result in an estimated 234,959 gallons per day of wastewater generated from the site[1] (see Tables 22, 23). The exist-

1 Based on 90 percent of water consumption.

ing ~~Los Angeles County~~ DPW sewer system is operating at maximum capacity. Additional parallel sewer lines will be constructed by the applicant to accommodate additional flows on a phased basis. With these additional improvements, an offsite main will be constructed in Central Avenue.

The project's impact on sewer facilities is not considered significant. However, the ~~County of Los Angeles~~ DPW and the City of Compton shall verify the flow study prior to approval of the project to ensure a complete assessment of the potential project impacts on both the city's and on the county's sewer system and to ensure adequate sizing of project-proposed sewer facilities. The Los Angeles County Sanitation District will evaluate cumulative impacts upon their facilities as incremental expansions of their facilities are proposed. The project will have impacts on the existing system; however, this impact can be mitigated through the construction of new ~~water~~ sewer lines and through water conservation measures.

Table 22 DEPARTMENT OF PUBLIC WORKS
LOS ANGELES COUNTY ~~SANITATION DISTRICT~~
DAILY WASTEWATER GENERATION

Land Use	Proposed Area (Sq. Ft.)	Daily Consumption (Gallons)
Industrial	1,177,500	52,865
Technological	1,410,000	72,249
Office	951,500	51,105
Daily Generation	3,525,000	176,219

The City of Compton Water/Wastewater Division does not anticipate that the project will have a significant adverse impact upon the sewer system. All possible flow reduction measures should be incorporated into the project.

Table 23
CITY OF COMPTON DAILY WASTEWATER GENERATION

Land Use	Proposed Area (Sq. Ft.)	Daily Consumption (Gallons)
Industrial	392,500	16,447
Technological	470,000	24,083
Office	312,500	18,210
Daily Generation	1,175,000	58,740

... RMC, PMP, RW, RD
FAX: Mike Doty (714) 261-2128

9

SCAG
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS
818 West Seventh Street, 12th Floor • Los Angeles, California 90017 ☐ (213) 236-1800 • FAX (213) 236-1825

January 4, 1990

Mr. Tom O'Roarke
Associate Planner
Community Development Department
P.O. Box 6234
Carson, CA 90749

RECEIVED
JAN 10 1990
COMMUNITY DEVELOPMENT DEPARTMENT

RE; Dominguez Hills Specific Plan

Dear Mr. O'Roarke:

On February 2, 1989, the Southern California Association of Governments (SCAG) adopted the Growth Management Plan (GMP 89) and the Regional Mobility Plan (RMP 89). These documents are integrally connected with the development of the Air Quality Management Plan (AQMP 89) for the South Coast Air Basin (adopted by SCAG and SCAQMD on March 17, 1989). Together, these plans make up the most comprehensive growth, mobility and air quality plans ever prepared for the Southern California region.

The project under review is considered a regionally significant project which has impacts on the region's ability to meet the policies and goals contained in the air quality, growth and mobility plans. For this reason, SCAG is providing the comments attached to this letter, and as a method of ensuring consistency between the project under review and the adopted regional plans. 9-1

Two important issues relating to the project deal with jobs/housing balance and transportation demand management concerns. The attached comments included here, have been generated by our growth management, transportation and environmental planning staff. These suggestions are not intended to be critical of the project, but rather to assist in ensuring that your project will not deter or preclude achievement of the adopted regional plans. 9-2

If you have any questions about these comments, please direct them to Mr. Phillip Fernando, or Mr. Todd Beeler of my staff at (213) 236-1800. Thank you for the opportunity to comment on this project.

Sincerely,

Anne Baker

Anne Baker
Director, Environmental Planning

Attachment.

COMMENTS

DOMINGUEZ SPECIFIC PLAN

1. The City should require that the applicant design a management strategy for funding the proposed Transportation Demand Management Programs. Such funding should be clearly identified prior to the issuance of any permits for the project. Also a fair share funding mechanism for mitigation measures should also be approved by the City prior to the issuance of any permits. 9-3

2. The City should require that the developer, through the City, secure the necessary agreements from CALTRANS regarding those mitigation measures that require the State's involvement. 9-4

3. In order to mitigate or avoid some of the impacts mentioned in the staff report, the approval of the TDM programs is considered vital, and is part of the compliance process for achieving air quality goals. Congestion at several intersections, as mentioned in the staff report, will cause major adverse impacts, unless TDMs are planned in advance. 9-5

4. Impacts have to be mitigated, and monitored by the applicant. There should be a record of such monitoring submitted by the applicant. This is required under State law, AB 3180 (Cortese). 9-6

STATE OF CALIFORNIA—THE RESOURCES AGENC.

GEORGE DEUKMEJIAN, Governor

DEPARTMENT OF CONSERVATION

DIVISION OF ADMINISTRATION
DIVISION OF MINES AND GEOLOGY
DIVISION OF OIL AND GAS
DIVISION OF RECYCLING

1416 Ninth Street
SACRAMENTO, CA 95814
TDD (916) 324-2555
ATSS 484-2555
(916) 445-8733

10

January 5, 1990

RECEIVED
JAN 11 1990
COMMUNITY DEVELOPMENT DEPARTMENT

Mr. Timothy O'Rourke
City of Carson
701 E. Carson Street
Carson, CA 90745

Dear Mr. O'Rourke:

Subject: Draft Environmental Impact Report for the Dominguez Technology Centre, Specific Plan No. 2-89, SCH# 89010150

The Department of Conservation has reviewed the Draft Environmental Impact Report (EIR) for the Specific Plan No. 2-89, Dominguez Technology Centre project. We have the following comments on geotechnical and oil well issues.

GEOTECHNICAL

Strong Ground Shaking and Structure Design:

The primary geologic hazard at the project site is strong ground shaking from a major earthquake on the nearby Newport-Inglewood fault. The Draft EIR apparently has not evaluated the potential severity of ground shaking on the site using the most modern and accepted techniques. The Draft EIR indicates a maximum credible earthquake magnitude of 7 for the Newport-Inglewood fault, which is appropriate. However, the Draft EIR indicates a peak horizontal ground acceleration of 0.38g is expected at the site in the event of such an earthquake. This level of ground acceleration is too low and should be reevaluated.

10-1

The level of peak ground acceleration expected at a given site from a given earthquake source is generally estimated from seismic attenuation relationships developed from strong motion data recorded during previous earthquakes. The three attenuation relationships most commonly used in professional engineering geology/soils engineering practice are those developed by Seed and Idriss (1982), Campbell (1981), and Joyner and Boore (1981). Seed and Idriss (1982) allow modifications to the estimated accelerations due to various site soil conditions; the other relationships do not. The unmodified peak horizontal acceleration from a magnitude 7 earthquake on the Newport-Inglewood fault predicted for the site by all three attenuation relationships ranges between 0.65 and 0.7g. Use of the soil modification factors permitted by Seed and Idriss (1982) could reduce the peak acceleration to 0.52g. The U.S. Geological Survey published a detailed study of seismic ha[zards] in the Los Angeles metropolitan

area in 1985 (Ziony, 1985). In the publication, attenuation relationships were presented which account for soil conditions common in the Los Angeles area (Joyner and Fumal, 1985). The use of these relationships indicate peak accelerations at the site of 0.56g for a magnitude 7 event and 0.46g for a magnitude 6.5 event on the Newport-Inglewood fault. The geotechnical report (Addendum 3) for the Draft EIR states that Seed and Idriss (1982) was used to obtain an estimate of 0.38g peak acceleration for the site. It is not clear how this value was derived, and, if it is to be used to characterize the site seismic shaking hazard, additional documentation should be provided in the Final EIR. 10-1

An accurate determination of the peak horizontal acceleration expected at the site is important to the seismic design of project structures. The Draft EIR indicates on page 28 that project construction "will meet or exceed" Uniform Building Code (UBC) requirements. The Draft EIR indicates on page 72 that mitigation for the impacts of strong shaking will include Building Department review of all building plans to "assure compliance with" the latest Los Angeles County Building Code as adopted by the City of Carson. It is assumed that the Los Angeles County Building Code includes all UBC requirements for earthquake-resistant structure design.

UBC separates the country into four siesmic zones, based on the level of horizontal acceleration expected in each zone. In Seismic Zone 4, which includes the Los Angeles metropolitan area, UBC takes into account horizontal accelerations of approximately 0.4g in its earthquake-resistant design criteria. If accelerations greater than this occur, increased structural damage may occur even though structures are technically "built to code". We recommend that a structural engineer, experienced with earthquake-resistant design, review all project plans to determine the adequacy of UBC criteria for project structures, and to recommend appropriate design changes, if needed.

Secondary Seismic Impacts:

Although the site is not within an Alquist-Priolo Special Studies Zone, it is within the Newport-Inglewood fault zone. The Newport-Inglewood fault is interpreted to be a well defined feature at depth. However, movement at depth is not transferred uniformly to the surface. The resultant surface expression is a series of discontinuous fault segments within a broad zone of deformation (Ziony, 1985). Both the U.S. Geological Survey and DMG have published studies on the potential effects in the Los Angeles area of a large earthquake on the Newport-Inglewood fault (Ziony, 1985; Toppozada, et al, 1988). In both of these studies, secondary ground deformation is considered likely to occur within the Newport-Inglewood fault zone. Significant ground rupture is expected to occur on identified segments of the fault, which are presently mapped within Alquist-Priolo Special Studies Zones. However, ground warping and minor ground rupture from 10-2

secondary faulting is expected at other locations within the fault zone. Because it is very difficult to predict exactly where such secondary deformation will occur within the fault zone, it may be difficult to develop appropriate mitigation for this hazard. The Final EIR should acknowledge the potential for this type of secondary ground deformation on the project site, and should present any appropriate mitigation measures. 10-2 10-3

OIL WELL

The proposed project is located within the administrative boundaries of the Dominguez oil field. Presently, there are several abandoned, producing, and injection wells within the project boundaries. There are also several production and injection wells in close proximity to the subject project.

If any structure is to be located over or in the proximity of a previously-abandoned well, there is the possibility that the well may need to be plugged and abandoned to current Division of Oil and Gas specifications. Section 3208.1 of the Public Resources Code (PRC) authorizes the State Oil and Gas Supervisor to order the reabandonment of any previously-abandoned well, when construction of any structure over or in the proximity of the well could result in a hazard. The cost of reabandonment operations is the responsibility of the owner of the property upon which the structure will be located. 10-4

Under Section 3208.1 of the PRC, the reabandonment responsibilities of the owner/developer of a property upon which a structure will be located need extend no further than the property boundaries. However, if a well requiring reabandonment is on an adjacent property and near the common property line, the Division recommends that the structure be set back sufficiently to allow future access to the well.

Furthermore, if any abandoned or unrecorded wells are uncovered or damaged during excavation or grading, remedial plugging operations may be required. If such damage occurs, the Division's district office must be contacted to obtain information on the requirements for and approval to perform remedial operations.

Although the possibility for future problems occurring from oil and gas wells that have been plugged and abandoned or reabandoned to the Division's current specifications are remote, we, nevertheless, suggest that a diligent effort be made to avoid building over any abandoned well. If construction over an abandoned well is unavoidable, we suggest that an adequate gas venting system be placed over the well.

Because the proposed development is located in an oil field, development of this area will remove available surface land needed to recover oil resources. Therefore, provisions should be made to designate and set aside an adequate amount of land for future drilling sites so that 10-5

both shallow and deep oil resources can be recovered. Please refer to Division publication TR31, "Land Use Planning in Urban Oil Producing Areas", before making land use planning decisions. Without such provisions or other mitigations, the project would have a significant environmental impact on natural resources. 10-5

To ensure proper review of building projects within the subject area, the Division has available an informational packet entitled, "Construction Project Site Review and Well Abandonment Procedure." The packet outlines the information that a project developer must submit to the Division for review. Developers should contact the local building department for a copy of the site review packet. 10-6

Prior to commencing operations, the project applicant should consult with the Division of Oil and Gas district office in Long Beach for information on the wells located in the project area.

No building intended for human occupancy should be located near any active well, unless suitable safety and fire protection measures and setbacks are approved by the local fire department. 10-7

The developer must provide adequate clearance and access to the wells for well workover equipment. The wells should be provided with safety shutdown devices. Also, we recommend that all wells and associated equipment within the project site be enclosed by an eight-foot, block wall, with barbed wire on the inside at the seven-foot level. Suitable gates should be provided which are capable of allowing large workover equipment access into the well site. The grade within the enclosed areas should be constructed so that potential spillage will be confined to the enclosure. To restrict access, the placement of climbable landscaping around the perimeter of the oil field facility should be avoided. 10-8

The Division is mandated by Section 3106 of the PRC to supervise the drilling, operation, maintenance, and abandonment of wells for the purpose of preventing: 1) damage to life, health, property, and natural resources; 2) damage to underground and surface waters suitable for irrigation or domestic use; 3) loss of oil, gas, or reservoir energy; and, 4) damage to oil and gas deposits by infiltrating water and other causes. Furthermore, the PRC vests in the State Oil and Gas Supervisor the authority to regulate the manner of drilling, operation, maintenance, and abandonment of oil and gas wells so as to conserve, protect, and prevent waste of these resources, while at the same time encouraging operators to apply viable programs for the purpose of increasing the ultimate recovery of oil and gas. 10-9

The scope and content of information that is germane to the Division's responsibility is contained in Section 3000 et seq. of the PRC, and administrative regulations under Title 14, Chapter 4, of the California Code of Regulations.

If you have any questions regarding these comments, please feel free to contact me at (916) 322-5873.

Sincerely,

Dennis J. O'Bryant

Dennis J. O'Bryant
Environmental Program Coordinator

DJO:efh

cc: David C. Nunenkamp, Chief
Office of Permit Assistance
Zoe McCrea, Division of Mines and Geology
Mike Stettner, Division of Oil and Gas

REFERENCES:

Campbell, K.W., 1981, Near-source attenuation of peak horizontal acceleration: Bulletin of the Seismological Society of America, vol. 71, pp. 2039-2070.

Joyner, W.B., and Boore, D.M., 1981, Peak horizontal acceleration and velocity from strong-motion records including records from the 1979 Imperial Valley, California, Earthquake: Bulletin of the Seismological Society of America, vol. 71, pp. 2011-2038.

Joyner, W.B., and Fumal, T.E., 1985, Predictive mapping of earthquake ground motion; in Evaluating Earthquake Hazards in the Los Angeles Region - An Earth Science Perspective: U.S. Geological Survey Professional Paper 1360, pp. 203-220.

Toppozada, Tousson R., Bennett, John H., Borchardt, Glenn, Saul, Richard, and Davis, James F., 1988, Planning Scenario for a Major Earthquake on the Newport-Inglewood Fault Zone: California Division of Mines and Geology Special Publication 99.

Ziony, J.I. (editor), 1985, Evaluating Earthquake Hazards in the Los Angeles Region - An Earth-Science Perspective: U.S. Geological Survey Professional Paper 1360.

11

19813 Dunbrooke Ave.
Carson, CA 90746
December 12, 1989

Chair and Members of the Planning Commission
City Hall
City of Carson
Carson, Ca. 90749

RE: DOMINGUEZ TECHNOLOGY CENTRE
288 ACRE SITE OWNED BY DOMINGUEZ PROPERTIES
AND DOMINGUEZ ENERGY, L. P.

Dear Honorable Chair and Members of the Planning Commission:

I give you these remarks as an individual resident of north Carson. With only two days notice of the meeting, time has not allowed consultation with citizen groups.

People in north Carson have confidence in the intent of the developer to have a high quality development, in part because the developer will lease the land and retain ownership and have a long range view of preserving land values and quality of life in Carson. Thus, these remarks begin with some very positive assumptions.

Having said that, concerns do exist. The EIR for the project is defective in many important aspect, especially including its failure to outline alternative possible uses of the land. Oil refineries, factories, warehouses, and freeways alone do not a city make. Alternatives should consider some residential construction in the mix, perhaps including some lower cost housing that might appeal to university students, junior faculty, university employees, and senior citizen housing near the university. Also, a lot of the 14,000 people eventually employed as the Technology Centre is constructed will need reasonably priced housing. Not all of them will be highly paid executives. 11-1

Accordingly, the present plan appears unbalanced. The comments below are not to be read as an endorsement of it. If the plan proceeds, we are especially concerned about the industrial processes, coupled with the traffic, affecting ambient air quality. 11-2

Neighbors are concerned about dirt, dust, noise, vibration, fire, smoke, and possible movement of toxic material during years of construction, including construction around operating oil production machinery. The EIR is vague about these issues. 11-3

Considering the oil production and the earthquake faults, what are the dangers for the potential 14,000 employees and the residents nearby? We look forward to hearing from the fire department about this issue. 11-4

The City Council should reflect on the lack of housing in the city of Carson and consider whether a part of this site should be developed for residential use (p.30). It is futile to recommend that people live closer to their jobs if there are no houses, condos, or apartments close to their jobs. In making zoning and land use decisions, the city must reflect on the need for reasonably cost housing in Carson. If this large expanse of vacant land is to contain no residential units, the City Council should recognize that it will have to earmark <u>other</u> areas for housing. The EIR (p. 31) says that a "proper mixture of housing for the people working in Carson" is a requirement to move toward cleaner air. Is the developer inclined to develop any housing in the city of Carson? The EIR (p. 94) speculates that 48 percent of the employees will be expected to live within three miles of their job and "The close proximity of employees to the work place will continue to lower local air emissions." Close proximity? Lower air emissions? Who wrote that sentence? At p. 117 the EIR speculates that 40 percent would live within three miles of their work place. (We lost 8 percentage points between pages 94 and 117). I doubt that any reader of the EIR takes such comments seriously. 11-5 11-6 11-7

The city staff have objections with traffic, signals, access to freeways, medians, street widths, etc., all of which does not have to be repeated here.

The EIR traffic study (p. 101) projects 42,590 daily trips with <u>only</u> 4,470 at the morning and again at the evening peak hours! With 14,000 employees there will probably be about <u>twice</u> that number of trips (employees, trucks, customers, salespersons, service personnel, landscapers, security vehicles, etc.) at the peak hours. Traffic Engineers should not allow hope to prevail over experience! Even a highly paid Traffic Engineer is probably not able to eliminate peak traffic periods as was attempted in the EIR. 11-8

The Tables in the Traffic Plan indicate serious traffic problems will exist where Wilmington intersects with the 91 Freeway and Del Amo and University Drive. Problems will also exist at Victoria and Central as well as Avalon and University (even if the Carson Planning Department does not convince us to allow a McDonald's restaurant at to that intersection with only seven parking spaces). We should assume that the conditions will be <u>worse</u> than those projected by the Traffic Engineer study, as the Traffic Engineer is paid to put the best possible face on the project and as the Traffic Engineer did not take proper account of the fact that the university will probably double in size in the next fifteen years. The university traffic will mainly impact the same routes and intersections as this project. 11-9

The discussion of Off-site Mitigation Measures in the Traffic Document (p. 41) access to the 405 from Wilmington is not discussed. This is a difficult problem now. What will public authorities do to mitigate the problems of additional heavy traffic? Also, what will be done to deal with the increased east and west traffic being blocked by the trains along Alameda? One planned overpass is not going to be adequate. 11-10

The EIR is inadequate on the issue of local traffic problems. It says (p. 25) that: "... mitigation measures will be instituted in 11-11

accordance with the traffic study prepared for this project." Some of the mitigation measures in the study are voluntary and/or leaves enforcement up to the Southern California Air Quality Management District.

II-11

The EIR says that it plans a "voluntary" Transportation Demand Management Program. If it is voluntary and not required by terms of leases or real estate sales contracts, we should not assume that the program will have much of an effect upon reducing traffic. For example, would the developer have any control over whether or not the occupants organized flex-time working schedules? (p. 17)

If the developer has that effective influence, could the developer encourage the occupants to employ qualified people living in close proximity to the site? If we are to avoid dangerous air quality and traffic grid lock in the Los angeles basin, people are going to live <u>closer</u> to their job sites. We hope that the 14,000 people to be employed at the site will not each get in a separate gas guzzler and drive vast distances on the freeways. Neither the air nor the freeways can tolerate much more such "progress".

The EIR is full of general cliches such as: "Existing public transit services could be modified and expanded to serve the project site" (p.17). Such "jello" language may have been left over in the computer from an earlier EIR. What the reader would like to know is: what criteria is applied by the RTD to extend bus service? Would the area meet the criteria for the service? II-12

To preserve the quiet of the residential areas, heavy truck traffic should be prohibited on Central Avenue south of University Drive and on University Drive between Wilmington and Avalon. It is noted that there are not outlets from the project directly on to University Drive and that buildings will be no closer that 100 feet to University Drive and parking no closer than 25 feet. Those are helpful buffers between the project and the residential area to the south. Will the existing type of fence be extended West down to Central Avenue as a buffer? II-13

Prior to development the support commercial activities along Central Avenue should be the subject to extensive public comment to encourage commercial development compatible with the university campus and the residential area. II-14

There is no maximum building height. It is recommended that some reasonable limit be established which could be increased later after public comment. II-15

The Landscape Concept (p. 51) sounds good. However, the Los Angeles basin probably faces serious water shortages in the coming decades. It would be realistic to have a landscape concept that uses a little water as possible. The drip irrigation systems are to be encouraged. It would be a waste to spend a lot of money on landscaping that could not be adequately irrigated in the future. II-16

Will the development of the land with streets, lots, buildings, cause more or less runoff into surrounding areas? Will the storm drains and retention basin really reduce downstream water flow? Will the II-17

retention basins be kept empty (and even pumped out if necessary) as the rainy season approaches, so the basins will be available to catch heavy rains? 11-17

The EIR at p. 129 say that the sewage lines are already "operating at capacity"? What are the implications of that for the 235,000 gallons of water to be used daily at the site? Will streets have to be torn up to add sewage lines? 11-18

The EIR (p.29) says that the plan does not include any on site recreational amenities. Perhaps some type of small park should exist around the collection pond with walking and jogging routes. (This would become more important if the site contained some residential units). 11-19

The California Environmental Quality Act requires the city to balance the benefits of the proposed project against its unavoidable environmental risks in determining whether to approve the project. The EIR does not adequately present a risk-benefit-mitigation-alternatives analysis. Also, the EIR is required to indicate the "areas of controversy known to the Lead Agency". The CEQA Guidelines at 15126 (d) (3) provide that: 11-20

> The discussion of alternatives shall focus on alternatives capable of eliminating any significant adverse environmental effect or reducing them to a level of insignificance, even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly.

The EIR and proposed project are not yet presented in a way to allow the city to react with the findings required by law.

I ask that my written remarks be made part of the official record in this matter.

Sincerely,

Gary Colboth

Gary Colboth

RMC, RW, PaP, AO

Park: Bob Brown (714) 755-5190
Mike Doty (714) 261-2128

12

Planning Consultants Research

Environmental, Economic, and Development Research for Land Use and Real Estate Decisions

January 16, 1990

Mr. Patrick Brown, Director
Department of Community Development
701 East Carson Street,
P.O. Box 6234
Carson, California 90749

RE: REVIEW AND COMMENTS CONCERNING "DRAFT SPECIFIC PLAN AND ENVIRONMENTAL IMPACT REPORT FOR DOMINGUEZ TECHNOLOGY CENTER"

Dear Mr. Brown:

Pursuant to your request, we have reviewed the document referenced above together with two associated volumes, Appendices 1 and Appendices 2, and are submitting our comments herein.

As a general observation, the document's environmental component is presented with numerous conclusionary assertions leaving the reader unable to verify conclusions with sufficient evidence within the documentation. References regarding sources and/or source materials as well as supporting logic and data are not consistently presented. An EIR is by statute an informational document intended to provide decisionmakers and the interested public alike with a reasoned understanding of a project's environmental implications. Clearly, no such understanding is possible if the reader cannot make the assessment through from the question of "What project impact?" to analysis to conclusion. EIRs relying excessively on conclusionary documentation have been routinely rejected by the courts in case law pursuant to the California Environmental Quality Act.

More specific concerns are presented here following, with more basic issues raised first:

1) At page 57, the EIR is identified as a Program EIR regarding the proposed Specific Plan and the need for subsequent environment review of subsequent actions such as Tentative Parcel Maps, Use Permits, etc. is to be assessed in future upon submittal of such applications. However, it is our understanding that this project seeks approval of a Development Agreement (D.A.). D.A.s are discretionary actions and, as such, are subject to environmental review pursuant to CEQA. The DEIR does not identify a D.A. as a relevant action; yet a D.A. cannot be approved

12-1

1320 Third Court, Post Office Box 1560, Santa Monica, CA 90406-1560

without certification of appropriate environmentaldocumentation. Moreover, approval of a D.A. in this case would be expected to constrain the City's discretion in reviewing subsequent actions regarding the project site. Thus, a first concern would be that the interested public and Responsible Agencies have not had an opportunity to review this DEIR in light of the D.A. action, a fact that may well require recirculation prior to approval of a D.A. 12-1

2. A second concern is that a D.A. should be evaluated by a project level EIR not a Program EIR because the D.A. precludes the City's discretion in subsequent actions. As a result, the level of specificity in the underlying Specific Plan and the level of analysis in this DEIR would need to be refocused to characterize and evaluate a specific project. 12-2

3. Throughout the impact analyses within the DEIR conclusions regarding the significance of project impacts are presented. However, definitions of a significant impact are almost never provided. What are the definitions of significant impact utilized in this document and what are the respective origins? 12-3

4. The selection of project alternatives should reflect two general criteria. First, does the alternative mitigate the significant impacts of the project? Second, is the alternative consistent with the basic objectives of the project? Because the identification of significance thresholds is rarely given in this document, a clear understanding of the significance of the project's impacts is not possible. Therefore, not only can a clear comparison of alternative impacts to project impacts not be made, but a review of alternatives which might have some hope of mitigating significant project impacts is not possible. Furthermore, the applicant's project objectives are not provided so that no evaluation of alternatives in the context of project objectives is possible. The Specific Plan appears to be grounded in a listing of Carson General Plan goals, as opposed to the unique objectives of the applicant, an approach which could well be expected to lend itself to a wide band of alternative concepts on the property. 12-4

5. The courts have recently been compelling the consideration of alternative sites within DEIRs. No such assessment or presentation of why such assessment should not be undertaken is presented in this DEIR. 12-5

6. At page 21, the document notes that a General Plan Amendment will be processed in future to amend the Circulation Master Plan designation for Central Avenue. Because a Development Agreement can only be approved with a finding of consistency with the General Plan, approval of the D.A. may not be possible until the Amendment is adopted. Thus, an internal procedural conflict may exist between the DEIR, the D.A. and Amendment. 12-6

7. EIRs are required to consider project impact in the context of cumulative impacts. With respect to transportation, a total of four (4) related projects are identified for purposes of cumulative impact assessment, all occurring in the immediate project locale. For a project of this scale, a much broader search for related projects seems appropriate. At the very least, some sort of annual growth factor to account for traffic generation attributable to unidentified projects would be appropriate. 12-7

8. Analyses of cumulative impact on the non-transportation issues is cursory and generally conclusionary. 12-8

9. An exhibit or figure illustrating the geographic relationship between the project site and jurisdictions in the greater project locale would be useful. 12-9

10. At page 7, it is indicated that "market/economic conditions" influenced the Specific Plan. The respective conditions should be cited and documented. 12-10

11. At page 12, an important component of the Specific Plan is identified as the flexibility to incorporate changes based on market conditions. What are the consequences if the land use mix changes from 40% technology/ 30% industrial/ 30% office to 30%/40%/30% or 30%/30%/ 40% or to some other mix. 12-11

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Research

12. How much retail commercial is proposed? What retail uses which are not entirely dependant on trade from other project uses would be permitted? What are the impacts of such developments? 12-12

13. What profile of impacts would result if uses like hotel or retail suitable for office park are permitted within the project and how do those impacts compare with the project's impact profile as presented in the DEIR? 12-13

14. What impacts result from no maximum height limit and no rear or side yard setbacks. 12-14

15. In all instances where site development standards are indicated as being at the discretion of the developer, what City regulatory mechanisms are proposed to insure implementation? 12-15

16. What is the origin and support for the parking standards proposed at page 40? All seem low for a project which is proposed with overwhelming reliance on the automobile. 12-16

17. Under "Architectural Criteria," the document indicates at page 49 that "All buildings are to be designed in good taste with an emphasis on quality." What do such buildings look like? 12-17

18. Are the buffering strategies along Central Avenue and University Drive determined to be effective? If so, how? 12-18

19. Exhibit 4 identifies surrounding land uses within 200 to 300 feet of the project site. The local land use context should be extended by at least the dimensions of the site, itself. 12-19

20. A map of the locations of study intersections in the transportation analysis would be useful. 12-20

21. How would project trucks and other vehicular traffic be restricted to major highways be accomplished, as suggested at page 15? 12-21

22. What mitigation potential is predicted from a TDM Program which is "voluntary" and "may include some or all" of a list of measures, and why? 12-22

23. The proposed Specific Plan's infrastructure component is indicated to have been designed "to provide an appropriate level of service for the maximum intensity of planned development." What are "appropriate levels of services" and what is the "maximum level of intensity of planned development"? The project is indicated to be limited to the traffic generation of 4.7 million square feet. However, impacts of more development on other environmental systems is not considered. 12-23

24. How much grading is proposed? Will it balance on-site? What impact on existing topography? 12-24

25. Will utilities be underground or above grade? 12-25

26. What functional relationships can be expected between the project and surrounding land uses, with what resulting compatibility? 12-26

27. Are there detention basins or retention basins proposed for Drainage Area A? 12-27

28. What drainage impacts are projected downstream from each on-site drainage area? Are facility capacities adequate? 12-28

29. It is noted at page 77 that the applicant should consult with the California Department of Fish and Game regarding the meed for 1601-1603 permits. Consultation with the U.S. Army Corps of Engineers may also be necessary to determine the Corps' jurisdiction. 12-29

30. Is the ravine bottom a riparian wetland? 12-30

31. When were biotic/habitat surveys done? For how long? 12-31

32. The SCAQMD has already adopted the Air Quality Management Plan for the South Coast Air Basin. 12-32

Planning Consultants Research

33. Where is the site relative to other air quality monitoring stations than the one in North Long Beach? How far away is the North Long Beach Station? 12-33

34. What effort was made to identify other sensitive air pollution receptors than adjacent to the site? 12-34

35. What amount of fugitive dust emissions can be expected from the project? 12-35

36. In Table 6, the title citation of "Maximum Eight Hour PM Peak" carbon monoxide concentrations (CO) appears to be a contradiction in terms. For what year in the future was the analysis conducted? The analysis should evaluate both eight-hour and one-hour CO concentrations relative to ambient air quality standards. What is the basis of ambient concentrations of 9.57 ppm in 1987 and 6.9 ppm in 1992? What would future condition concentrations be without the project? What meteorological, trip generation, and trip length assumptions were made in both the regional burden and local CO analyses? Given criteria presented at page 88, the project's impacts appear to be clearly significant. Were they concluded to be significant or non-significant? 12-36

37. Since the project's impact on ambient air quality is not identified as significant or non-significant, the adequacy of the mitigation program cannot be assessed. 12-37

38. What trip generation assumptions were made for the proposed retail uses? 12-38

39. Why was project trip generation based on a single project for each use type? The resulting rates appear to yield significantly lower generation volumes than larger more conventional data bases. 12-39

40. Is project build-out expected over a ten-year period? If so, ending when? 12-40

41. Based on the evidence presented in Tables 14 and 15, the project can be expected to have very significant impacts at multiple intersections during both AM and PM Peak hours in the absence of mitigation. What jurisdictions must approve each mitigation measure and what would consequences be of a failure to do so? What impacts occur at intersections farther from the site? Why was the analysis restricted to the 11 intersections presented? 12-41

42. What impacts are predicted on the mainline Harbor (I-110), San Diego (I-405), and Artesia (S.R. 91) freeways? 12-42

43. The output from the FHWA Highway Traffic Noise Prediction Model is in the form of Day-Night levels(L_{dn}) rather than Community Noise Equivalent Levels (CNEL). How was the conversion made? What impact does project have on non-traffic noise sources? Why weren't ambient levels monitored to calibrate the model? 12-43

44. How were sensitive receptor sites selected for the noise analysis? 12-44

45. What data assumptions were made to yield the output presented in Table 19? 12-45

46. What impact does the project have on the City's jobs/housing ratio? It would appear to increase it by approximately one-third to levels well outside of balanced conditions presented at page 116. If the City has a low residential vacancy rate at present (2.4% at page 116), what impact on local housing availability and pricing can be expected due to a project increase in City employment population of approximately one-third? 12-46

47. At page 117, a "market overview of the project" is referenced. Is that document part of the EIR? How many retail employers are predicted? 12-47

48. From what geographic area can the existing site be seen? Given that no maximum building height standards are proposed, from what geographic areas could five-, ten-, and 25-story buildings be visible? What would the aesthetic compatibility of such structures be with surrounding land uses? 12-48

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49. What does "edge treatment" as cited at page 120 mean, and how would it mitigate potentially significant project visual impacts? 12-49

50. What is factual and analytical basis of conclusions regarding project impacts on fire and police services? 12-50

51. What is factual and analytical basis of conclusions regarding project impacts on water and sewer systems? 12-51

52. At pages 128 and 129, project solid waste of 11,849 tons per day is presumed to be sent to Puente Hills Landfill which has daily capacity of only 11,494 tons per day and is scheduled to close in 1993 unless its operating permits are extended. How is this information reconciled? 12-52

53. What mitigation value is expected by providing each individual employer within the project with a copy of the County Solid Waste Management Plan? 12-53

54. What secondary project impacts might be expected on local school enrollments? 12-54

55. The project site has apparently been subject to oil field production for some 60 years or more. During this period, substantial hycarbon contamination is likely to have occurred. Why were the issues of Risk of Upset and Public Health and Safety not evaluated in the document? What remediation program is proposed? What effects on produced used might be expected? 12-55

56. The DEIR does not clearly identify those impacts found to be significant as meant by CEQA, with and without mitigation. They should be definitively listed. When will a mitigation monitoring program be prepared pursuant to AB3180? 12-56

57. How does the No Project alternative relate to project objectives? 12-57

58. Alternative 1 indicates that the office component of the project is 27% whereas the Specific Plan at page 12 indicates 30%. What is correct? 12-58

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Research

59. How do the impacts of Alternatives 1 and 2 compare to those of the project? 12-59

60. What growth-inducing impacts should be attributed to the introduction of some 14,000 new employees? 12-60

61. At page 142, the DEIR seems to refer to unidentified related projects in the Cities of Compton, Long Beach and Lawndale. These should be identified. 12-61

62. At page 149, a "minor revision" in the Specific Plan Amendment Process is identified as, among others, an "increase in the total maximum building floor area within the Specific Plan by not more than ten (10) percent." It should be noted that ten percent of 4.7 million square feet, or 470,000 square feet, could well exceed State CEQA Guidelines definitions of Projects of Statewide, Regional, or Areawide Significance. 12-62

63. What is the logic and factual basis supporting the approach to municipal cost foresasting in the DEIR? Why is it assumed that municipal xost accrue evenly regardless of land use, location or other conditions? 12-63

64. What is factual basis supporting the estimates of City property Tax, sales tax, and other tax revenue cited in Table II? 12-64

65. How would existing municipal spending limits (Gann Act) effect the receipt of additional municipal revenue in conjunction with this project? 12-65

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Research

Mr. Brown, the foregoing represents the results of our review of the Draft Specific Plan and Environmental Impact Report for Dominguez Technology Center. In short, there appears to be a clear need to review the documentation relative to its purpose, to insure that the City as Lead Agency understands the project's environmental implications and to satisfactorily document whatever action the City may wish to take on this project. We will be pleased to confer with you and/or your staff further in this regard at your direction.

Sincerely,
PLANNING CONSULTANTS RESEARCH

Gregory J. Broughton
Principle

Bruce Lackow
Project Manager

Compton, California 90220
(213) 605-5586

Mayor: ext 5580
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MAXCY D. FILER, EXT 5204
PATRICIA A. MOORE, EXT 5205
BERNICE WOODS, EXT 5206
JANE D. ROBBINS, EXT 5207
HOWARD CALDWELL, EXT 5615
Interim City Manager

CITY OF COMPTON

13

January 16, 1990

RECEIVED
JAN 18 1990
COMMUNITY DEVELOPMENT
DEPARTMENT

Mr. Timothy O'Rourke
City of Carson
701 East Carson Street
P.O. Box 6234
Carson, Ca 90749

Re: **Comments Regarding the Environmental Impact Report for the Dominguez Technology Centre/ Specific Plan No. 2-89**

This letter serves as a response to the Draft Environmental Impact Report (DEIR) for the Dominguez Technology Centre/ Specific Plan No. 2-89. The City of Compton hereby responds with the following comments and questions:

1. In regards to the traffic impacts identified in the DEIR, the cumulative increase in traffic as it relates to development in Compton and other surrounding areas must be addressed in detail. How will the traffic in Compton be impacted (in particular on Central Avenue, Wilmington Avenue and Victoria Street). 13-1

   The City of Compton disagrees with the recommendation to down scale Central and Wilmington Avenues to secondary highways. Compton is counting on these arterials to be upgraded to major highway standards. This issue must be addressed in the DEIR. 13-2

   In general, the DEIR does not adequately address the level of service when the relative Compton area is built out at the same time as the Dominquez Technology Centre and other surrounding Carson land uses. 13-3

2. The DEIR does not adequately address the economic impact on the City of Compton

   a. How will this project impact Compton's industrial and commercial base? 13-4

   b. How will the City of Carson mitigate these impacts on the City of Compton?

3. How does the specific plan and DEIR relate to Compton's General Plan and the County's General Plan? 13-5

The City of Compton requires more time to assess the impact of this proposal on its environment and citizenry. It is requested that the City be granted two additional weeks to complete its response to the said documents. 13-6

Sincerely,

HOWARD CALDWELL
CITY MANAGER

14

California State University
Dominguez Hills

The Vice President
Carson, California 90747

December 22, 1989

Ms. Sheri Repp, Acting
Community Planner
City of Carson
701 East Carson Street
P.O. Box 6234
Carson, California 90749

RECEIVED
DEC 26 1989
COMMUNITY DEVELOPMENT
DEPARTMENT

Dear Ms. Repp:

Thank you for the opportunity to comment on various issues raised in your letter of December 14, 1989, related to the specific plan for the Dominguez Technology Center (DTC).

The university is generally pleased with the proposed development of the DTC. We are particularly interested in seeing businesses and industry brought into this development that would provide the opportunity for developing mutually beneficial relationships with the university. A good example of this kind of relationship is the one we have been able to develop with the first major tenant, TRW. TRW has provided us with computers, internships, and professional services in our educational programs. Recently, a $1 million grant from TRW was announced in support of the California Academy of Math and Science which will be established on this campus. The university has provided access to library and recreational facilities and campus events. We are convinced that the proposed development will provide many additional opportunities for developing these kinds of relationships. 14-1

In response to the specific issues you raised, I would like to provide you with the following comments:

1) The ability of the University to provide on-site recreational facilities for a potential 14,000+ employee base at DTC, both now and in the future:

University grounds and recreational facilities are available to University students, staff, and faculty and others with appropriate I.D. card evidencing approved affiliation with the University and arranged usage of specific facilities. Although the University has affiliation opportunities and makes special arrangements for individuals not related to the university to use its facilities, University use of facilities obviously takes precedence. The University currently does not have recreational facilities to support a 14,000+ employee base even under special arrangement. In fact, our own use of these facilities is increasing as enrollment grows. 14-2

2) The types of industrial uses that DTC could or should provide along the proposed extension of Central Avenue, the height of building, the setback from the street (75 feet like the University?):

For the reasons stated in the 12/12/89 Staff Report to the Planning Commission, the University would find it desirable to minimize warehousing, distribution centers, and other light industrial uses immediately adjacent to Central Avenue and rather encourage technology, office and commercial uses. In addition, the University would find it desirable to have a 75 foot setback along the portion of Central Avenue which is adjacent to University land master planned for on-campus housing. 14-3

3) The participation of the University as it relates to the construction of the proposed portion of Central Avenue. Possibly sell or create an easement?:

Although the University campus does not have the authority to grant an easement, that is the prerogative of the Trustees of the California State University, it would be most willing to recommend such to the Trustees for construction of a portion of the proposed extension of Central Avenue. As we have indicated earlier, there is no source of funds available for the University to pay for the development of the west side of Central. 14-4

4) Retaining the Class 1 bicycle route on Central Avenue and establishing such a route on the University property adjacent to Central:

The University would find it desirable to establish a Class 1 bicycle route on its property adjacent to Central, but has no funds available for construction. 14-5

5) The inclusion of the raised landscape median on Central Avenue, Victoria, and University:

From an aesthetic and safety standpoint it would be desireable to include raised medians provided they do not obstruct ingress and egress to current and master planned entrances and exits to the University campus. 14-6

6) The proposal to downgrade Central Avenue to an 80 foot secondary highway:

The University does not have the expertise and experience of traffic engineers and consultants on this matter and therefore cannot comment on the technical impact. We are concerned that the design and width of the street accommodate the traffic that will eventually use Central. 14-7

7) The ability of the University to provide and maintain, even expand child care facilities on campus:

We have had considerable discussion with the developers about the possibility of a university-operated child care center. One of the assumptions is that the private sector would fund the construction of the facility and in turn a number of spaces would be available to the developer's tenants. 14-8

I want to share two additional concerns. Since the university already has student housing on the eastern portion of the campus and is presently developing plans for expanding housing in that area we feel it would be desireable to have a sidewalk on the west side of Central. We are also concerned that proper access to the campus be available from Central. A University street has been in place since 1965 to the anticipated location of Central. When that connection is completed it will provide badly-needed access for delivery vehicles, employees, students, and visitors to the campus. 14-9

Please do not hesitate to call me at 516-3750 if you require clarification of the above.

Sincerely yours,

David J. Karber
Vice President, Administration

cc: President Detweiler
Ms. Coda-Messerle

COUNTY OF LOS ANGELES ■ DEPARTMENT OF HEALTH SERVICES
ENVIRONMENTAL HEALTH / HEALTH FACILITIES
BUREAU OF ENVIRONMENTAL PROTECTION
2615 So. Grand Avenue, Room 450 ■ Los Angeles, CA 90007 ■ (213) 744-3251

15

December 22, 1989

Planning Division
City of Carson
P. O. Box 6234
Carson, California 90749

Attention: Timothy O'Rourke, Associate Planner

Gentlemen:

SUBJECT: DOMINGUEZ TECHNOLOGY CENTRE

This is in response to your Notice of Completion for the Draft Environmental Impact Report (DEIR) for the above project.

SOLID WASTE MANAGEMENT

The DEIR (pg 128) states that the County of Los Angeles contracts with private waste haulers for the collection of refuse ("sewage" in the DEIR) in the City. This is not the case: All refuse collection activities in the City of Carson are regulated by the City. (In the unincorporated areas adjacent to the City, waste collectors are permitted by the County.) 15-1

The DEIR fails to adequately address the significant impact 11,849 tons per day would have on existing solid waste facilities (page 129). The Western Waste Transfer Station in the City of Carson is limited to 3,000 tons per day. The combined capacity of transfer stations in the area do not have the capacity to handle the anticipated volume of refuse to be generated by this project. Specific measures must be proposed addressing this impact on solid waste facilities. 15-2

Recent legislation (AB 939), the California Integrated Waste Management Act of 1989, requires cities to prepare and implement recycling plans. The act also requires waste reduction or diversion to landfills - 25% by January 1995 and 50% by January 2000. 15-3

If you have any questions or wish additional information, contact our Solid Waste Management Program at 213-744-3261.

Very truly yours,

Jack Petralia, Director
Bureau of Environmental Protection

J:Domtchct.eir

County of Los Angeles
Office of the Sheriff
Hall of Justice
Los Angeles, California 90012

SHERMAN BLOCK, SHERIFF

16

January 4, 1990

Mr. Timothy O'Rourke
Planning Department
City of Carson
701 East Carson Street
Carson, California 90745

SUBJECT Specific Plan No 2-89--Dominguez Technology Center

Dear Mr. O'Rourke:

This office has reviewed the text of the Environmental Impact Report (E.I.R.) and appendices I and II, which you forwarded to us. Sergeant Ken Fitzpatrick from our traffic office has reviewed the traffic flow, E.I.R. Appendix II.

Traditionally, new industrial complexes or individual businesses opening in any area are tested by the criminal element and are, for a period of time, heavily victimized. All businesses go through a period of "target hardening". This adjustment period places an extreme burden on station resources from patrol deputies to secretarial staff. We would like to minimize this impact by incorporating some relatively inexpensive and effective design characteristics into the entire project. Due to the size of this project, these design characteristics are essential. 16-1

The E.I.R.'s you forwarded to us do not provide enough specific information regarding intended landscaping, fences, roofs, parking lots, doorways/porches, windows, security shrubbery or exterior lighting levels. Generally speaking, our recommendations regarding these areas are as follows:

Landscaping: No berm or slope should be high enough to block the view from the street of a significant portion of any building or parking area. This is usually not higher than 36

inches from street level.

Fences: All fencing should provide a physical barrier to unauthorized entry but allow for a view of the interior of the fenced area. This can be done aesthetically utilizing a combination of cinderblock posts and wrought iron grill work. There are several options which could achieve the same objective.

Roofs: All roofs should be free of any man-made or natural ladders such as trees.

Parking Lots: Visibility into parking lots should be maintained by use of low shrubbery and/or trees which are trimmed up at least 6 feet from ground level. Trees should not be placed where they interfere with any lighting.

Doorways/Porches: Visibility into and around doorways and porches should be maintained by utilizing low shrubs.

Windows: Visibility into and around windows should be maintained by utilizing low shrubs.

Security Shrubbery: As many shrubs as possible should have prickly leaves or thorns. (see list)

Exterior Lighting: Lighting should be maintained at a minimum of 2 foot candles at ground level during hours of darkness. (Measured at the outside edge of the lightband or the center or any overlap with a light meter scaled at 0.01-50)

16-1

After a thorough review by Sergeant Fitzpatrick, several major areas of concern have been identified.

First, we feel that the proposed portion of Central Avenue, south of Victoria St., be designated as a major highway and not downgraded as proposed to a secondary highway. This route will become a major arterial highway to and from the 91 Freeway. The proposal to designate this as a non-truck route will result in excessive truck traffic on Wilmington Avenue. Additionally, past experience indicates that truckers will ignore a non-truck designation for the sake of convenience for the relatively short distance involved from Victoria Avenue to the entrances of the proposed technology center on Central Avenue.

16-2

Additionally, we would like to see traffic lights controlling all left turns into and out of the proposed technology center. Exhibit 9 of the E.I.R. displays two (2) major

16-3

entrances from Victoria Street, two(2) major entrances from Wilmington Avenue, and three (3) major entrances from the proposed Central Avenue. These entrances should be controlled by traffic lights and have large left turn bays for tractor-trailer rigs. All the other secondary or parking lot entrances should allow for right turns into and out of the center. The installation of raised center concrete medians on Central Avenue and Victoria Street will guarantee drivers' compliance with authorized turning maneuvers. 16-3

If we can be of further assistance, please call Deputy Harry Bovie at (213) 830-1123 ext. 228.

Sincerely,

SHERMAN BLOCK, SHERIFF

Ed Padias, Captain
Commander, Carson Station

17

RTD

Gary S. Spivack
Director of Planning

November 8, 1989

Mr. Timothy O'Rourke
City of Carson
701 East Carson Street
Carson, CA 90745

Dear Mr. O'Rourke:

Thank you for providing the Southern California Rapid Transit District (SCRTD) the opportunity to comment on the Draft Environmental Impact Report (DEIR) for the Dominguez Technology Center Project. SCRTD has reviewed the DEIR and offers the following comments and concerns.

SCRTD staff previously reviewed and commented on the Notice of Preparation for the DEIR in letters dated May 3, 1989 and October 12, 1989 and appreciates your incorporating the mitigation measures suggested. We have reviewed the DEIR and note two matters of concern.

First, SCRTD prefers that all bus stops be placed far side of an intersection with a distance of 150-250 feet between the intersection and the nearest driveway. Furthermore, it is preferable for the stop to be placed in the right lane rather than having a bus turn-out. The proposed project frontage along Victoria Street and Wilmington Avenue would appear to satisfy this criteria (Specific Plan/EIR, Appendix 2, page 36). 17-1

Secondly, transit buses under present service policies do not make right turns around or into a proposed project area. However, if a transit bus were scheduled to make a right turn, then a 32 foot curb return radii would be required for safety purposes, not the 20-25 foot radius shown (page 36). 17-2

Please forward a copy of the FEIR once it becomes available. SCRTD is willing to cooperate with the developer and the City of Carson on any transit-related aspects of the project. If you have questions on this or other related matters, please contact Dana Woodbury at (213) 972-4841. 17-3

Sincerely,

Gary S. Spivack

18

CITY OF CARSON

INTERNAL MEMORANDUM

TO: Sheri Repp Associate Planner	FROM: Kevin G. Ennis KGE Assistant City Attorney

SUBJECT: Airport Land Use Commission

DATE: 1/31/90

Our office would like to obtain imput from representatives of Dominguez Properties as to the effect of recent amendments to statutes governing the Airport Land Use Commission (California Public Utilities Code Sections 21670 through 21679.5.). Specifically, what is Dominguez Properties' position as to the effect of these amendments on:

(a) the Dominguez Technology Centre site in view of its proximity to the Compton Municipal Airport; and

(b) the content of the Dominguez Technology Centre Specific Plan and E.I.R.?

18.1

In view of time constraints for the forthcoming Planning Commission hearing, we request this information to be provided to us by Monday, February 5, 1990.

cc: Dominguez Properties
Enclosed copy of Public Utilities Code Sections 21670 - 21679.5

KGE:eh

Werlich and Richard P. Krinsky (1981) 15 Loyola L.Rev. (Calif.) 69.

Nontransportation noise: state regulation: law and technology. (1974) 48 So.Cal.L.R. 209.

We may yet have a quiet environment: The new California airport noise regulations. (1972) 12 Santa Clara L.Rev. 79.

Notes of Decisions

1. In general

County in which an airport is located must enforce applicable noise standards. Bakman v. State, Dept. of Transp. (1979) 160 Cal.Rptr. 583, 99 C.A.3d 665.

§ 21669.5. Repealed by Stats.1979, c. 373, p. 1364, § 255

Historical Note

The repealed section, added by Stats.1971, c. 1734, p. 3689, § 2 related to the construction of noise regulation and provided that the section would have no force or effect after the 61st day following final adjournment of the 1974 regular session.

§ 21669.6. Hearing; law governing conduct

Hearings under this article required by the provisions of Sections 21665, 21666, 21668, 21668.2, and 21669, or regulations adopted pursuant to such provisions, shall be conducted pursuant to Chapter 5 (commencing with Section 11500) of Part 1 of Division 3 of Title 2 of the Government Code. (Added by Stats.1979, c. 511, p. 1689, § 10.)

ARTICLE 3.5. AIRPORT LAND USE COMMISSION

Section

21670. Legislative findings and declaration; creation; membership; selection.
21670.1. Action by designated body instead of commission; member expertise in aviation.
21670.2. Applicability to counties having over 4 million population.
21671. Airport owned by city, district or county; appointment of certain members by cities and counties.
21671.5. Term of office; removal of members; vacancies; compensation; staff assistance; prior approval for employment of personnel; meetings; fees.
21672. Rules and regulations.
21673. Initiation of proceedings for creation by owner of airport.
21674. Powers and duties.
21675. Land use plan; formulation; contents; review and amendment.
21675.1. Land use plan, date for adoption; review of actions, regulations, and permits by commission prior to approval of plan; approval or disapproval; overruling commission. [New]
21675.2. Failure to approve or disapprove actions, regulations, or permits; action to compel; public notice required for approval; failure to submit information as grounds for disapproval. [New]
21676. Consistency with airport land use commission plan; local agency general plan; specific plan zoning ordinances, building regulations; determination procedure.
21676.5. Local agency plan revisions; overruling of commission by local agency; further review.
21677. County of Marin; overrule of county airport land use commission.
21678. Public agency decision to override airport land use commission action or recommendation; airport operator immunity from damages.
21679. Counties without a land use commission or designated body; proceedings to postpone actions affecting zoning or land use near public airport; airport operator immunity from liability.
21679.5. Actions to postpone effective date of zoning change, zoning variance, issuance of permit, or adoption of regulation by local agency affecting use of land within one mile of public airport; effect on actions of adoption, nonadoption, or making substantial progress toward completion of land use plan. [New]

Article 3.5 added by Stats.1967, c. 852, p. 2288, § 1.

§ 21670. Legislative findings and declaration; creation; membership; selection

(a) The Legislature hereby finds and declares that:

(1) It is in the public interest to provide for the orderly development of each public use airport in this state and the area surrounding these airports so as to promote the overall goals and objectives of the California airport noise standards adopted pursuant to Section 21669 * * * and to prevent the creation of new noise and safety problems.

(2) It is the purpose of this article to protect public health, safety, and welfare by ensuring the orderly expansion of airports and the adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards within areas around public airports to the extent that these areas are not already devoted to incompatible uses.

(b) In order to achieve the purposes of this article, every county in which there is located an airport which is served by a scheduled airline shall establish an airport land use commission. Every county, in which there is located an airport which is not served by a scheduled airline, but is operated for the benefit of the general public, shall establish an airport land use commission, except that the board of supervisors of the county may, after consultation with the appropriate airport operators and affected local entities and after a public hearing, adopt a resolution finding that there are no noise, public safety, or land use issues affecting any airport in the county which require the creation of a commission and declaring the county exempt from that requirement. The board shall, in this event, transmit a copy of the resolution to the Director of Transportation. For purposes of this section, "commission" means an airport land use commission. Each commission shall consist of seven members to be selected as follows:

(1) Two representing the cities in the county, appointed by a city selection committee comprised of the mayors of all the cities within that county, except that if there are any cities contiguous or adjacent to the qualifying airport, at least one representative shall be appointed therefrom. If there are no cities within a county, the number of representatives provided for by paragraphs (2) and (3) shall each be increased by one.

(2) Two representing the county, appointed by the board of supervisors.

(3) Two having expertise in aviation, appointed by a selection committee comprised of the managers of all of the public airports within that county * * *.

(4) One representing the general public, appointed by the other six members of the commission.

(c) Public officers, whether elected or appointed, may be appointed and serve as members of the commission during their terms of public office.

(d) Each member shall promptly appoint a single proxy to represent him or her in commission affairs and to vote on all matters when the member is not in attendance. The proxy shall be designated in a signed written instrument which shall be kept on file at the commission offices, and the proxy shall serve at the pleasure of the appointing member. A vacancy in the office of proxy shall be filled promptly by appointment of a new proxy.

* * *

(e) A person having an "expertise in aviation" means a person who, by way of education, training, business, experience, vocation, or avocation has acquired and possesses particular knowledge of, and familiarity with, the function, operation, and role of airports, or is an elected official of a local agency which owns or operates an airport. The commission shall be constituted pursuant to this section on and after March 1, 1988.

(Added by Stats.1967, c. 852, p. 2228, § 1. Amended by Stats.1970, c. 1182, p. 2089, § 1; Stats.1971, c. 687, p. 1345, § 1, eff. Aug. 23, 1971; Stats.1980, c. 725, p. 2164, § 9; Stats.1982, c. 1041, p. 3794, § 3; Stats.1984, c. 1117, § 2; Stats.1987, c. 1018, § 2.)

Historical Note

1987 Legislation

Another § 21670, added by Stats.1982, c. 1041, § 4, amended by Stats.1984, c. 1117, § 1, relating to the same subject matter and to have become operative Jan. 1, 1989, was repealed by Stats.1987, c. 1018, § 3.

Library References

Aviation ⇐217, 222.
C.J.S. Aerial Navigation § 35 et seq.

§ 21670.1. Action by designated body instead of commission; member expertise in aviation

(a) Notwithstanding any other provision of this article, if the board of supervisors and the city selection committee of mayors in the county each makes a determination by a majority vote that proper land use planning can be accomplished through the actions of an appropriately designated body, then the body so designated shall assume the planning responsibilities of an airport land use commission as provided for in this article, and a commission need not be formed in that county.

(b) A body designated pursuant to subdivision (a) which does not include among its membership at least two members having an expertise in aviation, as defined in subdivision (e) of Section 21670, shall, when acting in the capacity of an airport land use commission, be augmented so that that body, as augmented, will have at least two members having that expertise. The commission shall be constituted pursuant to this section on and after March 1, 1988.

(Added by Stats.1970, c. 1182, p. 2089, § 2. Amended by Stats.1980, c. 725, p. 2164, § 10; Stats.1987, c. 1018, § 4.)

Additions in text are indicated by underline; deletions by asterisks * * *

§ 21670.2. Applicability to counties having over 4 million population

Sections 21670 and 21670.1 do not apply to counties of more than 4 million population. In such counties, the county regional planning commission has the responsibility for coordinating the airport planning of public agencies within the county. In instances where impasses result relative to this planning, an appeal may be made to the county regional planning commission by any public agency involved. The action taken by the county regional planning commission on such an appeal may be overruled by a four-fifths vote of the governing body of a public agency whose planning led to the appeal.

(Added by Stats.1970, c. 1182, p. 2089, § 3.)

§ 21671. Airport owned by city, district or county; appointment of certain members by cities and counties

In any county where there is an airport operated for the general public which is owned by a city or district in another county or by another county, one of the representatives provided by paragraph (1) of subdivision (b) of Section 21670 shall be appointed by the city selection committee of mayors of the cities of the county in which the owner of that airport is located, and one of the representatives provided by paragraph (2) of subdivision (b) of Section 21670 shall be appointed by the board of supervisors of the county in which the owner of that airport is located.

* * *

(Added by Stats.1967, c. 852, p. 2288, § 1. Amended by Stats.1982, c. 1041, p. 3795, § 5; Stats.1984, c. 1117, § 4; Stats.1987, c. 1018, § 5.)

Historical Note

1967 Legislation

Another § 21671, added by Stats.1982, c. 1041, § 6, amended by Stats.1984, c. 1117, § 5, relating to the same subject matter and to have become operative on Jan. 1, 1989, was repealed by Stats.1987, c. 1018, § 6.

Library References

Aviation ⇐223.
C.J.S. Aerial Navigation § 35 et seq.

§ 21671.5. Term of office; removal of members; vacancies; compensation; staff assistance; prior approval for employment of personnel; meetings; fees

(a) Except for the terms of office of the members of the first commission, the term of office of each member shall be four years and until the appointment and qualification of his or her successor. The members of the first commission shall classify themselves by lot so that the term of office of one member is one year, of two members is two years, of two members is three years, and of two members is four years. The body which originally appointed a member whose term has expired shall appoint his or her successor for a full term of four years. Any member may be removed at any time and without cause by the body appointing him or her. The expiration date of the terms of office of each member shall be the first Monday in May in the year in which his or her term is to expire. Any vacancy in the membership of the commission shall be filled for the unexpired term by appointment by the body which originally appointed the member whose office has become vacant. The chairperson of the commission shall be selected by the members thereof.

(b) Compensation, if any, shall be determined by the board of supervisors.

(c) Staff assistance, including the mailing of notices and the keeping of minutes, and necessary quarters, equipment, and supplies shall be provided by the county. The usual and necessary operating expenses of the commission shall be a county charge.

(d) Notwithstanding any other provisions of this article, the commission shall not employ any personnel either as employees or independent contractors without the prior approval of the board of supervisors.

(e) The commission shall meet at the call of the commission chairperson or at the request of the majority of the commission members. A majority of the commission members shall constitute a quorum for the transaction of business. No action shall be taken by the commission except by the recorded vote of a majority of the full membership.

(f) The commission may establish a schedule of fees for reviewing and processing proposals and for providing the copies of land use plans, as required by subdivision (d) of Section 21675. Those fees shall be charged to the proponents of actions, regulations, or permits, shall not exceed the estimated reasonable cost of providing the service, and shall be imposed pursuant to Chapter 13 (commencing with Section 54990) of Part 1 of Division 2 of the Government Code. After

Additions in text are indicated by underline; deletions by asterisks * * *

June 30, 1991, a commission which has not adopted the comprehensive land use plan required by Section 21675 shall not charge fees pursuant to this subdivision until the commission adopts the plan.

(Added by Stats.1967, c. 852, p. 2288, § 1. Amended by Stats.1972, c. 419, p. 744, § 1; Stats.1989, c. 306, § 2.)

§ 21672. Rules and regulations

Each commission shall adopt rules and regulations with respect to the temporary disqualification of its members from participating in the review or adoption of a proposal because of conflict of interest and with respect to appointment of substitute members in such cases.

(Added by Stats.1967, c. 852, p. 2288, § 1.)

§ 21673. Initiation of proceedings for creation by owner of airport

In any county not having a commission or a body designated to carry out the responsibilities of a commission * * *, any owner of a public airport may initiate proceedings for the creation of a commission by presenting a request to the board of supervisors that a commission be created and showing the need therefor to the satisfaction of the board of supervisors.

(Added by Stats.1967, c. 852, p. 2288, § 1. Amended by Stats.1987, c. 1018, § 8.)

§ 21674. Powers and duties

The commission has the following powers and duties, subject to the limitations upon its jurisdiction set forth in Section 21676:

(a) To assist local agencies in ensuring compatible land uses in the vicinity of all new airports and in the vicinity of existing airports to the extent that the land in the vicinity of those airports is not already devoted to incompatible uses.

(b) To coordinate planning at the state, regional, and local levels so as to provide for the orderly development of air transportation, while at the same time protecting the public health, safety, and welfare.

(c) To prepare and adopt an airport land use plan pursuant to Section 21675.

(d) To review the plans, regulations, and other actions of local agencies and airport operators pursuant to Section 21676.

(e) The powers of the commission shall in no way be construed to give the commission jurisdiction over the operation of any airport.

* * *

(f) In order to carry out its responsibilities, the commission may adopt rules and regulations consistent with this article.

(Added by Stats.1967, c. 852, p. 2288, § 1. Amended by Stats.1970, c. 1182, p. 2089, § 4; Stats.1975, c. 1052, p. 2492, § 19; Stats.1982, c. 1041, p. 3796, § 7; Stats.1987, c. 1018, § 9.)

Historical Note

1987 Legislation

Another § 21674, added by Stats.1982, c. 1041, § 8, relating to the same subject matter and to have become operative Jan. 1, 1989, was repealed by Stats.1987, c. 1018, § 10.

Library References

Aviation ⇐223.

C.J.S. Aeronautics and Aerospace §§ 19, 63.

§ 21675. Land use plans; formulation; contents; review and amendment

(a) Each commission shall formulate a comprehensive land use plan that will provide for the orderly growth of each public airport and the area surrounding the airport within the jurisdiction of the commission, and will safeguard the general welfare of the inhabitants within the vicinity of the airport and the public in general. The commission plan shall include a long-range master plan that reflects the anticipated growth of the airport during at least the next 20 years. In formulating a land use plan, the commission may develop height restrictions on buildings, may specify use of land, and may determine building standards, including soundproofing adjacent to airports, within the planning area. The comprehensive land use plan shall be reviewed as often as necessary in order to accomplish its purposes, but shall not be amended more than once in any calendar year.

(b) The commission may include, within its plan formulated pursuant to subdivision (a), the area within the jurisdiction of the commission surrounding any federal military airport for all the purposes

Additions in text are indicated by underline; deletions by asterisks * * *

specified in subdivision (a). This subdivision does not give the commission any jurisdiction or authority over the territory or operations of any military airport.

(c) The planning boundaries shall be established by the commission after hearing and consultation with the involved agencies.

(d) The commission shall submit to the Division of Aeronautics of the department one copy of the plan and each amendment to the plan.

(Added by Stats.1970, c. 1182, p. 2090, § 5. Amended by Stats.1973, c. 844, p. 1510, § 1, eff. Sept. 25, 1973; Stats.1980, c. 725, p. 2164, § 11; Stats.1981, c. 714, p. 2761, § 389; Stats.1984, c. 1117, § 5.5; Stats.1987, c. 1018, § 11; Stats.1989, c. 306, § 8.)

Notes of Decisions

In general 1
Long-range master plan 2

1. In general

The planning authority of an airport land-use commission under this section comprehends the areas surrounding airports operated for the benefit of the public, irrespective of whether such airports are publicly or privately owned. 57 Ops.Atty.Gen. 567, 11-15-74.

An airport land use commission does not have authority under § 21670 et seq. to formulate comprehensive land use plans for the area surrounding a federal military airport. 55 Ops.Atty.Gen. 284, 7-3-72.

2. Long-range master plan

County airport land use plan, which did not include a long-range master plan reflecting anticipated growth of airport for at least the next 20 years, did not satisfy requirements of this section. City of Coachella v. Riverside County Airport Land Use Com'n (App. 4 Dist.1989) 258 Cal.Rptr. 795, 210 Cal.App.3d 1277.

§ 21675.1. Land use plan, date for adoption; review of actions, regulations, and permits by commission prior to approval of plan; approval or disapproval; overruling commission

(a) By June 30, 1991, each commission shall adopt the comprehensive land use plan required pursuant to Section 21675.

(b) Until a commission adopts a comprehensive land use plan, a city or county shall first submit all actions, regulations, and permits within the vicinity of a public airport to the commission for review and approval. Before the commission approves or disapproves any actions, regulations, or permits, the commission shall give public notice in the same manner as the city or county is required to give for those actions, regulations, or permits. As used in this section, "vicinity" means land which will be included or reasonably could be included within the plan. If the commission has not designated a study area for the plan, then "vicinity" means land within two miles of the boundary of a public airport.

(c) The commission may approve an action, regulation, or permit if it finds, based on substantial evidence in the record, all of the following:

(1) The commission is making substantial progress toward the completion of the plan.

(2) There is a reasonable probability that the action, regulation, or permit will be consistent with the plan being prepared by the commission.

(3) There is little or no probability of substantial detriment to or interference with the future adopted plan if the action, regulation, or permit is ultimately inconsistent with the plan.

(d) If the commission disapproves an action, regulation, or permit, the commission shall notify the city or county. The city or county may overrule the commission, by a two-thirds vote of its governing body, if it makes specific findings that the proposed action, regulation, or permit is consistent with the purposes of this article, as stated in Section 21670.

(e) If a city or county overrules the commission pursuant to subdivision (d), that action shall not relieve the city or county from further compliance with this article after the commission adopts the plan.

(f) If a city or county overrules the commission pursuant to subdivision (d) with respect to a publicly owned airport that the city or county does not operate, the operator of the airport shall be immune from liability for damages to property or personal injury from the city's or county's decision to proceed with the action, regulation, or permit.

(g) A commission may adopt rules and regulations which exempt any ministerial permit for single-family dwellings from the requirements of subdivision (b) if it makes the findings required pursuant to subdivision (c) for the proposed rules and regulations, except that the rules and regulations may not exempt either of the following:

(1) More than two single-family dwellings by the same applicant within a subdivision prior to June 30, 1991.

(2) Single-family dwellings in a subdivision where 25 percent or more of the parcels are undeveloped.

(Added by Stats.1989, c. 306, § 4.)

Historical Note

1989 Legislation

Section 7 of Stats.1989, c. 306, provides:

"The Legislature finds and declares that the requirement for airport land use commissions to adopt comprehensive land use plans was adopted in 1970. The Legislature finds and declares that this act sets July 1, 1991, as the deadline for the commissions to adopt these required plans. The Legislature further finds and declares that this deadline provides sufficient time to the commissions to adopt these plans. Therefore, it is the intent of the Legislature not to reimburse airport land use commissions for costs incurred by the commissions after July 1, 1991, for the preparation of comprehensive land use plans pursuant to Article 3.5 (commencing with Section 21670) of Chapter 4 of Division 9 of the Public Utilities Code."

§ 21675.2. Failure to approve or disapprove actions, regulations, or permits; action to compel; public notice required for approval; failure to submit information as grounds for disapproval

(a) If a commission fails to act to approve or disapprove any actions, regulations, or permits within 60 days of receiving the request pursuant to Section 21675.1, the applicant or his or her representative may file an action pursuant to Section 1094.5 of the Code of Civil Procedure to compel the commission to act, and the court shall give the proceedings preference over all other actions or proceedings, except previously filed pending matters of the same character.

(b) The action, regulation, or permit shall be deemed approved only if the public notice required by this subdivision has occurred. If the applicant has provided seven days advance notice to the commission of the intent to provide public notice pursuant to this subdivision, then, not earlier than the date of the expiration of the time limit established by Section 21675.1, an applicant may provide the required public notice. If the applicant chooses to provide public notice, that notice shall include a description of the proposed action, regulation, or permit substantially similar to the descriptions which are commonly used in public notices by the commission, the location of any proposed development, the application number, the name and address of the commission, and a statement that the action, regulation, or permit shall be deemed approved if the commission has not acted within 60 days. If the applicant has provided the public notice specified in this subdivision, the time limit for action by the commission shall be extended to 60 days after the public notice is provided. If the applicant provides notice pursuant to this section, the commission shall refund to the applicant any fees which were collected for providing notice and which were not used for that purpose.

(c) Failure of an applicant to submit complete or adequate information pursuant to Sections 65943 to 65946, inclusive, of the Government Code, may constitute grounds for disapproval of actions, regulations, or permits.

(d) Nothing in this section diminishes the commission's legal responsibility to provide, where applicable, public notice and hearing before acting on an action, regulation, or permit.

(Added by Stats.1989, c. 306, § 5.)

§ 21676. Consistency with airport land use commission plan; local agency general plan; specific plan zoning ordinances, building regulations; determination procedure

(a) Each local agency whose general plan includes areas covered by an airport land use commission plan * * * shall, by July 1, 1983, submit a copy of its plan or specific plans to the airport land use commission. The commission shall determine by August 31, 1983, whether the plan or plans are consistent or inconsistent with the commission's plan. If the plan or plans are inconsistent with the commission's plan, the local agency shall be notified and that local agency shall have another hearing to reconsider its plans. The local agency may overrule the commission after such hearing by a two-thirds vote of its governing body if it makes specific findings that the proposed action is consistent with the purposes of this article stated in Section 21670.

(b) Prior to the amendment of a general plan or specific plan, or the adoption or approval of a zoning ordinance or building regulation within the planning boundary established by the airport land use commission pursuant to Section 21675, the local agency shall first refer the proposed action to the commission. If the commission determines that the proposed action is inconsistent with the commission's plan, the referring agency shall be notified. The local agency may, after a public hearing, overrule the commission by a two-thirds vote of its governing body if it makes specific

STATE OF CALIFORNIA

GEORGE DEUKMEJIAN, Governor

CALIFORNIA REGIONAL WATER QUALITY CONTROL BOARD—
LOS ANGELES REGION

19

101 CENTRE PLAZA DRIVE
MONTEREY PARK, CALIFORNIA 91754-2156
(213) 266-7500

December 1, 1989

File: 700.322

Timothy O'Rourke
City of Carson
701 E. Carson Street
Carson, CA 90745

NOTICE OF PREPARATION - MIXED INDUSTRIAL, OFFICE AND TECHNOLOGY USES (DOMINGUEZ TECHNOLOGY CENTRE). SCH#89010150: CITY OF CARSON

We have reviewed the subject document regarding the proposed project, and have the following comments:

Based on the information provided, we recommend the following:

☐ We have no further comments at this time.

☒ The proposed project should address the attached comments.

Thank you for this opportunity to review your document. If you have any questions, please contact Eugene C. Ramstedt at (213) 266-7553.

John L. Lewis

JOHN L. LEWIS, Unit Chief
Technical Support Unit

cc: Garrett Ashley, State Clearinghouse

Attachment(s): Sewage/Waste Disposal

(07-13-89)

O'Rourke
Page 1

1. Sewage/Waste Disposal Concerns:

☒ a. Identify the type(s) of waste(s) to be discharged.

☒ b. Specify the projected sewage flow rate.

☐ c. The disposal of wastewaters for the proposed project may be subject to Waste Discharge Requirements issued by the Los Angeles Regional Water Quality Control Board. Therefore, a permit application should be submitted to this office at least 120 days prior to the projected opening of this facility.

☒ d. The project must demonstrate that wastewaters from the project will be adequately collected, transported, and that the receiving treatment plant will have adequate capacity to treat, and dispose of the wastewaters in a satisfactory manner.

☒ e. An analysis of the cumulative flows generated by all proposed, pending and approved projects within the service area of the designated treatment plant. If expansion of the treatment plant facilities will be required to meet projected wastewater demand, the applicant must demonstrate that additional capacity will be available prior to new connections for proposed development.

19-1

☐ f. We require that a written confirmation be obtained from the Planning and Scheduling Department, Bureau of Engineering, stating that there will be available treatment capacity at the time of connection. A copy of this letter must be sent to this Regional Board prior to the approval of this project.

☐ g. In order to determine whether Waste Discharge Requirements will be needed, we request that the applicant list the types of services that will be allowed to operate under the proposed project. A copy of this list must be forwarded to this Regional Board.

California State University
Dominguez Hills

The Vice President
Carson, California 90747

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January 4, 1990

Ms. Sheri Repp, Acting
Community Planner
City of Carson
701 East Carson Street
P. O. Box 6234
Carson, CA 90749

Dear Ms. Repp:

As a followup to the letter I sent you dated December 22, 1989, I am providing you with further clarification on the responses I provided to the issues for which you invited comment.

Concerning the matter of industrial uses that DTC could or should provide along the proposed extension of Central Avenue which is immediately adjacent to University land master planned for on-campus housing we would encourage the development of high tech/office and light industrial facilities which have a minimum of heavy truck traffic. Further, we have no problem with development in this same area where building heights are limited to no more than 40 feet within the first 100 feet with a 25 foot setback from the right-of-way. 20·1

On another matter, we are willing to work with the developers and the City in pursuing appropriate sources of federal and State funding for the development of the University side of Central Avenue and the bike path which we would prefer be located on our side of the street. 20·2

Lastly, in my letter I commented about the concern we have that medians not limit campus access at the current and master-planned entrances and exits to the campus. Obviously, these comments are only relevant to those portions of streets that are adjacent to the campus. 20·3

Please call me if you have any questions about the comments we have provided to you.

Sincerely yours,

David J. Karber
Vice President,
Administration

DJK:pth

cc: President Detweiler
Margaret Coda-Messerle

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RTD

Gary S. Spivack
Director of Planning

October 12, 1989

Mr. Timothy O'Rourke
City of Carson
701 East Carson Street
Carson, California 90745

Dear Mr. O'Rourke:

Thank you for providing the Southern California Rapid Transit District (SCRTD) the opportunity to comment on the Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR) for the Dominguez Technology Center Project. SCRTD has reviewed the NOP and offers the following comments and concerns.

SCRTD operates bus lines 53, 56, and 127 adjacent to the project site on Wilmington Avenue and Victoria Street. Schedules for these bus lines are enclosed for your information. 21-1

The Long Beach/Los Angeles Rail Transit Project is being constructed at this time with an anticipated operations date of July 1990. The planned Metro Blue Line station closest to this proposed project is located at Artesia Boulevard and Willowbrook Avenue. Routes which connect this proposed project to the planned station are now being determined. Ann Palatino, City of Carson, can be contacted for determined routes and schedule information.

This proposed development of a 288-acre site into a corporate park for commercial and industrial uses will increase traffic in the area. In view of this and other considerations, if the project is built, the District suggests that the following measures be incorporated into the DEIR to mitigate the traffic, parking, energy and air quality impacts created by the project.

- Consider parking needs and employee mode of arrival in light of the requirements set forth in the South Coast Air Quality Management District's Regulation XV. 21-2
- Allocate preferred parking areas reserved for car pools and vanpools.
- Provide covered, lighted bus shelters set back from the street. These shelters could be constructed by the City or by private contractors in exchange for advertising rights.

- Provide concrete bus pads at all bus stop locations which serve to prolong street life and to limit the damage that occurs at unreinforced bus stops.

- Incorporate well-lighted, wide sidewalks which provide easy access to bus stops and are unobstructed and accessible to all transit patrons, including the disabled.

- Provide centrally located information racks for distribution of car pools, vanpools and bus schedule information.

- Encourage an employer-subsidized transit pass program.

- Provide a ride-share/transit coordinator to organize car pools and vanpools, distribute bus passes, schedules and provide transit/ride share information.

Should construction activities interfere with the safe operation of existing bus stops, SCRTD will assist in mitigating the effects by arranging for temporary relocations. Please notify SCRTD of street closures, including the dates and lengths of closures, as we need sufficient time to reroute bus lines and notify patrons of temporary route changes.

Please forward a copy of the DEIR once it becomes available. SCRTD is willing to cooperate with the developer and the City of Carson on any transit-related aspects of the project. If you have questions on this or other related matters, please contact Dana Woodbury at (213) 972-4841.

Sincerely,

Gary S. Spivack

Attachment

22

NTERNAL MEMORANDUM — CITY OF CARSON

TO:	Community Development Department Attn: Tim O'Rourke, Assoc. Planner	FROM:	Howard B. Homan, Director Parks and Recreation Department

OBJECT: DOMINGUEZ TECHNOLOGY CENTRE — DATE: January 5, 1990

Staff has had an opportunity to review the Dominguez Technology Centre Specific Plan/EIR and offers and following comments:

1. Parks and Recreation would like to see the Centre use the same tree species and landscape design first specified in the initial development (i.e., should the same new streets in the initial development continue through this phase, the same specie of tree should be used). 22-1

2. If street widths are of sufficient size to allow for the striping of a bike lane, this would be of major benefit to the area. While striping is rather inexpensive, this department does not currently have available bike funds for such which is a Class III type. In order to build a Class I type, it would take several years to accumulate sufficient grant funds from two sources to do so. Also, as this Class I route would not cross an actual park or tie more than one park facility together, funding may not be allowed. Unless the Centre can pay for this type of bikepath, it is unlikely the City could do so for quite some time. 22-2

3. As relates to the impact on Anderson Park, there may well be some within 10 years. Staff would like to note, however, that as Anderson Park is a non-athletic facility, the impact will most generally be on the picnic areas by the lunch time business park employees. When school is in session this is not as much of an impact on park operations as it could be during the summer. It is conceivable that more picnic areas could be needed. The park, however, is currently built-out to its capacity. You should note, however, that Stevenson Park will also be relatively close and it could relieve some of the potential "strain" on Anderson Park at that time. 22-3

4. This department strongly agrees with your proposal for the Centre to provide on-site recreational facilities as noted in your memo. We would like to suggest, as we did some years ago, that your department consider revising the Subdivision Ordinance to allow for the application of the Quimby Act to commercial and industrial developments. Currently, it only applies to residential developments and there is a "potential" source of revenue untapped. 22-4

5. Our final comment would be, that if feasible, the Centre may also want to consider more on-site recreational facilities such as tennis courts/racquetball courts. 22-5

Should you have any questions or concerns, please feel free to contact me.

DEPARTMENT OF PLANNING AND ZONING
205 South Willowbrook Avenue
Compton, California 90220
(213) 605-5532

CITY OF COMPTON

RECEIVED
FEB 08 1990
COMMUNITY DEVELOPMENT DEPARTMENT

February 7, 1990

Chairman - Planning Commission
City of Carson
701 East Carson Street
Carson, California 90749

RE: Dominguez Technology Center:

Gentlemen:

We have reviewed the Specific Plan for the above referenced project. We believe that, if properly conditioned, the development could offer significant benefits to Carson and the area in general. However, without proper mitigations of environmental impacts this project could become a nightmare.

Most of the detrimental environmental impacts will effect the immediate area of the project in the City of Carson. Your Commission and staff are addressing those issues and it would be improper for us to comment on these, essentially local, effects.

As you are aware, however, one of the most severe impacts involves the anticipated "failure" of traffic flow at the intersections of Wilmington Avenue/91-Freeway and Central Avenue/91-Freeway, both of which are located in the City of Compton. The mitigation measure proposed to alleviate this condition is the widening of Central and Wilmington Avenues at those intersections. 23-1

It is our understanding that the applicants for this Specific Plan have shown reluctance to accept a condition requiring widening at those intersections because they do not have authority to condemn the necessary property.

Because of the every serious potential impact of this project on the businesses located in the City of Compton and on our residents, who also use these streets, the City Council of the City of Compton has agreed to use its powers of condemnation to acquire the necessary right-of-way at the two affected intersections with the understanding that the developers will pay all related costs of acquisition and improvements. 23-2

Obviously, formal agreements with the developers will need to be discussed and we are prepared to begin these discussions but we urge you to require the widening of Central and Wilmington Avenues at the 91-Freeway, as a condition of approval of this project, otherwise both our cities will suffer.

If you have any questions concerning this matter, please feel to contact me at 605-5532.

Sincerely,

ROBERT R. GAVIN
PLANNING DIRECTOR

RRG/yh

cc Mr. Ben Minamie, Public Works Director
Mr. Timothy O'Rourke, Associate Planner
Ms. Sheri Repp, Associate Planner
Mr. Angel Espiritu, Public Works Director

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STATE OF CALIFORNIA—BUSINESS AND TRANSPORTATION AGENCY GEORGE DEUKMEJIAN, Governor

DEPARTMENT OF TRANSPORTATION
DISTRICT 7, 120 SO. SPRING ST.
LOS ANGELES, CA 90012
TDD (213) 620-2660
(213)620-2376

January 26, 1990

IGR/CEQA
Early Consultation
DEIR; Dominquez Technology Centre
Vic. LA-91-R09.16
SCH # 89010150

Mr. Timothy O'Rourke
City of Carson
Community Development Department
701 East Carson Street
Carson, CA 90745

Dear Mr. O'Rourke:

With regards to our telephone conversation (01/12/90) and the meeting of January 18, 1990; Caltrans has completed an additional review of the Traffic Study, dated October 9, 1990, for the Dominquez Technology Centre DEIR (appendices 2).

This proposed facility will generate 42,590 trips per day, with peak hours of 4,470 (AM) and 4,750 (PM). The majority of this demand will be using SR 91 (Artesia Freeway) and the on-off ramps at Wilmington Avenue and Central Avenue. Currently the annual average daily traffic (AADT) on SR 91 in the vicinity of these two streets is 219,000 vehicles per day (E/O Wilmington Avenue) and 215,000 vehicles per day (E/O Central Avenue). This facility experiences congested operation (speeds of less than 30 mph) for 2 to 3 hours during the AM peak (W/B) and for about 1 hour in the PM peak (E/B).

As you can see the addition of this demand to SR 91 will cause increased congestion and delays. Our concern is that this additional demand will cause the off-ramps to back up onto the mainline and create safety hazards and disruption to mainline flow. If this condition were to exist, widening these ramps would be required to increase the capacity of the traffic signal and to allow adequate vehicle storage. This same condition may be experienced with the on-ramps, which will back up onto the local streets causing distruption in normal operation. This situation is intensified as all on-ramps are metered during the peak periods, thus restricting their capacity. 24-1

Although capacity analyses were made for the intersections of Central Ave. / SR 91 and Wilmington Ave. / SR 91, we believe that the total operation of these ramps, as well as that of the freeway, were not adequately addressed. Capacities of the on-ramp will be lowered, during the ramp metering operation, to a rate which would allow 180/vph (AM, both locations), 480/vph (PM, Central Ave.), and from 420/vph - 600/vph (PM, Wilmington Ave.). In addition to the mitigation proposed in the DEIR, consideration should be given to these potential impacts to SR 91 and the affected ramps.

It is strongly recommended that all mitigation measures be clearly defined and approved by all affected jurisdictions, as defined in Section 21104 of the CEQA guidelines, prior to implementation of this project. A 'reporting/monitoring' program should be developed by the lead agency to ensure that all mitigation measures imposed as a condition of approval are actually implemented. This program should include the following:

* Financing - Current Caltrans policy is that all cost associated with improvements to our facilities caused by a development or local land use are the responsibility of the local agency and/or the developer.

* Scheduling - Caltrans strongly recommends that all mitigation be included in the first order of work and be implemented prior to completion of this proposed development.

* Implementation - Any construction within Caltrans right-of-way will require an encroachment permit and implementation of all mitigation measures.

* Monitoring - As required by Section 21081.6 of the CEQA guidelines.

Caltrans cannot support the implementation of this proposed development unless these recommendations are followed.

We look forward to recieving the FEIR. Please send a copy to the undersigned at the following address:

Gary McSweeney
District 7 IGR/CEQA Coordinator
Transportation Planning and
Analysis Branch
120 S. Spring Street
Los Angeles, CA 90012

If you have any questions regarding this response, please call me at (ATSS) 8-640-2376 or (213)620-2376.

Sincerely,

Gary McSweeney
IGR/CEQA Coordinator
Transportation Planning and
Analysis Branch

cc: State Clearinghouse

25

PW/90-154

PUBLIC WORKS DEPARTMENT
205 SOUTH WILLOWBROOK AVE.
COMPTON, CALIFORNIA 90220

CITY OF COMPTON

February 23, 1990

Chairman - Planning Commission
City of Carson
701 East Carson Street
Carson, California 90749

REF: Dominguez Technology Centre

Gentlemen:

We have reviewed a conceptual driveway plan for Victoria Street submitted to the City of Compton by Dalcin Cummins Associates on February 13, 1990. There was very little time to study this plan in detail before the public hearing and we are very concerned about the alignment of the proposed streets and driveways from the Dominguez Technology Centre.

The existing businesses on the north side of Victoria are in most cases cut off from making left turns when exiting their premises.

The Conceptual plan as proposed is unacceptable to the City of Compton. The City would like streets "F" and "G" realigned with Sierra Drive and the exit driveway from Daewoo Industries respectively. Further, the first project driveway west of Wilmington Avenue should be realigned with the second or third driveway west of Wilmington Avenue on the north side of Victoria Street.

On the proposed plan the developer has increased the number of driveways submitted in the DEIR from four (4) to six (6). We would like to see the number of driveways decreased to the original number.

25-1

We request that you withhold your approval of the specific plan which contains a vested parcel map #21929 until the parcel map can be redesigned. 25.2

Sincerely,

KENNETH H. HANSON
TRAFFIC ENGINEER

EDMUND F. SOTELO
ASSISTANT CITY MANAGER

KH/dw

cc: Mr. Robert Gavin, Planning Director - Compton
Mr. Ben Minamide, Public Works Director
Mr. Timothy O'Rourke, Associate Planner
Ms. Sheri Repp, Associate Planner

26

SOUTHERN CALIFORNIA gas COMPANY

1600 CORPORATE CENTER DRIVE • MONTEREY PARK, CALIFORNIA • (213) 260-7789

MAILING ADDRESS: P. O. BOX 2031, MONTEREY PARK, CALIFORNIA 91754

November 10, 1989

City of Carson
Planning Division
701 East Carson Street
P.O. Box 6234
Carson, CA 90749

ATTENTION: Mr. Timothy O'Rouke
Associate Planner

REGARDING: Dominguez Technology Centre
Gas Company File # 89KV-SR-062

Dear Sir:

Reference your letter dated 10-26-89; enclosed please find a copy of our atlas maps showing the location and size of our gas facilities within the area of your project. Normal depth of these facilities is 3 to 5 feet of cover. However, this depth may vary and should only be used as a general guide. Should you need more accurate depths at specific points of possible interference, it will require potholing.

Please furnish this office with "signed" final plans and subsequent revisions as soon as they are available. Normally a minimum of 8 weeks is needed to analyze the plans and to design alterations of any conflicting facilities. Additional time would then be needed to clear the conflict depending on the magnitude of the work involved. 26-1

Please keep us informed of your construction and design timetables, pre-construction meetings, etc., so that we can schedule our work accordingly.

If you have any further questions, please contact Albert R. Stone at (213) 881-8293.

Sincerely,

R. D. Garcia
Technical Supervisor
Central Division

RECEIVED
NOV 16 1989
COMMUNITY DEVELOPMENT
DEPARTMENT

Attachment

ARS:jcm

cc: File

STATE OF CALIFORNIA—BUSINESS AND TRANSPORTATION AGENCY GEORGE DEUKMEJIAN, Governor

DEPARTMENT OF TRANSPORTATION
DISTRICT 7, 120 SO. SPRING ST.
LOS ANGELES, CA 90012
TDD (213) 620-3550
(213) 620-2376

27

December 6, 1989

IGR/CEQA
City of Carson
NOP; Dominguez Technology
Center Specific Plan
Vic. LA-91-R9.16
SCH #89010150

Mr. Timothy O'Rourke
City of Carson
701 East Carson Street
Carson, CA 90745

Dear Mr. O'Rourke:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. Items which should be covered for the project include, but are not limited to:

a. Trip generation, distribution including the method used to develop the percentages and assignment. 27.1

b. ADT, AM and PM peak hour volumes for both existing and future conditions. This should include SR 91 (Artesia Freeway) and the affected ramp interchanges.

c. Analyze future conditions with project traffic and the cumulative traffic generated for all approved developments in the area.

e. Any mitigation proposed should be fully discussed in the document. Those discussions should include, but not be limited to, the following:

* financing
* scheduling considerations
* implementation responsibilities
* monitoring

27.2

We look forward to reviewing the DEIR. We expect to receive a copy from the State Clearinghouse. However, to expedite the review process, you may send two copies in advance to the undersigned at the following address:

Gary McSweeney
District 7 IGR/CEQA Coordinator
Transportation Planning and Analysis Branch
120 South Spring Street
Los Angeles, CA 90012

Thank you for this opportunity to comment. If you have any questions regarding this reply, contact me at (213) 620-2376.

Sincerely,

WILFORD MELTON 620 - 6160

GARY McSWEENEY
IGR/CEQA Coordinator
Transportation Planning and
Analysis Branch

cc: State Clearinghouse

28

STATE OF CALIFORNIA—BUSINESS AND TRANSPORTATION AGENCY
GEORGE DEUKMEJIAN, Governor

DEPARTMENT OF TRANSPORTATION
DISTRICT 7, 120 SO. SPRING ST.
LOS ANGELES, CA 90012
TDD (213) 620-3550
(213)620-2376

February 28, 1990

IGR/CEQA
Early Consultation
DEIR; Dominguez Technology
Center

SCH# 89010150

Mr. Timothy O'Rourke
City of Carson
Community Development Department
701 E Carson Street
Carson, CA 90745

Dear Mr. O'Rourke:

We have reviewed the comments from Sid Lindmark entitled "Dominguez Technology Center / Revised Responses" (dated 2/2/90) and have the following comments: 20-1

12-42

* The Route Concept Report (RCR) is a planning document which identifies the needs of a facility based on a 20 year planning period. It does not identify project programing or project level needs.

* The proposed Dominguez Technology Center is located in our statistical area 19 (RSA) and analysis zone 19004 (AZ). Attached is a chart showing Occupied Housing (OCC HOU), Total Population (TOT POP) and Total Employment (TOT EMP) for both the RSA and the AZ. This chart depicts what data was used in developing the model output for the base year 1984 and projection year 2010. Also shown is the data which will be used in the base year 1987 and projection year 2010. It is apparent that our forecast did not include a project of this magnitude. 20-2

* A level of service of F0 denotes congested operation (speeds of 35 mph or less) for up to one hour, peak hour operation may last for periods of three hours or more.

19-1

* The anticipated traffic reduction on SR 91, from the completion of SR 105, is only for the average daily traffic and will not be significant in the peak hour peak direction. The Draft RCR did not address this and will be revised.

* We are still concerned about vehicles backing up on the off-ramps and impacting the traffic flow on westbound SR 91. This condition will occur even with the proposed mitigation measures and signal timing adjustments. The existing three lane sections east of the intersections are very short and they will not operate satisfactorily with the one lane off-ramps. The off-ramps may have to be widened to two (2) lanes. 20-3

* Since the freeway (SR 91) is operating at and above capacity, we cannot increase the total input of HOV and single occupant vehicles to the freeway flow. This will result in back-ups on the local streets. Widening of the on-ramps to provide additional storage will provide a partial mitigation.

If there are any questions regarding this matter please contact me at (213) 620-2376.

Sincerely,

Gary Mc Sweeney
IGR/CEQA Coordinator
Transportation Planning and
Analysis Branch

Attachment:

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[illegible]minguez Technical Center
RSA 19; AZ 19004 02/08/90

AREA	YR/CHG	OCC HOU	TOT POP	TOT EMP
RSA 19	1984 (a)	149884	429704	228990
	2010 (b)	167000	459099	300410
	GROWTH #	17116	29395	71420
	%	11.4	6.8	31.2
AZ 19004	1984 (a)	4128	15770	8592
	2010 (b)	5161	17991	8907
	GROWTH #	1033	2221	9315
	%	25.0	14.1	50.3
RSA 19	1987 (c)	156687	481253	242212
	2010 (d)	191838	528444	304515
	GROWTH #	35151	47191	62303
	%	22.4	9.8	25.7
AZ 19004	1987 (c)	4212	16664	9100 - 2.16
	2010 (d)	4449	13919	10846 - 2.43
	GROWTH #	237	-2745	1746
	%	5.6	-16.5	19.2

Notes:
(a) source - LARTS 02/86
(b) source - LARTS 12/85 (SCAG-82 Modified)
(c) source - SCAG SAF 08/89
(d) source - SCAG SAF 12/89

Received 9/4/90
cc mtg # 17 P.H.
for Gary Colleton

September 4, 1990

Honorable Mayor and Members of the City Council
Carson City Hall
701 East Carson Street
Carson, California 90745

Re: PUBLIC TESTIMONY RE DOMINGUEZ TECHNOLOGY CENTER

Dear Madame Mayor and Members of the City Council:

The EIR does not appear adequate to allow the city as Lead Agency to understand the projects's environmental implications and to adequately document the mitigation measures required. 29-1

City Attorney Weiner was very critical of the Draft EIR. Was he invited to comment on the final EIR? 29-2 The attorney said that the city should employ an independent consultant to review the Draft. It appears that the city hired Planning Consultants Research which concluded that the Draft EIR does not provide the decision makers and the public alike with a reasoned understanding of the projects environmental impact and that it gave opinions and conclusions of a nature routinely rejected by the courts. 29-3 We are disappointed that our Planning Commission would accept an inadequate EIR. We hope that the City Council will not ignore the legal advice and the independent consultant. We expect this Council to insist that the Final EIR provide evidence, alternatives, identify the real problems and the real solutions. 29-4

The consultant hired by the city suggests that the EIR should be improved with special attention to project impacts and recirculated prior to the approval of a Development Agreement. 29-5 The EIR should be a document satisfactory to the city government. It is the responsibility of the city government. It should provide the city government and the public with a framework of alternatives and a clear understanding of the environmental impacts of each and ways to mitigate those impacts. 29-6 We think that the existing EIR is woefully inadequate and should be revised and recirculated prior to any consideration of a Development Agreement binding of future City Councils. 29-7 We do not yet know what the unique objectives of the project are to be. We do not have a sense of what would happen if forces of the market place caused the developer to want to do more or less of industrial, commercial, technology, etc. 29-8

The developer (12-38) claims that 100,000 square feet of commercial development would not add any traffic since the cars would already have been passing by in any event. 29-9 The Council should not accept an EIR containing such assumptions.

The consultant (12-47) asked about the number of retail employees likely to be employed. 29-10 The developer replied "can not be

determined." Such answers in the EIR should not be accepted. The developer can provide some estimates in the alternative. That is what the EIR is to accomplish.

The study does not consider the problems at the intersection of Avalon and Victoria even though 20% of the estimated trips will pass through that intersection. It is not acceptable to dismiss the issue by saying that that intersection is "not within the study." That intersection is as close to the project as some intersections included in the study, such as Wilmington and Del Amo. The developer and the consulting Traffic Engineer do not have the authority to ignore the environmental impact laws. 29-11

Where do the EIR guidelines say that it is not necessary to consider the impact at intersections more than one mile from the project as the traffic study boundary? Also, Victoria and Avalon is very close to being one mile from the western edge of the property line of the project.

The study does not consider the traffic impact at Wilmington and the 405. Is this because we all know that it will operate at an unacceptable level of service? What right does the developer and the consulting Traffic Engineer have to ignore the requirements of the Environmental Impact laws? 29-12

12-42 indicated that traffic will be poor at Central and the 91 freeway.

The developer (12-42, p. 208) stresses that some traffic on the 91 freeway will go down 24% after the opening of the Century freeway. However, CALTRANS (28-3) says that the effect of the Century will not be significant in reducing the traffic on the 91 at peak hours and that traffic will back up on the freeway unless two lanes of off ramps are constructed. The developer proceeded with an incorrect assumption about freeway congestion in the EIR. 29-13

The city of Compton fears a nightmare (23-1) and asked (13-3) about the mitigation of the impact at the freeways and who will pay for it. Compton is entitled to an answer. The EIR process is to spell out the mitigation. Vague comments about paying a "fair share" is not a solution. It prolongs the problem and make it more difficult to resolve later as the power of decision will pass from the Council to the courts. 29-14

The developer (12-42) notes that the 405 traffic will be unacceptable unless CALTRANS' proposal to add two lanes in both directions between Avalon and the Harbor freeway is constructed. And that with that construction the project would not have a significant impact. Can anyone tell us whether the CALTRANS proposal will be constructed? 29-15

Regarding the Harbor freeway (12-42), the developer says that forecasts are generally unacceptable, but that the impact of addition of up to 720 vehicles from the project can controlled by 29-16

ramp metering. The EIR process is not designed to show how to take an existing unacceptable condition and make it worse. In addition to the traffic, ramp delays do add to air pollution.

The EIR traffic studies did not utilize the standard methodology used by Traffic Engineers. Why did not the EIR contain figures and levels of service using the traditional methodology, as well as the figures from its own unique generation rates methodology? Will the Director of Public Works and the consulting Traffic Engineer certify that the unique methodology used by the developer is reliable and the best approach and is one that could not have been improved upon at minimum cost? 29-17

The university (14-6) favored raised medians on Central provided that ingress and egress were provided to campus streets. The Specific Plan should address this relationship . 29-18

At 12-16 the consultant questioned the parking standards, and the developer said that the city zoning ordinance would be followed. Is there anything in the Specific Plan that affirms or rebuts that assumption? 29-19

At 4-1 the L A Unified School District asked about how many new families would be attracted by the project and where would the people live. That is the type of analysis that should be in an EIR. The developer evaded the issue saying that the project would have little effect on the local schools because the project involves no housing. (Also see 12-54). Does not this mean a massive amount of freeway traffic caused by the 14,000 people traveling to the project? The developer earlier claimed that 40% of the people employed would be expected to live w/i 3 miles of the project. Would the Watson Land and Carson Estates organizations provide us with a breakdown of people employed on their land in Carson showing employee <u>city</u> of residence for classes: management, clerical, labor, maintenance, or other convenient classifications? The 1989 study done by Pasadena Research Institute could be the basis on which to begin. 29-20

At 11-1 a citizen asked about the need for housing in the city if this large parcel is developed without housing. The EIR was not responsive. 29-21

The consultant (12-46) raised the type of questions that should be in an EIR, questions about changing the jobs/housing ratio by 1/3 and the increasing of the work force by 1/3 and the impact on housing, etc. The developer's reply was vague and provided opinions without the evidence to support the conclusions. 29-22

(EIR p. 113) The EIR says that the developer will pay the full cost of Central Avenue construction for 1250 feet but only <u>half</u> of the cost of the other 2300 feet. How is the other half of that construction expense to be met? The city should not proceed to a Development Agreement that will bind future City Councils without having answers to these basic questions. 29-23

A city attorney pointed out (1-22) the need to have measures to mitigate the significant air pollution problems. The developer's response was that people would follow the voluntary Transportation Demand Management programs established by law. The Council should not proceed to approve a Development Agreement binding on future City Councils until there are specific measures to mitigate the traffic and air pollution problems from this project. Air quality in Rancho Dominguez is among the worst in Los Angeles county, and this project is up wind of part of Rancho Dominguez to send more pollution into the area. We need to know what types of industrial air pollution will come from this project in the years ahead.

At 1-22 (p. 192) the developer states that:

29-24

> ...the applicant is developing a funding mechanism for cumulative traffic improvements ... The fair share contribution will be jointly determined by the City and the developer based upon a traffic share/funding analysis.

We are very much opposed to such double talk. This means that the city has not done it job of laying down clear conditions. "Jointly determined in the future" means that there will be disagreements and law suits, probably with the city wasting a lot of money on attorneys before giving in to the developer. We spend about a million a year on attorney fees. Let's stop this nonsense. Clearly announce the funding formula. It would be irresponsible for the City Council to proceed to a Development Agreement, full of holes, binding on future City Councils.

The project is near the Inglewood-Newport earthquake fault and has some producing oil wells. A citizen asked the EIR to contain comments from the fire department about this considering that the project would bring about 14,000 employees into the area. (11-4) The EIR contains no comments about this from the Fire Department. 29-25

Where do the oil and gas lines run underground in relation to people who will work on the site at build out? 29-26

The developer was asked about possible existing oil contamination resulting from 60 years of oil production. (12-55) The developer, in part, replied that real estate disclosure laws require a "clean site" be transmitted in any real estate exchange. If the developer builds a building and leases it to a 3d party, would that be a real estate exchange requiring a "clean site"? 29-27

In 3-2 the Fire Department said that the impact on fire service would be uncertain. The developer, believe it or not said at 3-2 that "projections of fire service availability and timing of equipment needs would be speculative and beyond the scope of analysis required for this project." That talk is nonsense. The developer is <u>required</u> to speculate about the availability of fire 29-28

service and equipment. We recommend a specific plan or formula to determine the impact on fire protection services. We do not favor the staff proposal of some future "fair-share funding" in the future. Decide these issues now while the city has the authority. Later, the city will not have the authority and will spend years and waste a lot of money in legal fees.

The same comments apply about police services. Decisions should be made about the dollar amount that the developer should contribute for police and fire protection and the Council should mandate those amounts now. Based on facts in the future, the Council (not the courts) could adjust the amounts. 29-29

It was clarified that the university could not provide recreation facilities for the employees at the project (14-2). Accordingly, the EIR makes no provision for recreation for the 15,000 people. The staff recommended some on site recreation facilities. It is not sufficient for the developer to hope that a commercial gym will locate itself at the site. Perhaps the city should condemn a part of the land and construct a minipark with tennis courts, jogging track, picnic tables, etc., or require the developer to provide such a small minipark. 29-30

The developer's comment at 14-8 suggests that it is committed to a child care center developed as a joint venture with the university. Is that an obligation that the developer has accepted? If not, the comment at 14-8 misleads the reader. 29-31

At 5-2 CALTRANS said that the serious traffic problems (including the impacts at the two intersections with the 91 freeway) had to be mitigated by the developer. Our Planning Commission did not insist upon a specific mitigation program. The Planning Commission embraced the "fair share" approach, which is not a solution but a guarantee that the problem has not been resolved. There should be a traffic mitigation program, coordinated with CALTRANS, that is specific as to actions and amounts, that is acceptable to the numerous parties including the cities of Carson and Compton. Note (9-4) that Wilmington and the 91 freeway intersection eastbound will be congested even with all the mitigation measures. Again, it is clear that the project should be approved at a smaller size scope and be allowed to grow later it the adverse impacts proved to be manageable. 29-32

At 11-13 a citizen asked about truck traffic on University Drive between Wilmington and Avalon. The developer did not comment. The citizen asked if the existing type of fence would be extended down University. The developer replied that a fence would be provided. That did not respond to the question. The citizen asked if the streets would have to be torn up to add sewer lines. The developer did not reply. 29-33

The developer was required to document that the solid waste and sewage would be received for disposal by a specific agency. The developer provided no documentation. Projections were to have 29-34

been made of the cumulative flow by all proposed, pending, and approved projects within the service area with an eye toward whether existing capacity is sufficient.

Regarding 12-48, the consultant says that no building heights are proposed. Is that correct? The consultant raised issues of heights, surrounding land uses, etc., that were not answered. The consultant asked about line of site if a tall building(s) was constructed. The developer said that the site can only be seen from the "immediate area" because of surrounding buildings and topography. In fact, the site is atop the highest land in the area and a tall building on the site could be seen from a considerable distance. 29-35

At 12-49 the consultant and developer commented about "edge treatment" to buffer the surrounding land use. However, the comments and drawings do not show buffering along Central Avenue. 29-36

The university originally (document 14) took the position that the set back on Central should be 75 feet (like that imposed on the university) and that commercial, technology, and office should be built across from the campus rather than industrial and warehousing. A set back of 75 feet and a height limit of 3 stories should be imposed along Central Avenue to buffer the university student housing. At 25 foot set back could mean a bit of grass, a sidewalk, and then perhaps a mere 10 feet to the building. 29-37

The university (14-9) said that safety would be promoted by having a sidewalk on the campus side of Central Avenue. We assume that the 100 foot wide street on Central Avenue will have sidewalks on both sides. Is that correct? 29-38

Set backs and buffering on Central Avenue are major concerns. The consultant asked (12-18) about buffering along University and Central. The developer answered only about University. We think that it would be outrageous to approve industrial development to be set back only 25 feet across the street from a university campus and student housing! With such incompatible land use, 25 feet is not adequate. On March 22, 1990, Guy J. Witherspoon, President of the Associated Students of the university, wrote to the City Council, with copies to the City Administrator, Planning Commission, and Director of Community Development strongly objecting to a 25 foot setback and lack of height limitations. That letter was ignored and apparently did not become part of the public record in this case. A copy is attached. We ask that this letter, with Mr. Witherspoon's letter attached, become part of the record. 29-39

The EIR does not explain the specific detriments to the environment and the ways to mitigate the detriments. It glosses over the detriments and asks for a finding of overriding considerations. The City Council has not been supplied the data. We urge you not to approve the EIR or the Specific Plan until 29-40

these, and related, issues are clarified.

Sincerely,

CONCERNED CITIZENS OF CARSON
COMMITTEE ON THE DOMINGUEZ TECHNOLOGY CENTER

GARY COLBOTH 19813 DUNDROOKE
JOHNSIE MEBANE 19209 LEAPWOOD AVE.
JAMES H. WHITMORE MD 19112 SO. GRANDEE
Ray Goodson 19569 Gunlock Ave.
Lee L. Moore 16921 Belforest Dr.
Olive B. Harris 1871 TURMONT ST.
Ray A. Crayton D. 19404 Galway Ave CARSON

ASSOCIATED STUDENTS
CALIFORNIA STATE UNIVERSITY, DOMINGUEZ HILLS
1000 East Victoria Street • Carson, California 90749-9960 • (213) 516-3686

March 22, 1990

The Mayor and Members of the City Council
Carson City Hall
701 East Carson Street
Carson, California 90745

Dear Mr. Mayor and Members of the City Council:

On behalf of the Associated Students at California State University, Dominguez Hills which represents over 8000 students, I am writing to you to express the concerns we have in regard to the proposed construction of the Dominguez Technology Centre on 288 vacant acres at the east end of the campus. 30-1

We are pleased that the land will be developed into a modern high technology industrial park and will create job opportunities for students. However, we have no guarantee that plans affecting long range health issues of the university have been thoroughly considered.

One case in point...consideration of the impact on area traffic; with the increase of commercial development to 100,000 square feet, traffic in the proximity of the campus will be increased. Additionally, it is not known what commercial uses are intended in this area. For this reason, I believe that a 100 foot set back for buildings along Central Avenue and a building height of no more than three stories be considered to protect the environment of the campus. This would not impose any economic burden on the developer but would only influence decisions about where to locate the buildings and where to locate parking lots. 30-2

It is my understanding that the Planning Commission recommends a set back of only 25 feet for buildings and three streets in the project will flow directly on to Central Avenue/campus across from student housing. The Central Avenue/campus would have three intersections feeding out of the project in contrast to Victoria Street: two intersections, Wilmington Avenue: two intersections, and University Drive: zero intersections.

As you can see, our concern would be that the traffic of three intersections will be directed toward the campus and there would only be a buffer of a 25 foot set back and no height limitations.

I strongly urge the City Council to consider protecting the campus and the many students who reside in Carson from any industrial development which will cause traffic gridlock and no height limitations on the proposed buildings.

I concur with the Department of Transportation's letter of January 26, 1990 which warns us about the above concerns and says that:

> It is strongly recommended that all mitigation measures be clearly defined and approved by all affected jurisdictions as defined in Section 21104 of the CEQA guidelines prior to implementation of this project...A reporting/monitoring program should be development...ensure that all mitigation measures...are actually implemented...Caltrans cannot support the implementation of this proposed development unless these recommendations are followed.

30-3

These matters I have addressed are extremely important to the students at CSU Dominguez Hills. We trust you will make good decisions and consider our concerns.

Sincerely,

Guy J. Witherspoon, Jr.
President, Associated Students

GJW:rt:techctr.let

cc: Louis Murdock, Vice President for Student Affairs
David Karber, Vice President for Administration
Robert Detweiler, President
Dick Williams, Academic Senate
W. Ann Reynolds, Chancellor
Editor, Dominguez News
Editor, Los Angeles Times
Editor, South Bay Daily Breeze
City of Carson Planning Commission, Chairman Madrigal
City of Carson City Administrator, Jack R. Smith
City of Carson, Community Development Department, Patricia Brown

Rcvd 9/4/90
cc mtg #17 P.H.
for. Gary Colbath

ORIGINAL

PETITION

TO: MAYOR AND MEMBERS OF THE CITY COUNCIL, CITY OF CARSON, CALIFORNIA

RE: DOMINGUEZ PROPERTIES - SPECIFIC PLAN 2-89 - DOMINGUEZ TECHNOLOGY CENTER.

THE PLAN CALLS FOR BUILDING 4,700,000 SQUARE FEET OF INDUSTRIAL AND COMMERCIAL DEVELOPMENT ON THE 288 ACRES OF VACANT LAND EAST OF THE UNIVERSITY CAMPUS. THE TOTAL NUMBER OF EMPLOYEES IN THE FINAL DEVELOPMENT (INCLUDING THE EXISTING TRW FACILITY) COULD BE ALMOST 16,000 EMPLOYEES AND GENERATING ABOUT 50,000 VEHICLE TRIPS DAILY! WE ARE VERY CONCERNED ABOUT THE SERIOUS ENVIRONMENTAL IMPACTS ON THE CITY, ESPECIALLY THE TRAFFIC, AND WE ARE CONCERNED THAT THE DEVELOPER'S TRAFFIC ENGINEER DID NOT USE "STANDARD" PROCEDURES IN HIS ANALYSIS. THE CITY SHOULD NOT APPROVE THE PLAN IN ITS PRESENT FORM. THE CITY HAS A DUTY UNDER THE ENVIRONMENTAL QUALITY ACT TO CONSIDER ALTERNATIVES AND TO REDUCE THE ENVIRONMENTAL RISKS. 31-1 31-2

WE CONCERNED CITIZENS OF CARSON PETITION YOU TO CONSIDER THE FOLLOWING MITIGATION MEASURES AS A MINIMUM APPROACH TO REDUCING ENVIRONMENTAL RISKS. * 1). APPROVAL SHOULD NOT BE GIVEN FOR 4.7 MILLION SQUARE FEET AT THIS TIME. APPROVAL SHOULD BE GIVEN FOR 3.5 MILLION SQUARE FEET, WITH THE PROVISO THAT IF THE ENVIRONMENTAL RISKS PROVED TO BE MANAGEABLE IN THE FUTURE, ADDITIONAL CONSTRUCTION COULD THEN BE APPROVED. * 2). ~~IMPACT ON TRAFFIC~~ CIRCULATION SHOULD BE ANALYZED USING STANDARD METHODOLOGY AND MITIGATION MEASURES SPELLED OUT. MANY OF ~~THE MAJOR INTERSECTIONS~~ IN NORTH CARSON WILL HAVE TO HAVE TWO LEFT TURN LANES WITH APPROPRIATE SIGNALS. * 3). WITHIN THE DEVELOPMENT THERE SHOULD BE SIDEWALKS ON BOTH SIDES OF THE STREETS (THESE ARE PUBLIC, NOT PRIVATE, ~~STREETS) AND THERE SHOULD BE ADEQUATE~~ PARKING PER SITE AS REQUIRED BY THE ZONING ~~LAW~~. ALSO, THE SITE ~~DEVELOPMENT~~ STANDARDS SHOULD FOLLOW THE ZONING ORDINANCE. * 4). CENTRAL ~~AVENUE~~ SHOULD BE DEVELOPED PROPERLY, NOT DOWNGRADED TO 80 FEET. ~~IT SHOULD BE~~ 100 FEET WIDE WITH A RAISED, LANDSCAPED MEDIAN WITH OPENINGS TO ACCOMMODATE FUTURE STREET TRAFFIC FROM BOTH THE DEVELOPMENT AND THE UNIVERSITY. IT SHOULD HAVE SIDEWALKS ON BOTH SIDES (IT IS A PUBLIC, NOT A PRIVATE, STREET). THERE SHOULD BE A MINIMUM BUILDING SET BACK OF 100 FEET AND A HEIGHT LIMIT OF 3 STORIES ALONG CENTRAL AVENUE AS AN ADDITIONAL BUFFER FOR THE UNIVERSITY. A BIKE PATH SHOULD RUN PARALLEL TO CENTRAL AVENUE BETWEEN THE UNIVERSITY AND THE DEVELOPMENT. * 5). RAISED, LANDSCAPED MEDIANS ARE NECESSARY ON UNIVERSITY DRIVE AND ON CENTRAL, AND SUCH MEDIANS SHOULD BE CONSTRUCTED ON ALL ARTERIAL STREETS AROUND THE PROJECT. * 6). HEAVY TRUCK TRAFFIC SHOULD NOT BE ALLOWED SOUTH OUT OF THE DEVELOPMENT ONTO CENTRAL AVENUE OR UNIVERSITY DRIVE. * 7). THE DEVELOPER SHOULD SHOW A CONCERN FOR QUALITY OF LIFE ISSUES BY MAKING SOME PROVISIONS FOR CHILD CARE FACILITIES, RECREATION, RECYCLING OF SOLID WASTE, AND WATER RECLAMATION. FAILURE TO DO SO WILL FURTHER REDUCE THE DEVELOPER'S ABILITY TO ARGUE THAT THE BENEFITS OF THE PROJECT OUT WEIGH THE ENVIRONMENTAL RISKS. 31-3 31-4 31-5 31-6 31-7 31-8

PRINT NAME	SIGNATURE	STREET ADDRESS IN CARSON
Ernest Waiters	Ernest Waiters Jr	19240 Annalee Ave
Vanessa Waiters	Vanessa Waiters	19240 Annalee Ave
Barbara J. Murray	Barbara J Murray	19240 Annalee Ave
Ritta R Willis	Ritta R Willis	1106 Elsmere Dr
Jimmie Theragood	Jimmie Theragood	19527 Eddington Dr.
Eunice Edmond	Eunice Edmond	19327 Annalee Ave.
Tammy Johnson	Tammy Johnson	1422 Helmick St
Marpessa Neal	Marpessa Neal	
Bobbie J. Wilson	Bobbie J. Wilson	836 E. Denwalt Dr, Carson, Ca.
Sirone Edmond	Sirone Edmond	19327 Annalee Ave
Thomas Eaddy	Thomas Eaddy	19012 Annalee Ave
Everett C. Bennett	Everett C. Bennett	19306 Tillman Ave Carson Ca.
Alvin W. Forge	Alvin W. Forge	19228 Annalee Ave. Carson,
Mae Lockett	Mae Lockett	19235 Annalee ave. Carson
Henry L Killings	Henry L Killings	19225 Tillman Ave Carson
Yvette L. Rodgers	Yvette L Rodgers	19241 Annalee Ave Carson Ca
James R. Davis	James R Davis	19303 Annalee Ave Carson Ca
Helen Morgan	Helen Morgan	19309 Annalee Ave Carson Ca
Bill G Johnson	Bill G Johnson	19403 Annalee Ave Carson Ca
Michelle Johnson	Michelle Johnson	19403 Annalee Ave Carson Ca
Lois L. Harper	Lois L. Harper	19515 Annalee Ave. Carson, Ca.
Minnie Patterson	Minnie Patterson	1066 Turmont Carson
Charmaine Ross	Charmaine Ross	1105 Kramer Dr Carson
George T Hurtado	George T. Hurtado	1109 E Ll - Dr
Ruth Miller	321	1115 E. Elsmere Dr Carson

PRINT NAME	SIGNATURE	ADDRESS
Beverly Wells	Beverly Wells	19018 Galway Ave.
~~Haywood Hygh~~		
HAYWOOD HYGH	Haywood Hygh	576 E. Bradenhall DR.
Ernestine Leverette	Ernestine Leverette	16903 Billings Drive Carson
Margaret R Lewis	MARGARET R LEWIS	426 Braden Hall Dr. Carson
Lola Coulter	Lola Coulter	17315 Billings Dr Carson, CA 90746
Mr/Mrs. Tucker		553 E. 169th Carson, CA. 90746
JACKI THORNTON	Jacki Thornton	19612 Galway 90746
~~BIM~~ MARIE Collier	B. Marie Collier	20018 PRICETOWN AVE
ROSA MOORE	Rosa Moore	16921 Belfoned Dr
La-Ronda Williams	La Ronda Williams	19416 Galway, 90746
Dorothy Williams	Dorothy Williams	19416 Galway, 90746
ELLIS JONES		19520 CAMPAIGN DR 90746
ELNORA Rodgees	Elnora Rodgers	19720 ENSLOW DR 90746
~~[illegible]~~		
IONA JOHNSON	Iona Johnson	19115 Eddington Dr 90746
Beulah Polk	B Polk	19024 Eddington Dr Carson
HENRI YOUNG	Henri Young	19024 Dunbrooke ave 90746
Brenda JOHNSON	Brenda Johnson	23504 Neff Av. Carson 90746
Bettye J Jackson	Bettye J Jackson	19107 Harlan ave 90746
Nellie LUA	Nellie Lua	21507 Grace Ave Carson, CA 90745
Leighton LUA	Leighton Lua	" "
Jeannie Catlin	Jeannie Catlin	534 E 220th St
nathan WILLIAMS	Nathan Williams	P.O. Box 4943 Carson 90745
NANCY SEVERTSON	Nancy Severtson 322	22618 [illegible] AVE

PRINT NAME	SIGNATURE	STREET ADDRESS IN CARSON
LARRY D. McCLELLAND	L. McClelland	23709 CATSKILL AVE 90745
SANTIAGO B. CALUNSOD	[signature]	235 W. 223nd Street, CA 90745
GARY COLBOTH	Gary Colboth	19813 DUNBROOKE 90746
Juanita C. Johnston	Juanita C. Johnston	21039 GRACE AVE., CARSON 90745
Ellen Ogata	Ellen Ogata	563 E. Desford St., Carson 90745
MARIAN ROSSER	Marian Rosser	1456 Turmont St 90746
VERNESTA JOHNSON	Vernesta Johnson	1728 Cyrene DR 90746
SHIRLEY SCOTT	Shirley Scott	2663 E. Jackson 90810
HASTEN WHEELER	Hasten wheeler	19727 Leapwood 90746
NAPOLEON NEAL	Napoleon Neal	1406 Helmsman st
WAITERS, Ernest	Ernest Waiters Jr	19240 Annalee, ave.
Lillian Owens	Lillian Owens	20324 Kaiser Circle
J.H. WHITMORE MD	J Whitmore MD	19112 So Grandee.
~~Marvin Clayton~~	~~20412 Leapwood~~	
MARVIN CLAYTON	Marvin Clayton	20412 LEAPWOOD AVE
Barbara Winston	Barbara Winston	765 Turmont
Theresa Brush	Theresa Brush	768 Turmont
Anlicia Hill	HELICIA HILL	19719 ANNAlee
OLIVER HILL	Oliver Hill	19719 ANNAlee
PERCY MORGAN	Percy Morgan	19309 annalee
OLIVE B. HARRIS	Olive B. Harris	1871 TURMONT ST.
Johanne L. McLane	19209 [illegible]	19209 Leapwood

	PRINT NAME	SIGNATURE	STREET ADDRESS IN CARSON
21.	Betty J Williams	Betty J. Williams	18322 Bonham ave Carson 907[illegible]
22.	WANITA HERNDON	Wanita Herndon	17701 So. AVALON #3
23.	MAMIE BEATTY	Mamie Beatty	817 Tamerberg, Ct.
24.	Willie Bowman		19516 Cabrillo
25.	Betty Harris	Betty Harris	19404 Wadley
26.	Eugenia Waddis	Eugenia Waddis	19429 Pricetown Ave.
27.	WINFRED C. DAVIS	[illegible]	17901 Tamcliff Ave
28.	ROYA WILLIAMS	[illegible]	1354 Tuxmont ST CARSON, CA
29	AMOS Shaw		19317 S. Kempaire. CARSON. CA.
30	Maurice Brown	[illegible]	1002 E. Tormont St.
31.	Philomena Hatcher	Philomena Hatcher	19302 Annalee Ave
32	JAMES H. WHITMORE MD	[illegible]	19112 So Grandee Ave
33.	Fern B. Stamps	[illegible]	19217 So. Grandee Ave.
34.	Shirley J. Scott	Shirley Scott	2663 E Jackson St 90810
35.	Arlene F. Descargar	ARLENE F. DESCARGAR	21314 Moneta Ave 90745
36	LaVerne D. Curtis		20525 Campaign Dr. 256 Carson 90746
37	Susan E Thompson		1587 E Tormont St Carson 90746
38	Henrietta Whitmore		19203 So Grandee Carson 90746
39.	Diane Dorsey-Ewin		1812 E. Gladwick Carson, 90746
40.	Alberta Frye	ALBERTA FRYE	19105 Annalee Carson 90746
41.	CAROLYN McKEE	Carolyn McKee	19217 NESTOR AVE CARSON 90745
42.	BRENDA CRUM	Brenda Crum	19602 Galway One Carson 90
43	Jean Bristol	JEAN BRISTOL	1748 Tormont Carson 90
43.	~~Helen J Long~~ HELEN T. LONG	Helen J Long	1881 E. Kamm St.
44.	BILLIE C. MILES JR	Bill C Miles	Carson 90746

21. Margie J. Miller Margie J. Miles 19613 Farman Dr
Michael D Williams Michael D Williams 19603 Farman Dr Carson

PRINT NAME	SIGNATURE	STREET ADDRESS IN CARSON

1. Vivian E. Hatcher Vivian E. Hatcher 19202 Annalee Ave.
2. Peter Butler, Jr Peter Butler 19202 Hillford
3. Gloria Roberson Gloria Roberson 19919 Alonda Dr.
4. Edythe E. Rainer Edythe E. Rainer 20003 Hillford Ave.
5. Cheryl Dotson - Cheryl Dotson - 19216 Andmark Ave. Carson Ca. 90746
6. Jamie McDaniel 1855 E. Gladwick St. Carson.
7. Allison Newell 1100 E Victoria #4 Allison Newell
8. Billy Hibbitt 19432 Hillford Ave Carson.
9. Ruven T. King Ruven T. King 1807 Calstock St
10. John Miller 1115 E Elsmere Dr
11. Morris Turner 19222 Tajauta Carson Morris Turner
12. Andrew Jennings 1832 Gladwick St Andrew Jennings
13. Jonathan Scott Sr. Jonathan Scott Sr. 540 Collamer Dr.
14. Robert Anderson Robert E. Anderson 20003 So. Hillford Ave
15. Charlene Hamilton 20238 Belshaw Ave. Charlene Hamilton
16. William Khan 1329 E. Gladwick, Carson, Ca. 90746
17. Leonard Bennett Leonard Bennett 19104 Haigler Dr.
18. Dorothy Moss Dorothy Moss 17814 Lysander Dr. Carson
19. Margie Scott 19638 Empaire Dr
20. Andrea Norwood - 1325 3 Enslow Dr - 90746

PRINT NAME	SIGNATURE	STREET ADDRESS IN CARSON
① LEO L. MOORE	Leo L. Moore	16921 Belforest Dr.
2. JOHN COTTREL	John Cottrell	514 Moorehaven Dr
3. Charles Boyd	Charles Boyd	349 E. Centervieu Dr.
4. Gregory Williamso	Gregory Williamson	368 Sherman Dr.
5. Hubert Coldwell	Hubert Coldwell	343 E. Bradenhall Dr.
6. VERGIE Seymore	Vergie Seymore	16912 S. Belforest
7. Ernestine Gilbert	Ernestine Gilbert	416 E. Bradenhall Dr.
8. Marian Beverly	MARIAN BEVERLY	16946 BELFOREST-DR
9. Shirley Jefferson	Shirley Jefferson	424 BRADENHALL DR.
10 Rose Marie Byrd	Rose Marie Byrd	16917 Belforest Dr.
11. JOHN D BYRD	John D Byrd	16917 Belforest Dr.
12. Arthur Taylor	Arthur Taylor	17125 Saldee Dr.
13 Kelcy Taylor	Kelcy Taylor	17125 Saldee DR
[illegible]	[illegible]	443 E. Sherman Dr
DUNLAP J. CAWTHRON		443 E. SHERMAN DR.
Thomas V. Harris	Thomas V. Harris	403 MOREHAVEN DR.
CARL MACK - Carl Mack		17203 CROCKER AVE
GLADYS M. MOSLEY	Gladys M. Mosley	521 Callamer Drive
LANDUS FLOOD	Landus Flood	331 E CASSIDY ST CARSON
LONDON, Samuel	Samuel F. London	513 E. Cassidy St
Charlotte McGee	Charlotte B. McGee	16937 S. Belforest Dr
Eddie D. Mcalpin	Eddie D. Mcalpin	406 E Sherman Dr
Mildred Mathews	Mildred Mathews	530 Callamer Dr.
Marjorie Bridges	Marjorie Bridges	539 Callamer Dr.
Judith Hayden	Judith Hayden	17208 Amber Ave
Teresa Hillman	Teresa Hillman	368 Sherman Dr.

JOSEPH ALFORD *Joseph Alford* 19202 Northwood ave Carson
YVONNE ALFORD *Yvonne Alford* 19202 Northwood Car
BASIL I Lord *Basil Lord* 19909 Dunbrook Av Carson

Ann Parker 19720 Galway Ave

Roy C. Crayton Sr. 19404 Galway Ave CARSON

[illegible]

Harry L. Wilson 19[illegible] [illegible] Ave. CARSON
Roy Crayton Jr. [illegible] Galway Ave Carson
Fulton Crayton 1940 4 Galway Ave. Carson
Mary [illegible] 19229 Annalee Ave, Carson
[illegible] Moore LEE L. MOORE 16921 Belfo[illegible] DR. CARSON
Mary E Williams 19714 Galway Ave Carson Cal
Retha [illegible] 20019 Annalee Carson, CA
SHERYL [illegible] [illegible] 19404 Galway Ave Carson
Vivian Hatcher *Vivian Hatcher* 19202 Annalee Ave. Carson
Roy Goodson 19504 Gunlock Ave. CARSON, CA. 90746

PRINT NAME	SIGNATURE	STREET ADDRESS IN CARSON	
PATSY SIMPSON	Patsy Simpson	1100 E. Victoria St Carson 90749	
Gene Flores	GEORGE FLORES	"NZ"	
Herman T. Douglas		"J2"	
Belinda C. Scheib	Belinda C. Scheib	1100 E. Victoria	H-5
S. ERIK ANDRUS		1106 E. VICTORIA	K-6

5.0 ADDITIONAL PUBLIC COMMENTS

Several comments arouse during meetings with staff, the applicant and public hearings that did not appear in written correspondence. These comments are addressed below:

SECTION	PAGE NO.	PARAGRAPH	DESCRIPTION
Summary of Impacts	58	3	Some of the mitigation measures are not in line with the relative impact. The mitigation measure for the change of land use is "none are required."
	59	Hydrology, 1-3	Combined paragraphs 1 and 3 under impacts. The mitigation for Paragraph 2 is "None are required."
	61	Traffic	Following paragraph 2 under mitigation measures, include "except Wilmington Ave/SR- 91EB during the PM peak hour." Add the Central/SR91 intersection to the impacts section under impacted intersections.
Air Quality	93	Footnotes	Change average CO concentration from 9ppm to 20ppm.
	115	Table 19	Change the heading of the middle column to CNEL at 50 feet from near travel land. Eliminate footnote 3.
Cultural Resources	122	4	Clarify level of significance of cultural

			resources by adding. "Thus, impacts to cultural resources are considered to be insignificant."
Public Services	125	Footnote	Change footnote 3 to 1 employee/350 square feet and add footnote 4 as follows: Assume 1 employee/250 square feet.
	126	1	Change L.A. County Sanitation District to L.A. County Department of Public Works.
	127	1	Change L.A. County Sanitation District to L.A. County Department of Public Works
		2	Change L.A. County Sanitation District to L.A. County Department of Public Works.
		Table 22	Office square footage is 937,500 square feet instead of 951,500 square feet.
	128	Solid Waste 1	Change the word "sewer" to "solid waste."
		2	Change Puente Hills land fill allowable waste from 11,494 tons to 12,000 tons. Change sentence 3 to read "all refuse collection activities in the City of Carson are

			regulated by the City."
	129	Impacts, Par. 1	Change first sentence to read, "Project implementation will likely generate approximately 8270 tons annually of solid waste', ... Add the following footnote. "Based on 1.68 tons/employee for industrial and .28 tons/employee for technology and office use.
Alternatives	138	1	Change increase to decrease in the last sentence.
Cumulative Impacts	141	2	Change number of cumulative projects from one to four.

MITIGATION MONITORING PROGRAM
Dominguez Technology Centre Specific Plan

Pursuant to State laws, implementation of mitigation measures identified in the Environmental Impact Report for this project as being necessary to avoid or reduce the project's impacts to insignificant levels shall be ensured through an implementation verification program as defined in the Checklist and Inventory of Mitigation Measures contained in this Program.

Explanation of headings in the Matrix are:

MITIGATION MEASURE: — *Includes a summary description of the measure and a number referring to the measure's number in the Inventory of Mitigation Measures. (Note: The monitoring program includes only impacts determined to be significant in the absence of adequate mitigation.)*

TYPE:

Design

This type of measure includes design features incorporated into project plans and would be verified through normal plan checks and field inspections. Examples would be drainage facilities, noise walls, bus turnouts in streets, etc.

Construction

This type includes mitigation measures to be implemented during the construction phase. Examples would be dust control measures, installation of landscaping, limits on hours of construction operations, etc.

Ongoing

Ongoing measures include continuing, post-project mitigation such as long-term landscape maintenance requirements, air quality permit conditions, or other long-term continuing conditions of project approval.

Cumulative

These are post-construction measures such as future requirements to install traffic signals, street improvements, etc.

RESPONSIBLE AGENCY: — *Name of agency, department and/or person responsible for verifying the measure has been implemented. Responsible party may be a consultant or an outside agency with permit or approval authority over a particular mitigation measure.*

The Mitigation Monitoring Checklist for this project begins on the next page.

MITIGATION MONITORING PROGRAM
DOMINGUEZ TECHNOLOGY CENTRE

The following environmental mitigation measures were incorporated into the Final EIR to reduce significant impacts identified in the environmental review process to a level of insignificance. A signed checkoff for each mitigation measure indicates that the implementation of that measure has been verified by the responsible agency. A completed Checklist fulfills the City of Carson's responsibilities under provisions of Public Resources Code Section 21081.6.

Mitigation Measure	Type	Responsible Agency	TIMING MATRIX: Building Permit Issuance	Certificate Of Occupancy Issuance	Final Grading Plan/Permit Approval	Structural Improvement Plan/Permit Approval	Completion Of Phase 1*	Completion Of Phase 2**	Ongoing As Needed	Yearly	Final Map and Site Plan Approval	N/A	Verification Date Initials
LAND USE													
1. A registered landscape architect shall certify prior to approval of final landscape plans for each final map are in compliance with the landscape concepts of the specific plan and certify that installation complies with the approved landscape plan. Zoning as well as development standards will be allied to the project site.	Design Construction	Planning Landscape Architect	X	X									
2. Prior to approval of final landscape plans, a registered landscape architect shall certify that the landscape plans for buffer areas conform with the setback requirements, as identified within the specific plan, for the project areas adjacent to offsite residential uses. He shall also certify that installation conforms with the approved buffer plan.	Design	Planning Landscape Architect	X	X									
3. If any structure is to be located over or in the proximity of a previously abandoned well, there is the possibility that the well may need to be reabandoned to current Division of Oil and Gas specifications. Section 3208.1 of the Public Resources Code (PRC) authorizes the State Oil and Gas Supervisor to order the reabandonment of any previously abandoned well, when construction of any structure over or in the proximity of the well could result in a hazard. The cost or reabandonment operations are the responsibility of the owner of the property upon which the structure will be located. Under Section 3208.1 of the PRC, the reabandonment responsibilities of the owner/developer of a property upon which a structure will be located need extend no further than the property boundaries. However, if a well requiring reabandonment is on an adjacent property and near the common property line, the Division recommends that the structure be	Design	Building and Safety Division of Oil & Gas	X										

Mitigation Measure	Type	Responsible Agency	TIMING MATRIX: Building Permit Issuance	Certificate Of Occupancy Issuance	Final Grading Plan/Permit Approval	Structural Improvement Plan/Permit Approval	Completion Of Phase 1*	Completion Of Phase 2**	Ongoing As Needed	Yearly	Final Map and Site Plan Approval	N/A	Verification Date Initials
set back sufficiently to allow future access to the well.													
Furthermore, if any abandoned or unrecorded wells are uncovered or damaged during excavation or grading, remedial plugging operations may be required. If such damage occurs, the Division's district office must be contacted to obtain information on the requirements for an approval to perform remedial operations.	Ongoing	Planning							X				
4. No building intended for human occupancy should be located near any active well, unless suitable safety and fire protection measures and setback are approved by the local fire department.	Design	Building and Safety Fire Department	X										
5. Future production and drill sites will be enclosed with an eight-foot-high gated block wall around the entire site with barbed wire on the inside face. All oil well sites with pumping units will be surrounded by a six-foot chain link fence with three strands of barbed wire.	Design Construction	Planning Building and Safety							X				
6. Prior to construction, the developer must provide, to the wells, adequate clearance and access for well workover equipment; any safety shutdown devices, an eight (8) foot block wall with barbed wire on the inside at the seven (7) foot level; suitable gates for workover equipment; appropriate grading to confine potential spillage to the enclosures; and appropriate landscaping or as otherwise approved by the Director.	Design Construction	Planning Building and Safety	X						X				
7. Prior to project construction, the property owner shall contact the Division regarding supervision of drilling, operation, maintenance and abandonment of wells.	Construction	Planning Building and Safety							X				
GEOLOGY													
8. Prior to issuance of building permits, the Building Department shall review and approve all building plans to assure compliance with the latest Los Angeles County Building Code as adopted by the City of Carson.	Design	Building and Safety	X										

Mitigation Measure	Type	Responsible Agency	TIMING MATRIX: Building Permit Issuance	Certificate Of Occupancy Issuance	Final Grading Plan/Permit Approval	Structural Improvement Plan/Permit Approval	Completion Of Phase 1*	Completion Of Phase 2**	Ongoing As Needed	Yearly	Final Map and Site Plan Approval	N/A	Verification Date Initials
9. All recommendations of the certified geologist's report and requirements of the City's grading ordinances shall be incorporated into the final grading plan. The City Engineer shall review and approve the final grading plans.	Design	Building and Safety			X								
10. A structural engineer, experienced with earthquake-resistant design, shall sign off on all building plans to determine the adequacy of seismic criteria for project structures, and to recommend appropriate design changes, if needed prior to issuance of building permits.	Design	Building and Safety	X										
HYDROLOGY													
11. All required drainage improvements, as shown in the Infrastructure Facilities Plan in Exhibit 13 in the Specific Plan, shall be designed and constructed in accordance with the City of Carson and Los Angeles County Flood Control District standards and shall be reviewed and approved by both the City of Carson and Los Angeles County Flood Control District. All tentative parcel maps, site plans and other precise plans within the specific plan area shall be accompanied by adequate plans for drainage improvements prepared by a registered professional engineer.	Design	Engineering L.A. County Flood District	X	X	X								
12. The applicant shall consult with the California Department of Fish and Game to determine if a 1601-1603 permit will be required for project implementation.	Design Construction	California Department of Fish and Game					X						
13. The City Engineer shall review and approve an erosion, siltation and dust control plan prior to the issuance of grading permits to minimize soil transport offsite and to minimize air quality impacts.	Design	Building and Safety Public Works					X						
14. All storm drains shall conform to the standards set on the storm drain drainage concept as shown in Exhibit 13.	Design Construction	Public Works					X						

Mitigation Measure	Type	Responsible Agency	TIMING MATRIX: Building Permit Issuance	Certificate Of Occupancy Issuance	Final Grading Plan/Permit Approval	Structural Improvement Plan/Permit Approval	Completion Of Phase 1*	Completion Of Phase 2**	Ongoing As Needed	Yearly	Final Map and Site Plan Approval	N/A	Verification Date Initials
BIOLOGY													
15. The project applicant shall obtain a 1603 permit for alteration of local streambeds from the California Department of Fish and Game prior to the issuance of a grading permit for the onsite drainage area in Reyes Ravine.	Design Construction	California Department of Fish and Game			X								
AIR QUALITY													
16. The impact of short-term construction-generated emissions shall be reduced to the extent feasible by the following measures. The Building Department shall notify the developer when construction periods are prohibited and the Public Works Department shall approve all grading schedules.	Design Construction				X				X				
a. Construction and grading will be carried out with periodic sprinkling of the site with water as needed and by paving the areas proposed for parking as soon as possible.													
b. Restrict construction during second-stage smog alerts.													
17. Development of the project shall comply with all existing SCAQMD rules and regulations. In addition, development should apply, to the extent feasible, to all AQMP recommendations for commercial and office land uses.	Design Construction Ongoing		X	X			X		X	X			
The Director of Planning shall approve the AWMP recommendations incorporated into the project and the Building Department shall ensure their completion.													
a. Employers shall comply with all provisions of Rule XV: Trip Reduction/Indirect Source - Increases in Average Vehicle Ridership.													
b. Developer-provided bus turnouts, bus shelters as specified by SCRTD and bicycle racks in the commercial area.													

Mitigation Measure	Type	Responsible Agency	TIMING MATRIX: Building Permit Issuance	Certificate Of Occupancy Issuance	Final Grading Plan/Permit Approval	Structural Improvement Plan/Permit Approval	Completion Of Phase 1*	Completion Of Phase 2**	Ongoing As Needed	Yearly	Final Map and Site Plan Approval	N/A	Verification Date Initials
c. Provide for convenient pedestrian access to transit stops by construction of sidewalks, etc. Construction shall be verified by the Engineering Department prior to occupancy.													
TRANSPORTATION/-CIRCULATION													
Onsite Mitigation Measures													
Onsite mitigation measures are defined as improvements within the project boundaries or directly adjacent to the project frontage. The following mitigation measures are proposed as onsite mitigation measures.													
18. Central Avenue (University Drive to Glen Curtiss Street, phase 1; and Glenn Curtiss Street to Victoria Street, phase 2) should be constructed with a minimum of two through lanes in each direction plus a two-way left-turn lane and no parking anytime. This cross-section should be accommodated within an 84-foot curb-to-curb roadway and 100-foot right-of-way, consistent with City of Carson standards for a major highway.	Design Construction	Public Works					X	X					
19. The portion of Victoria Street directly adjacent to the project site (Central Avenue to Wilmington Avenue) is currently not built to major highway standards, although west of Central Avenue it is 84 feet wide curb-to-curb and east of Wilmington Avenue it is also improved. The segment between Central Avenue and Wilmington Avenue should be widened to match the cross-section west of Central Avenue. At mid-block it should consist of two through lanes in each direction plus a center two-way left-turn lane, or alternatively should include a raised median with openings provided per agreement with the City of Carson, the City of Compton, and the project developers.	Design Construction	Public Works					X						

Mitigation Measure	Type	Responsible Agency	TIMING MATRIX: Building Permit Issuance	Certificate Of Occupancy Issuance	Final Grading Plan/Permit Approval	Structural Improvement Plan/Permit Approval	Completion Of Phase 1*	Completion Of Phase 2**	Ongoing As Needed	Yearly	Final Map and Site Plan Approval	N/A	Verification Date Initials
20. It is recommended that Wilmington Avenue (University Drive to Victoria Street) be widened to accommodate three through lanes in each direction plus a two-way left-turn lane. A transition area should be striped north of Victoria Street where Wilmington Avenue should return to two lanes in each direction. If future traffic conditions warrant, the segment north of Victoria Street (to SR-91) could be restriped to provide three lanes in each direction.	Design Construction	Public Works					X						
21. The primary mitigation at the Central Avenue/Victoria Street intersection will be the construction of Central Avenue south of Victoria Street in phase 2 and widening of Victoria Street east of Central Avenue in phase 1. The eastbound approach should also be restriped to provide two through lanes plus a double left-turn lane; and the westbound approach should be widened to provide for three through lanes, an exclusive left-turn lane and an exclusive right-turn lane. The southbound approach should be restriped to provide two through lanes plus an exclusive double left-turn lane. The traffic signal will require substantial modification to provide for the northbound movement and widened Victoria Street. The forecast a.m. peak hour volume/capacity ratio with these improvements is .84 and the level of service is D, while during the p.m. peak hour the intersection will operate at V/C equal to .85 and LOS D.	Design Construction	Public Works					X	X					
22. The primary mitigation at the Central Avenue/University Drive intersection will be the construction of Central Avenue north of University Drive to major highway standards. Also, a traffic signal will be installed (the intersection is currently stop-sign controlled). An exclusive left-turn lane should be striped on the eastbound approach. With these improvements, the intersection is forecast to operate during the a.m. peak hour at a V/C of .57 and LOS A, and V/C of .50 and LOS A during the p.m. peak hour.	Design Construction	Public Works					X						

Mitigation Measure	Type	Responsible Agency	TIMING MATRIX: Building Permit Issuance	Certificate Of Occupancy Issuance	Final Grading Plan/Permit Approval	Structural Improvement Plan/Permit Approval	Completion Of Phase 1*	Completion Of Phase 2**	Ongoing As Needed	Yearly	Final Map and Site Plan Approval	N/A	Verification Date Initials
23. At the Wilmington Avenue/Victoria Street intersection, Victoria Street should be widened and improved on the east leg to provide an 84-foot curb-to-curb section per the City standard for major highways. The northbound approach should also be widened to provide three through lanes plus a left-turn lane. This will require widening of the existing curb-to-curb cross-section to the ultimate 84-foot cross-section which is consistent with the roadway width south of Glenn Curtiss Street. The Victoria Street eastbound approach should be improved to include dual left-turn lanes, two through lanes and an exclusive right-turn lane. Signal system modifications will be required to accommodate the geometric improvements. The a.m. and p.m. peak hour V/C ratios and level of service following implementation of these improvements are forecast as .88, LOS D, and .83, LOS D, respectively.	Design Construction	Public Works					X						
24. The recommended mitigation at the Wilmington Avenue/University Drive intersection is to provide additional capacity for through vehicles in the north and southbound directions. This will require restriping the existing 84-foot roadway. This improvement (to three through lanes in each direction) should be maintained to Victoria Street. North of Victoria Street, striping should be provided to transition back to two through lanes each way northbound and southbound until three lanes are required for moving traffic. Second eastbound and westbound left-turn lanes should also be provided. Signal system modifications will be required to accommodate these recommended roadway improvements. With these mitigation measures, the intersection would operate at V/C of .82, LOS D during the a.m. peak hour, and V/C of .77, LOS C during the p.m. peak hour.	Design Construction	Public Works					X						

Mitigation Measure	Type	Responsible Agency	TIMING MATRIX										
			Building Permit Issuance	Certificate Of Occupancy Issuance	Final Grading Plan/Permit Approval	Structural Improvement Plan/Permit Approval	Completion Of Phase 1*	Completion Of Phase 2**	Ongoing As Needed	Yearly	Final Map and Site Plan Approval	N/A	Verification Date Initials
Offsite Mitigation Measures Mitigation measures are also proposed for six offsite intersections which may be impacted by traffic generated by the proposed project. Several of these offsite intersections are forecast to operate at unacceptable level of service E or F before implementation of the project. The cost of any recommended improvements at these intersections should therefore be equitably allocated among the project, other future traffic generators, and other sources where appropriate. The developers should work closely with the City of Carson to determine equitable costs for offsite improvements. After funding of the development's "fair share" costs, the failure of other parties to complete the improvements should not delay project approval. The developers have control over payment of costs allocated to them but cannot control actual implementation of the recommended improvements following payment.												
25. A second southbound left-turn lane should be constructed on Avalon Boulevard at University Drive. This mitigation measure could be provided within the roadway area currently taken by the existing extra-wide raised median. With this improvement, the a.m. peak hour V/C ratio would move to .87, LOS D, and the p.m. would move to .88, LOS D.	Design Construction	Public Works					X						
26. The Central Avenue/SR-91 eastbound and westbound frontage roads are in close proximity to each other (approximately 500 feet). Mitigation measures at these two intersections should be implemented simultaneously to maintain consistent geometry. The first mitigation measure is redesign of the lane configuration on the bridge between the two intersections. The existing raised median should be eliminated and two full left-turn lanes should be provided in the north and southbound directions which span the length of the bridge. This would utilize more of the existing bridge surface capacity and increase left-	Design Ongoing	Public Works Caltrans						X					

Mitigation Measure	Type	Responsible Agency	TIMING MATRIX: Building Permit Issuance	Certificate Of Occupancy Issuance	Final Grading Plan/Permit Approval	Structural Improvement Plan/Permit Approval	Completion Of Phase 1*	Completion Of Phase 2**	Ongoing As Needed	Yearly	Final Map and Site Plan Approval	N/A	Verification Date Initials
turn storage length. Two northbound through lanes and three southbound through lanes should also be provided on the bridge. A dual exclusive right-turn lane should also be provided via reconstruction and widening of the northbound approach. The eastbound off-ramp should also be restriped from three lanes to four lanes including one exclusive left-turn lane, one shared left-through, one through lane and one right-turn lane. With these improvements, both intersections are forecast to operate at acceptable LOS D or better during the morning and evening peak hour periods.													
27. The Wilmington Avenue/SR-91 eastbound and westbound ramps/intersection shall be improved together. On the bridge, the median should be eliminated and two full-length left-turn lanes should be provided (one northbound and one southbound). Three lanes should be provided on the bridge in the southbound direction with two through lanes and one shared through/left lane. This will provide extra capacity for heavier traffic flows in the southbound direction during the morning peak commuter period. A dual exclusive right-turn lane will be required in the northbound direction at the eastbound on-ramps. This will require purchase of additional right-of-way. An exclusive right-turn lane should be provided in the southbound direction at the westbound on-ramp, the westbound off-ramp should be restriped to provide a double left-turn lane instead of the existing single left. With the above improvements, both intersections are expected to operate at LOS D or better during the a.m. peak period, and LOS E (V/C .94) or better during the p.m. peak hour.	Design Construction	Public Works						X					
28. The major capacity constraint at the intersection of Wilmington Avenue/Del Amo Boulevard occurs in the north and southbound directions. The recommended mitigation is parking removal and reconstruction of	Design Construction	Public Works						X					

Mitigation Measure	Type	Responsible Agency	TIMING MATRIX: Building Permit Issuance	Certificate Of Occupancy Issuance	Final Grading Plan/Permit Approval	Structural Improvement Plan/Permit Approval	Completion Of Phase 1*	Completion Of Phase 2**	Ongoing As Needed	Yearly	Final Map and Site Plan Approval	N/A	Verification Date Initials

both approaches to provide three through lanes in each direction. In the southbound direction, double left-turn lanes are also recommended. A third eastbound through lane is also recommended to accommodate p.m. peak traffic flows. An exclusive right-turn lane is also recommended in the westbound direction.

Several alternative design schemes are feasible to accommodate this lane configuration. The mitigation sketches in the appendix illustrate both schemes, and they are described below.

Wilmington Avenue. Two alternative designs would accomplish the desired mitigation. The first is to widen the southbound approach by five feet on each side as shown in the Wilmington Widening Alternative 1 sketch. This scheme does not require any widening on the northbound approach. The second alternative is to widen the southbound approach by ten feet on the west side of Wilmington Avenue with no widening required on the east side. With this scheme, the northbound approach would also require widening as shown in the Wilmington Widening Alternative 2 sketch.

Del Amo Boulevard Mitigation. The proposed lane configuration could be accommodated within the existing curb-to-curb width via reconstructing the existing raised median on Del Amo Boulevard and shifting it two feet to the north. This would leave 35 feet for travel lanes (plus a five-foot bicycle lane) on the north side of the median and the remaining width on the south. The sketch in the appendix illustrates the proposed improvement.

The developer should work with the City to determine the mitigation strategy which is most feasi-

Mitigation Measure	Type	Responsible Agency	TIMING MATRIX: Building Permit Issuance	Certificate Of Occupancy Issuance	Final Grading Plan/Permit Approval	Structural Improvement Plan/Permit Approval	Completion Of Phase 1*	Completion Of Phase 2**	Ongoing As Needed	Yearly	Final Map and Site Plan Approval	N/A	Verification Date Initials
ble and which will ultimately be implemented. With these improvements, the a.m. peak hour V/C is forecast to be .84, LOS D, while the intersection will operate at V/C .89, LOS D during the p.m. peak hour.													
Additional Mitigation Measures													
29. The applicant shall fund the study and submit a program to be approved by the City Engineer that proposes a fair share funding mechanism for all cumulative circulation improvements proposed for the project (see Mitigation Measures 24-27).	Design	Planning	X										
30. The cost of the Caltrans permit process will be the responsibility of the developer.	Construction	Caltrans										X	
31. If any work or construction occurs within the State's right-of-way a Caltrans encroachment permit will be required.	Design	Caltrans							X				
32. All cumulative projects subject to environmental review shall be reviewed by the City of Carson and SCAG for conformance with the Regional Mobility Plan, the Air Quality Management Plan, the Growth Management Plan and the Regional Housing Needs Assessment.	Design	Planning SCAG							X				
33. The applicant shall participate on a fair-share funding basis, in implementing the widening, if required by Caltrans, of the SR-91 off-ramps at Wilmington Avenue and Central Avenue.	Design Construction	Engineering Caltrans							X				
34. Develop a voluntary Transportation Demand Management (TDM) program.	Design Construction Ongoing	Planning Public Works					X						
Phasing of Development and Circulation Mitigation Measures													
35. The project is proposed to be constructed in three phases as follows: Phase 1 - 95 acres (approximately 40 percent of buildout) Phase 2 - 93 acres (with Phase 1, approximately 78 percent of buildout) Phase 3 - 52 acres (100 percent of buildout)	Design Construction						X	X					

Mitigation Measure	Type	Responsible Agency	TIMING MATRIX: Building Permit Issuance	Certificate Of Occupancy Issuance	Final Grading Plan/Permit Approval	Structural Improvement Plan/Permit Approval	Completion Of Phase 1*	Completion Of Phase 2**	Ongoing As Needed	Yearly	Final Map and Site Plan Approval	N/A	Verification Date Initials
Phase 1 All of the improvements proposed for the project would be required as a result of Phase 1 traffic impacts, with the exception of Wilmington Avenue at Del Amo Boulevard, which would require only two lanes in each direction rather than the ultimate proposal of three in each direction, new Central Avenue construction which could be completed from University Drive to Glenn Curtiss Street, ramp improvements at Wilmington/SR-91 and Central/SR-91 and restripe southbound approach of Central at Victoria for two through lanes and a double left-turn lane. As part of Phase 1, Glenn Curtiss Street should be constructed across the project site to Central Avenue. Also, with Central Avenue closed at Glenn Curtiss Street, at least one internal north/south roadway should be completed from Glenn Curtiss Street to Victoria Street. With this connection, traffic originating from/destined to the north could use the internal access road rather than impacting Wilmington Avenue and University Drive.	Construction	Public Works					X						
Phase 2 The full range of improvements described in this section should be completed as part of Phase 2 implementation. This would include construct Central between Glenn Curtiss and Victoria, restripe southbound approach of Central at Victoria for two through lanes and a double left-turn lane, reconstruct Wilmington at Del Amo to add double southbound left-turn lane, and construct ramp improvements at Wilmington/SR-91 and Central/SR-91.	Construction	Public Works						X					
ACOUSTIC ENVIRONMENT													
36. Construction activities should be limited to weekdays during daylight hours (eg., 7 a.m. to 8 p.m.) and Saturdays from 10 a.m. to 6 p.m.	Construction	Building and Safety	X						X				
37. Noise attenuation measures should be employed during construction hours to reduce noise impacts to surrounding uses. Such measures shall include com-	Construction	Building and Safety	X						X				

Mitigation Measure	Type	Responsible Agency	TIMING MATRIX: Building Permit Issuance	Certificate Of Occupancy Issuance	Final Grading Plan/Permit Approval	Structural Improvement Plan/Permit Approval	Completion Of Phase 1*	Completion Of Phase 2**	Ongoing As Needed	Yearly	Final Map and Site Plan Approval	N/A	Verification Date Initials
pliance with state measures for muffling and shielding intake and exhaust from equipment and vehicles.													
38. The siting of all future buildings shall comply with City of Carson regulations for interior and exterior noise levels, as specified by Title 25 of the California Administrative Code and the Uniform Building Code.	Design Construction	Building and Safety Planning	X	X									
AESTHETICS													
39. Individual development projects shall be reviewed by each developer to ensure that specific plan standards for design and visual aesthetic quality are met.	Design Construction	Planning Landscape Architect Public Works Building and Safety	X	X									
40. No building shall be located closer than 100 feet to University Drive to provide adequate visual screening and a buffer between the residential uses to the south and the project site.	Design Construction	Building and Safety	X	X									
41. Loading facilities, mechanical equipment, and communication equipment shall be designed to minimize exposure to public view and shall be screened by landscaping, buildings or walls.	Design Construction	Building and Safety	X	X									
42. Permanent outdoor storage shall be allowed onsite if screened appropriately, according to City of Carson standards.	Construction Ongoing	Building and Safety	X	X									
43. Parking areas shall be screened from public streets by landscaping berms or walls.	Design Construction	Building and Safety	X	X									
44. The landscaping shall conform to the standards set on the landscape concept (Exhibit 17 in the Specific Plan).	Design Construction	Building and Safety Parks and Recreation	X	X									
CULTURAL RESOURCES													
45. If significant cultural deposits are unearthed during earthmoving, a qualified archaeologist and paleontologist shall be retained to assess the significance of the findings. Based on the results of this testing, appropriate mitigation measures specific to each site can be developed.	Construction	Engineering Archaeologist/Paleontologist					X			X			

Mitigation Measure	Type	Responsible Agency	TIMING MATRIX: Building Permit Issuance	Certificate Of Occupancy Issuance	Final Grading Plan/Permit Approval	Structural Improvement Plan/Permit Approval	Completion Of Phase 1*	Completion Of Phase 2**	Ongoing As Needed	Yearly	Final Map and Site Plan Approval	N/A	Verification Date Initials
PUBLIC SERVICES AND UTILITIES													
46. The building division shall review all building permits to ensure that the project will be constructed in conformance with all applicable building codes in order to ensure maximum fire protection. Fire sprinkler systems shall be installed with local alarm and central station supervision.	Design Construction	Building and Safety Planning Public Works	X										
47. The development of this project must comply with all applicable code and ordinance requirements for construction, access, water mains, fire flows, and fire hydrants.	Design Construction	Building and Safety Public Works	X	X									
48. Fire flows of up to 5,000 gallons per minute at 20 pounds per square inch per residual pressure for a five-hour duration will be required.	Design Construction	Building and Safety Fire Department	X	X									
49. Final fire flow will be based on the size of the building, its relationship to other structures and property lines, and the type of construction used.	Design Construction	Building and Safety Fire Department	X										
50. Fencing should be provided which limits access but allows visibility from the street. Fencing which screens visibility of oil uses and vehicular storage areas should be encouraged.	Design Construction	Building and Safety	X	X									
51. Landscaping and berms should be such that they do not block street visibility adjacent to intersections or when the landscaping is determined to be a traffic hazard as determined by the City of Carson Traffic Engineer.	Design Construction	Building and Safety	X	X									
52. Adequate lighting should be provided for nighttime security.	Design Construction	Building and Safety	X	X									
53. Fences should provide a physical barrier to entry but allow for a view of the interior of the fenced area. Roofs should be free of any man-made or natural ladders such as trees. Visibility into and around doorways, porches and windows shall be maintained.	Design Construction	Planning Landscape Architect Building and Safety	X	X									

Mitigation Measure	Type	Responsible Agency	TIMING MATRIX: Building Permit Issuance	Certificate Of Occupancy Issuance	Final Grading Plan/Permit Approval	Structural Improvement Plan/Permit Approval	Completion Of Phase 1*	Completion Of Phase 2**	Ongoing As Needed	Yearly	Final Map and Site Plan Approval	N/A	Verification Date Initials
Security shrubbery should be incorporated, when appropriate, into all landscape plans for site plan and design review. Low shrubbery or trees, trimmed to at least six feet from ground level should maintain visibility into parking lots. Trees should not be placed where they interface with any lighting.													
54. Landscape plans shall include automatic irrigation systems which ensure watering during early morning or evening hours to reduce evaporation losses.	Design Construction	Building and Safety Public Works Parks and Recreation	X	X									
55. The Building Department and the Planning Division shall review building plans for plumbing fixtures to ensure that water reducing measures are utilized (ie., low-volume toilet tanks, flow control devices for faucets, etc.) as required by Title 24 of the California Administrative Code.	Design Construction	Building and Safety	X										
56. The use of drip irrigation systems should be considered in order to reduce water usage.	Design Construction	Building and Safety Public Works Parks and Recreation	X										
57. All required sewer improvements shall be designed and constructed to City of Carson and County of Los Angeles standards. Determination of the requirement to upsize existing facilities shall be made by the City of Carson Department of Public Works.	Design Construction	Public Works Los Angeles County Public Works	X										
58. Fee payment is required prior to issuance of a permit to connect to district sewer facilities.	Design	Public Works Los Angeles County Public Works		X									
59. Each individual employer will be provided a copy of the Los Angeles County Solid Waste Management Plan, which addresses recycling programs.	Ongoing	Building and Safety		X									
60. The Building Department shall review all building plans to assure that Title 24 California Administrative Code requirements are met.	Design Construction	Building and Safety	X	X									
61. The Building Department shall review all building plans to assure that California Administrative Code requirements are met.	Design Construction	Building and Safety	X	X									

Mitigation Measure	Type	Responsible Agency	TIMING MATRIX: Building Permit Issuance	Certificate Of Occupancy Issuance	Final Grading Plan/Permit Approval	Structural Improvement Plan/Permit Approval	Completion Of Phase 1*	Completion Of Phase 2**	Ongoing As Needed	Yearly	Final Map and Site Plan Approval	N/A	Verification Date Initials
62. Although the project is not expected to impact bus service, the following mitigation measures are recommended to mitigate possible impacts that the project may generate upon traffic, air quality and energy: a. Placement of bus route information in conveniently located areas. b. Encouragement of an employer-subsidized bus pass program.	Ongoing	Planning		X									
63. Direct access onto arterials shall be limited to the those driveways required to serve individual lots, as determined by the Director or Public Works.	Design Construction	Public Works Building and Safety	X										

* Phase 1 shall be deemed complete when 1,880,000 square feet has been constructed within the Phase 1 area, as identified in Exhibit 37, or the Developer requests building permits for parcels within the designated Phase 2 area.

** Phase 2 shall be deemed complete when a total of 3,666,000 square feet has been constructed for the project, within the areas identified as Phase 1 and 2, or the Developer requests building permits for parcels within the designated Phase 3 area.

10 IMPLEMENTATION

PHASING

Dominguez Technology Centre is generally anticipated to be developed in multiple phases as depicted in Exhibit 37. Each phase may be developed in subphases and actual time frames for construction shall be based on demand for the various products. Infrastructure (roads, water, sewer and storm drain facilities) shall be installed in conjunction with development of each stage. Phase 1 shall be deemed complete when 1,880,000 square feet have been constructed within the Phase 1 area, as identified in Exhibit 37, or the Developer requests building permits for parcels within the designated Phase 2 area.

Phase 2 shall be deemed complete when a total of 3,660,000 square feet have been constructed for the project, within the areas identified as Phase 1 and 2, or the Developer requests building permits for parcels within the designated Phase 3 area. Anticipated improvements for each phase are included in Table 31.

FISCAL IMPACT A fiscal impact report is prepared to project economic consequences of the proposed development. The following discussion summarizes the anticipated fiscal impacts for development of the Dominguez Technology Centre. The summary is based on the fiscal impact analysis prepared by the Pasadena Research Institute and included as Addendum 1 in Appendix I.

Developments such as the Dominguez Technology Centre, where the developer bears the cost of onsite infrastructure improvements, generate significant annual increases in revenues for the City. Specific economic benefits are delineated below:

A. Expected annual City tax increases by type of use:

Industrial	$ 530,608
Office	434,134
Technology	643,162
TOTAL	$ 1,607,904

Table 32
PHASING PLAN

	Phase 1	Phase 2	Phase 3
Acreage	115[1]	225	288
Percent of development	40	78	100
Square feet	1,880,000[2]	3,666,000	4,700,000
Traffic improvements[3]	All traffic mitigation measures except those listed in Phase 2.	All mitigation measures for Wilmington Avenue at Del Amo, Central Avenue from Glenn Curtiss to Victoria Street, improvements to the ramps for Central and Wilmington at the SR-91, if required.	N/A
Oil well consolidation:			
Time frame	1991-92	1993-94	1995-96
Improvements	Oil, gas and wastewater gathering lines, along with the electrical distribution systems to each operating well will be consolidated into future street right-of-way for property in Phase I.	Electrical and gathering lines for property in Phase II	Electrical and gathering lines for property in Phase III. In addition, three drilling and production sites will be developed as part of the consolidation of the oil operation. These sites will remain in existence until such time as the oil operation on each site is no longer economically viable.

NOTE: There are no specific time frames established for each phase. Each phase will be developed based on economic conditions.

1 Gross developed acres.

2 Square feet per phase is based upon the percentage of development. Actual square feet developed per stage will be based upon demand for the specific uses.

3 Traffic improvements identified in this phasing plan are those recommended by DKS Associates, as contained in the appendix to this specific plan. The applicant will construct the improvements required for each phase as indicated in the mitigation measures) prior to the occupancy of each phase.

Table 32 (cont'd)

Special landscape treatment	Landscape treatment along all perimeter streets, except the northern portion of Central Avenue, shown in Phase II, shall be completed prior to issuance of occupancy permits for any buildings in Phase I.

B. Annual tax increments to Los Angeles County and Special Districts[1] by phases:

Phase 1	$ 1,034,845
Phase 2	2,067,691
Phase 3	3,101,536

C. Although not specifically delineated, additional revenue will be generated from the support commercial planned for the Dominguez Technology Centre.

OFFSITE TRAFFIC MITIGATION MEASURES

Offsite traffic mitigation measures will be instituted in conformance with the traffic study recommendations. The developers will work with the City to determine equitable costs for offsite improvements. After tendering the development's fair share costs, the failure of other parties (ie., Caltrans, local agencies, other landowners, etc.) to grant approval for completion of the improvements shall not delay project approval or continued development. The developer has control over the tendering of its share, but cannot control the actual timing for completion of the improvements. The Traffic Demand Management Program objectives are included in Chapter 3, and specific offsite traffic migitation measures are contained in Chapter 8.

If California State Dominguez Hills is able to provide an easement on their property for the location of a portion of Central Avenue, a Class I bicycle path and sidewalk, then the applicant (Dominguez Technology Centre) will be responsible for all cost incurred in building the bike paths. Central Avenue is a mitigation measure to be constructed in Phase 2.

The applicant shall fund a study and submit a program to be approved by the City Engineer that proposes a fair-share funding mechanism for all cumulative circulation improvements, as specified in the technical traffic report for the project.

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1 Special Districts sharing tax increments: Los Angeles County Flood Control District, Consolidated Sewer Maintenance District, County Lighting Maintenance District, Central Water Basin Water Replenishment District, Metropolitan Water District, Southeast Mosquito Abatement District, Los Angeles County School District, Los Angeles Unified School District, Los Angeles Community College District, Consolidated Fire Protection District of Los Angeles County, Los Angeles County Library.

SPECIFIC PLAN AMENDMENT PROCESS

1. Minor Revisions

Minor revisions to the plans, guidelines, regulations and standards set forth in the specific plan may be approved by the Director of Community Development, provided such deviations are not detrimental to the public health, safety and welfare. Minor revisions may be approved without amending the specific plan. Minor revisions shall be limited to the following:

A. A reduction in lot, yard and building area requirements by not more than ten (10) percent of that specified.

B. Minor modifications to architectural or landscape design guidelines.

C. Addition of new information or data to the specific plan maps or text which does not change the effect of any concepts or regulations.

D. Changes to the community infrastructure systems which do not change the concepts nor significantly change the capacities of the systems.

E. Modifications to the City of Carson's parking requirements.

F. In the event that a portion of a site or partially improved site or of two or more contiguous sites is subdivided or severed in ownership from the remainder of such site or contiguous sites, such portion so subdivided or severed, and the remaining portion of such site or partially improved site, shall each thereafter be treated for all purposes hereunder as separate sites or partially improved sites for the express purpose of imposing upon and subjecting each of such newly formed site or partially improved site to all of these restrictions.

G. Any such subdivision or severance of any site or sites shall be accomplished solely in accordance with a parcel map, tract map or similar map or plot plan which, prior to such subdivision or severance, shall be submitted to and approved in writing by developer as well as the local governmental agency having jurisdiction over such matters.

2. **Major Amendments**

A. As provided in the development agreement, the City Council may amend, supplement or change the regulations and districts herein or subsequently established after recommendation thereupon by the Planning Commission after public hearings as required by law. An amendment, supplement or change may be initiated by the City Council, by the Planning Commission or by petition of the owners of the subject property. Any amendment, supplement or change to the approved specific plan shall be in conformance with the approved development agreement. Any amendment, supplement or change to the approved development agreement shall be authorized by the developer.

B. A request for a change of the land use district or regulations pertaining to a property shall be presented by the landowner or a duly authorized agent to the Planning Commission on a form furnished by the Planning Department. The form, setting forth the request and any related facts, circumstances or information, shall be filed with the Director together with the fee established by resolution of the City Council. The Planning Commission shall hear the request and shall take such action as it deems necessary in order to proceed with any studies, surveys, investigations or hearings as may be required by law. Within fifteen (15) days after the hearing, the written recommendation of the Planning Commission together with findings or other matters as may be related to the request shall be transmitted to the City Council.

C. In the case of action by the Planning Commission on a landowner's request recommending against the adoption of a change of the land use district or regulations pertaining to a request, the City Council shall take no further action thereon.

APPROVALS, VARIANCES, WAIVERS AND CHANGES

1. Standards and Approval

A. Approval shall be based, among other things, on adequacy of site dimensions, soundness and attractiveness of structural and aesthetic design, suitability of materials to be employed in construction, conformity and harmony of external design with neighboring structures, effect of location and use on improvements, operations and uses on neighboring sites, relation of topography, grade and finished ground elevation of the site being improved to that of neighboring sites, proper facing of main elevation with respect to nearby streets, and conformity of the plans and specifications to the specific plan set forth in this declaration read in conjunction with its purpose and desired intent.

B. Any such subdivision or severance of any site or sites shall be accomplished solely in accordance with a parcel map, tract map or similar map or plot plan which, prior to such subdivision or severance, shall be submitted to and approved in writing by developer as well as the local governmental agency having jurisdiction over such matters.

2. Developer Approval Required

No improvement shall be erected, placed, altered, maintained or permitted to remain on any site or partially improved site or any portion thereof except in accordance with plans and specifications showing plot layout, all exterior elevations, structural design, materials and colors, parking, signs, and landscaped, and, as applicable, all change orders, which shall have been submitted to and approved in writing by the developer.

Such plans, specifications and change orders shall be submitted in writing and certified as such by the occupant of the site. If the developer does not approve or disapprove such plans, specifications and change orders within thirty (30) days after the same have been submitted to it, it shall be conclusively presumed that the developer has disapproved said plans,

specifications and change orders. Upon approval by the developer of plans, specifications and change orders for construction or alteration of any improvement, a copy of such plans, specifications and change orders as so approved shall be deposited for permanent record with the developer and a copy of such plans, specifications and change orders bearing the written approval of the developer shall be returned to the occupant making application for approvals.

GENERAL CONDITIONS OF APPROVAL

1. The approval of Specific Plan No. 2-89 shall consist of:

   a. The master plan of development for the 288-acre site as described in the Dominguez Technology Centre Specific Plan text and exhibits.

   b. The Conditions of Approval enumerated herein.

2. Specific Plan No. 2-89 is adopted as an implementation of the City of Carson General Plan and may be modified, amended or repealed by the City Council unless otherwise provided for in a Development Agreement.

3. The development of the property included in Specific Plan No. 2-89 shall be in a accordance with the mandatory requirements of all Carson Municipal Code (CMC) Ordinances and state laws (except those requirements modified, amended, or revised in the approved Specific Plan) and shall conform with approved Specific Plan No. 2-89 as filed in the office of the Carson Community Development Department unless otherwise amended.

4. No portion of the specific plan which purports or proposes to change, waive or modify any ordinance or other legal requirement for the development, or to set special time commitments for the development, shall be considered to be a part of the adopted specific plan.

5. Any sections of the Carson Zoning Ordinance incorporated into the specific plan text by reference are incorporated for convenience and are

expressly not intended as an exhaustive nor all-inclusive listing of conditions of rights incorporated into the specific plan. Any conflicts with such references and the intent, purposes, objectives of the specific plan shall be resolved as approved by the Community Development Director.

6. If any of the conditions of approval contained herein differ from the terms specific plan text and exhibits, the conditions of approval shall take precedence.

7. Any conditions (mitigation measure) contained herein relating to any specific phase or mitigation measure outlined in the specific plan text related to specific phases shall be implemented prior to construction of the designated phase of development.

8. Specific Plan No. 2-89 and the conditions contained herein establish the framework for the development of the Dominguez Technology Centre. All changes and/or modifications to the specific plan determined by the Community Development Director (hereafter "Director") to be significant shall require a formal specific plan amendment and shall follow the procedures as outlined in Section 65500 of the California Government Code.

9. Unless notified by the approved mitigation monitoring plan, the applicant shall submit annual mitigation monitoring reports on the anniversary date of the specific plan for each fiscal year of development and shall include, but not be limited to the following:

   a. A tracking report of specific plan development activity that summarizes structural unit and lot totals by tentative subdivisions, final maps and phases.

   b. An analysis of specific plan development activity with respect to the existing and planned balance of densities and lots among phases and structural units.

c. A listing of the status of mitigation measures as required in the conditions of approval and identified in the EIR/Specific Plan shall include but not be limited to the types of land use (percentage), transportation/circulation, public services, utilities and facilities impacts, etc.

10. The mitigation monitoring plan shall be brought before the City Council for review and approval either concurrently with or after final environmental impact report (EIR) approval and certification and the adoption of findings approving Specific Plan No. 2-89.

PROCEDURES FOR IMPLEMENTATION

11. Administrative Site Plan and Design Review shall only be required to verify compliance of the development plan with the approved specific plan. A development plan shall be submitted and approved according to the following procedures before any grading, electrical, plumbing or building permit is issued, which involves significant exterior changes in the opinion of the Director of Community Development.

A. Submittal

An application shall be filed in accordance with Section 9173.1 of the Carson Municipal Code (CMC). Prior to accepting an application, the Director may require that a conference be held with the project designer. Said application shall consist of two (2) sets of the following:

Site Plans
Building Elevations
Floor Plans
Roof Design Plans
Landscape/Hardscape/Irrigation Plans
(1) Color Palette
(1) Material Board

A letter shall accompany the application discussing the design themes to be used, the types and colors of materials to be used and anything else to enable planning staff to evaluate the project properly to determine compliance with the approved Specific Plan and the Carson Municipal Code (as amended by the approved Specific Plan).

B. Approval Authority

An application for approval of the development plan shall be submitted to the Director or his representative for determination and authority to approve in any of the following:

1. Any construction of a new building or structure having an estimated valuation of $25,000 or more.

2. Any expansion, additions, alterations or repairs to existing structures or other construction if the estimated valuation is $25,000 or more and the work involves changes in exterior architectural design, landscaping design, or parking facilities.

The Director shall have authority to approve without a Development Plan work involving any of the following:

1. Any construction of a new building or structure having an estimated valuation of less than $25,000.

2. Any expansion, additions, alterations or repairs to the exterior of existing structures, or other construction if the estimated valuation is less than $25,000 and the work involves changes in exterior architectural design, landscaping design or parking facilities.

3. Any construction involving only interior modifications to existing buildings regardless of the estimated valuation of the work.

4. Signs.

5. Solar energy equipment installation.

The valuation of construction delineated by this condition shall be established by the City Building Official using as a guide the Marshall Valuation Service compiled by Marshall Swift Publication Company.

C. Findings and Decision

After evaluation, the Director shall render his decision. The Director shall approve a development plan if he is able to make affirmative findings based on the following criteria:

1. The project is compatible with the General Plan, the Specific Plan and surrounding uses.

2. The project is compatible in architecture and design with existing and anticipated development in the specific plan, including the aspects of site planning, land coverage, hard-scaping and landscaping, appearance and scale of structures and open spaces and other features relative to a harmonious and attractive development of the area.

3. The project provides for convenience and safety of circulation for pedestrians and vehicles.

4. The project provides attractiveness, effectiveness, and restraint in signing, graphics and color.

5. The project provides development scheduling which will satisfy the above criteria in each phase.

6. The project is in conformance to any applicable design standards and guidelines which have been adopted pursuant to Section 9172.15 of the Carson Municipal Code and any design stand-

ard set forth in the specific plan. Such design standards and guidelines may be generally applicable or may specify different requirements for different areas.

If the proposed development complies with all applicable requirements and standards of the Carson Municipal Code (except where the approved specific plan modifies, amends or revises the Carson Municipal Code) and other laws and regulations, and the approving authority finds that the criteria of Paragraph "C" of this condition is adequately met, or can be met if specified conditions are observed, the Development Plan shall be approved, subject to such specified conditions. If the approving authority finds that the proposal cannot meet and cannot be modified to meet the requirements of this Chapter and the above criteria, the Development Plan shall be disapproved. In all cases, findings shall be made concerning the grounds for approval or disapproval.

D. Effective Date and Appeal

The decision of the Director shall become effective immediately unless an appeal is filed in accordance with Section 9173.4 of the Carson Municipal Code.

E. Compliance

After approval of a development plan and before City authorization to connect utilities, or before final inspection approval by the Building Official pertaining to any facilities constructed under the development plan, the Planning Division shall inspect the site for compliance with the approved development plan and conditions. Any deficiencies which are not corrected to the satisfaction of the Director shall be submitted to the Commission for determination as to compliance upon written request to the Director by the property owner or his authorized representative.

F. Exemption of Existing Improvements

Approval under this procedure shall not result in requirements to alter or improve any existing improvements unless:

1. Such existing improvements are to be altered in connection with the proposed construction, grading or remodeling; or

2. Such existing improvements are directly affected by such proposed construction, grading or remodeling; or

3. The value of the proposed new or replacement construction, alterations, remodeling or other improvements being made exceeds fifty (50) percent of the value of existing improvements.

G. Subsequent Modifications of Conditions

1. After a site plan and design review permit has been granted, modification of the development plan and/or any conditions of the permit, including additions or deletions may be considered upon filing of an application by the owner of the subject property or his authorized representative in accordance with Section 9173.1.

2. A proposed modification of the development plan shall be reviewed in the same manner as an original application as outlined in Section "B" of this condition.

3. The decision and any appeal in connection with modification of a development plan and/or conditions of the permit shall be in the same manner as set forth in Section 9173.4 of the Carson Municipal Code.

H. Expiration of Permit

A site plan and design review permit shall remain in effect as long as the specific plan is in force.

12. An environmental assessment shall be conducted for approval in conjunction with the submission of a subdivision application.

13. A development plan shall be submitted for approval in conjunction with the submission of a subdivision application.

14. Prior to approval of a subdivision application, the City shall contact all appropriate agencies and organizations for comment during the public review period.

15. For the purpose of constructing the Dominguez Technology Centre, the property owner shall develop the subject property in accordance with the requirements of the Carson Municipal Code, Article IX, Chapter 1 (Zoning) unless otherwise provided for herein, and except for the modifications, amendments or revisions to the Carson Municipal Code in the approved specific plan.

16. Uses shall be consistent with the uses provided for in the General Plan, Specific Plan, Carson Municipal Code, and all applicable state and federal regulations.

17. All uses shall be conducted within an enclosed building, except uses specifically related to the ongoing oil and agricultural operations onsite.

18. There shall be a minimum of thirty-three (33) feet of contoured landscaping to include eight (8) feet of public right-of-way and twenty-five (25) feet of building setback along Victoria Street and Wilmington Avenue, University Drive and (proposed) Central Avenue.

19. All buildings shall be set back from the frontage street as follows:

    a. Wilmington Avenue - 25 feet
    b. University Drive - 100 feet
    c. Central Avenue - 25 feet (east side only)
    d. Victoria Street - 25 feet
    e. Commercial zones - 25 feet

20. If permanent perimeter or interior fencing is established for the project, the Director shall approve the materials used, the design, and the compatibility with the building at which it is located and the surrounding area. In a required front yard and any abutting future right-of-way, any portion of a fence, wall or hedge above three and one-half (3-1/2) feet in height shall not impair vision by obscurring more than ten (10) percent of the area in the vertical plane. The maximum height for all fencing is eight (8) feet.

21. All refuse areas shall be constructed in conformance with the adopted design standards pursuant to Section 9136.2 of the Zoning Ordinance unless otherwise approved by the Director.

22. Recycling. All refuse areas shall be designed to incorporate future source separation facilities in accordance with any future adopted federal, state and City ordinances and subject to Director approval. Any obsolete or underutilized trash area shall be removed or replaced by either additional parking or landscaping. Any modifications to an approved site plan shall be subject to review and approval by the Community Development Department.

23. Landscaping. Detailed landscape and irrigation plans for each phase shall be submitted to the Community Development Director for approval. Said plans shall include, but not be limited to, the following concepts and standards:

    a. Conceptual compliance with the landscaping themes and exhibits in the specific plan text;

    b. Theme commitment to concentrations of palm trees at major entrance points with canopy trees used in parking and patio areas;

    c. Mounded earth forms and colorful ground cover used to create accent points wherever possible; and,

    d. Drought-resistant plants.

24. Landscape treatment along all perimeter streets, except the northern portion of Central Avenue, shown in Phase II, shall be completed prior to issuance of occupancy of any new building in Phase 1.

25. An erosion control plan shall be prepared for the University Drive frontage from the west project boundary of TRW to Central Avenue. Said plan shall include recontouring the slopes and hydroseeding all exposed slope surfaces. The erosion control plan is subject to the approval of the Public Works Director and the Community Development Director, and shall be implemented prior to the issuance of occupancy of any new building in Phase 1. Storm drain facilities reconstruction in conjunction with slope recontouring shall be required as approved by the Public Works Department.

26. Incorporated as a focal point into the common area landscaping, a portion of property shall be set aside under Phase 2 to establish a historical monument commemorating the first international air meet in the Los Angeles area.

27. The Dominguez Technology Centre shall comply with the current ordinances of the City pertaining to park fees.

28. The Dominguez Technology Centre shall adhere to any current ordinance pertaining to art in public places.

29. Recreation Facilities. The responsibility and determination for establishing onsite recreational facilities will be the responsibility of individual tenants and the Dominguez Technology Centre managements.

30. The developer shall install full-width landscaped raised medians on:

    - Central Avenue, University Drive to Victoria Street

    - University Drive (unless the City Attorney determines that the roadway deed precludes the City from requiring future improvements)

The above condition is the equivalent of half-medians on Victoria Street, Wilmington Avenue, University Drive and Central Avenue.

NOTE: The Public Works Committee and Public Works Department recommended installation of fullwidth medians on Victoria Street and Wilmington Avenue.

31. Street Lighting. Street lighting shall be installed by the developer to the requirements and standards of the County of Los Angeles Department of Public Works on all interior and exterior streets. Median island lighting shall be provided along Victoria Street. Parkway lighting shall be provided along Wilmington Avenue, Central Avenue and University Drive to conform to established installations elsewhere. (In case median islands are not required, parkway street lighting shall be provided.)

32. Prior to the issuance of grading permits, detailed grading plans shall be submitted for the approval of the Community Development Director for each phase in question. The plans shall show any offsite (out-of-phase) grading proposed such as borrow areas, and identify appropriate mitigation measures which will be followed to minimize erosion, unnecessary scarring or environmental damage.

33. Exterior Perimeter Streets. The developer shall construct full-width street improvements (including but not limited to curb, gutter, lighting, street trees and sidewalks) along exterior streets: Victoria Street (100 feet), Wilmington Avenue (100 feet), University Drive (84 feet, until such time that the General Plan is amended to provide for an 80-foot width) and Central Avenue (100 feet). Sidewalks shall be provided corner to corner along the entire perimeter frontage, except for University Drive, to City of Carson standards. Mitigation measures at Central and University, Central and Victoria, and University and Wilmington shall be completed by the applicant as conceptually shown in the EIR/Specific Plan, Appendices 2, Appendix E, 'Conceptual Sketches of Existing and Proposed Roadway Geometrics' and as required by the Director of Public Works.

34. Plans. During Phase 1, the applicant will have Construction Plans, Specifications and Estimates prepared by licensed civil engineers (or traffic engineers for work for which they are qualified) for all street improvements required, including all identified mitigation measures (both on- and off-site) and all signal installation/modifications for Phase 1 and/or future construction to the satisfaction of the Director of Public Works.

35. On-Site Traffic Signals. Traffic signals shall be installed at the six (6) proposed intersections by the developer, ie., two (2) on Victoria Street, one (1) on Wilmington Avenue, three (3) on Central Avenue at 100 percent developer cost. A new traffic signal shall be installed by developer with cost shared by the City (50-50) at existing Central Avenue and University Drive. All necessary modifications to existing signals, ie., Wilmington Avenue at University Drive, Central Avenue at Victoria Street, Wilmington Avenue at Glenn Curtiss, Wilmington Avenue at Victoria Street, shall be at developer's cost including hardware for interconnection of perimeter streets.

36. Off-Site Street Widening and Traffic Signal Modifications. All off-site street mitigation measures shall be completed as conceptually shown on the EIR/Specific Plan, Appendices 2, Appendix E, "Conceptual Sketches of Existing and Proposed Roadway Geometrics" as required by the Director of Public Works.

    Offsite street intersections include:

    - Avalon Boulevard at University Drive
    - Wilmington Avenue at Del Amo Boulevard
    - Central Avenue at State Route 91 E/B and W/B on-off ramps
    - Wilmington Avenue at State Route 91 E/B and W/B on-off ramps

37. Traffic Level of Service Standards. The following Levels of Service (LOS) or Intersection Capacity Utilization (ICU) levels shall be adhered to as thresholds as indicated:

    Local and Residential Street Intersections LOS C

Other Surface Street Intersections	LOS D
Freeway Ramps	ICU 0.94
Special Situations with Prior Approval	ICU 0.94

NOTE: This was recommended by the Public Works Committee

38. Fees. That all appropriate plan check and cash in lieu fees shall be paid to the Public Works Department, City of Carson, required sewer connection fees to the Los Angeles County Sanitation District and any other applicable fees as required.

39. Bicycle Path (Class 1). That the City negotiate with California State University, Dominguez Hills, to secure an easement for a Class 1 bicycle path on the college site adjacent to Central Avenue. The developer shall be responsible for the construction of the bicycle path. However, the City will seek grant-type funding to offset developer cost.

40. Prior to the commencement of each phase of construction, notification to the Los Angeles County Sanitation District(s) is required indicating the estimated waste water flow or when the anticipated 4.757 cfs wastewater flow materializes. Notification shall be in the form of a phased or master plan.

41. Final plans shall be forwarded to the district(s) so that a determination can be reached regarding a permit for industrial wastewater discharge. Upon approval of the specific plan, the applicant shall contact the Industrial Waste Section for further information.

42. Prior to the issuance of building permits for any occupied building or structure in the Dominguez Technology Centre, the developer must gain approval from the Los Angeles County Department of Regional Planning regarding SB 255 and the Airport Land Use Commissions (ALUCs).

43. For any bus stops, covered, lighted bus shelters, concrete bus stop pads and wide sidewalks with handicapped access shall be provided.

44. All bus stops shall be located on the far side of intersections, 150 to 250 feet between the intersection and the nearest driveway. Bus stops to be placed in right lanes, not a bus turn-out. A thirty-two (32) foot curb return radii shall be required for transit buses making right turns.

45. The industrial area shall be designed so as to facilitate public transportation access by providing for bus stopping and turning movements and car and vanpool parking.

46. Provide the gas company with final street construction plans in order to determine any conflict with gas line facilities prior to construction.

47. Should any Dominguez Technology Centre uses employ underground tank storage or industrial waste discharge, the Los Angeles County Department of Public Works shall be contacted for the issuance of necessary permits.

48. The applicant shall provide the California Regional Water Quality Control Board with the following information:

    a. Identify the type(s) of waste(s) to be discharged.

    b. Specify the projected sewage flow rate.

    c. The project must demonstrate that wastewaters from the project will be adequately collected, transported, and that the receiving treatment plant will have adequate capacity to treat and dispose of the wastewaters in a satisfactory manner.

    d. An analysis of the cumulative flows generated by all proposed, pending and approved projects within the service area of the designated treatment plant. If expansion of the treatment plant facilities will be required to meet projected wastewater demand, the applicant must demonstrate that additional capacity will be available prior to new connections for proposed development.

49. All onsite improvements involving landscaping, fences, roofs, parking lots, doorways/porches, windows, security shrubbery and exterior lighting shall be provided to the Sheriff's office for review and comment during site plan and design review approval.

50. Prior to construction, the project applicant shall consult with the Division of Oil and Gas district office in Long Beach for information on the wells located in the project area.

51. Oil well drilling and subsequent operation and maintenance shall be subject to the provisions of the Carson Zoning Ordinance Section 9148.2.

52. That financial measures, as required by California Government Code Section 65451(a)(4), be incorporated as an appendix to the specific plan for review and approval by the Director prior to submittal of the specific plan to the City Council for consideration.

53. Location of Central Avenue. The Developer shall construct full-width street improvements (including curb, gutter, lighting, street trees and sidewalks) along Central Avenue (100 feet) from Victoria Avenue to University Drive. The Developer shall construct a Class-1 bicycle path on the west side of Central Avenue from Victoria Avenue to University Drive. If California State University Dominguez Hills (CSUDH) grants an easement for a portion of Central Avenue to be located on its property, including the Class-1 bicycle path and sidewalk, then the City will use its best efforts to assist Developer in securing funds and grants from CSUDH and the county, state and federal governments to construct that portion of the improvements which will be on CSUDH property. Notwithstanding the immediately preceding sentence, nothing contained herein shall be construed to require the City to provide other funds or grants to assist Developer in the construction of the Central Avenue improvements specified in this condition. Central Avenue, including the adjacent sidewalks and bike path on the west side shall be constructed between University Drive and Glenn Curtiss prior to occupancy of Phase I of the project. Central Avenue, including the adjacent sidewalks and bike path on the west side of Central

Avenue, shall be constructed between Glenn Curtiss and Victoria Avenue prior to occupancy of Phase II of the project.

54. Dominguez Properties intends to fund fully, directly, or indirectly, all onsite and offsite improvements which it is required to complete pursuant to the specific plan. Dominguez Properties will obtain funding for these improvements through a variety of sources, not all of which are known at this time. Dominguez Properties does not anticipate at this time that funding for the improvements via new bond or tax financing from the City will be required. Certain conditions expressly contemplate direct funding from sources other than Dominguez Properties through fair-share formula or otherwise. These conditions (and the sources contemplated) are as follows:

1) Onsite (Dominguez Properties)

2) Offsite (Dominguez Properties and Fair-Share Formula Contributions of other agencies and organizations)

a. Surface street intersections

- Central Avenue and Artesia Street (westbound)
- Central Avenue and Albertoni Street (eastbound)
- Wilmington Avenue and Artesia Street (westbound)
- Wilmington Avenue and Albertoni Street (eastbound)
- Wilmington Avenue and Del Amo Boulevard
- Avalon Boulevard and University Drive
- West side of Central Avenue between University Drive and Victoria Street

b. Freeway ramp connections

- Westbound 91 freeway off ramp to Wilmington Avenue
- Westbound 91 freeway on ramp from Wilmington Avenue
- Westbound 91 freeway off ramp to Central Avenue
- Westbound 91 freeway on ramp from Central Avenue
- Eastbound 91 freeway off ramp to Wilmington Avenue

- Eastbound 91 freeway on ramp from Wilmington Avenue
- Eastbound 91 freeway off ramp to Central Avenue
- Eastbound 91 freeway on ramp from Central Avenue

c. Freeway overcrossing (bridge surfaces)

- Central Avenue and 91 freeway
- Wilmington Avenue and 91 freeway

55. Financing of Offsite Mitigation Measures. Developer shall carry out or bond for all offsite improvements identified in Paragraph H of Section 10 of Ordinance 90924. In the event that the agency or agencies having jurisdiction over the territory on which the improvement is to be located either (a) fail to approve construction of the improvements within the time limits specified in Government Code Sections 65950-52 or (b) fail to obtain possession (pursuant to Code of Civil Procedure Section 1255.410 or otherwise) of the property within 120 days of such agency's approval of construction of the improvement (hereinafter, the "Delayed Improvement"), then Developer shall bond for 100 percent of the cost of the Delayed Improvement, when notified by the City to do so. Developer shall not be required to complete the Delayed Improvement within the time period otherwise specified in the specific plan, but Developer shall instead be obligated to complete the Delayed Improvement as soon as reasonably practicable and in accordance with City's guidelines for such construction, as provided in a timetable agreed upon by and between Developer and the Director of Public Works. The amount of the bond shall be reduced from time to time as a portion or portions of the Delayed Improvements are constructed so that the amount of the bond shall be equal to the estimated cost of the improvements not yet constructed. The amount of the bond shall be adjusted annually in the same percentage as changes in the Consumer Price Index, All Urban Consumers, for the Los Angeles-Anaheim-Riverside Statistical Area (1982-84=100), as published by the Bureau of Labor Statistics. The date from which the change in the index is to be computed shall be the initial date of the bond. The bond shall remain in effect until the improvements are constructed or until January 1, 2006 whichever occurs first. Notwithstanding the

DOMINGUEZ TECHNOLOGY CENTRE
PROJECTED PHASING

LEGEND

1	PHASE IDENTIFIER

VICTORIA STREET

CENTRAL AVENUE (FUTURE)

WILMINGTON AVENUE

UNIVERSITY DRIVE

190TH ST

EXIST BLDG

N.A.P.

PARKING AREA ASPH

pbr

EXHIBIT 37

expiration and release of such bond, Developer's obligation to construct the improvements shall remain until construction of the improvements is completed.

The City shall impose a fee on other proposed development projects in the City in the vicinity of the improvements which fees shall be determined on the basis of (a) the total cost of the offsite traffic improvements and (b) the extent to which such other development projects will generate additional traffic volumes which contribute to the need for the offsite traffic improvements. The cost of any traffic study required to determine these amounts shall be paid for by the Developer. The City shall make reasonable good-faith efforts to assist in obtaining rights-of-way and other necessary approvals from the appropriate state or local governments and to enter into one or more agreements with the State of California and other local governments with jurisdiction over the areas of the improvements for collection of fees from development projects located in those jurisdictions in the vicinity of such improvements which contribute to the need for the improvements. The City will also use its best efforts to secure funds and grants from the County, state and federal government to help pay for the cost of making the improvements, except that nothing contained herein shall be construed to require the City to provide other funds for the cost of the improvements listed in Paragraph H of Section 10 of Ordinance 90-924. Upon Developer's completion of the improvements, any fees derived under such conditions and agreements shall be paid over to the Developer as partial reimbursements not to exceed an amount equal to the percentage which such other development projects contribute to the need for the offsite traffic improvement. The Developer's proportionate share of the cost of the improvements required by this condition shall be determined by the City Council based upon its consideration of a traffic study and other evidence.

56. Private Security. Developer shall provide or cause to be provided private security reasonably acceptable to the Director of Community Development throughout the project area commencing upon the inception of construction of the project. This condition shall not expire at the completion of construction but shall continue as long as the pro-

ject site is used as an industrial/office/technology/commercial site, and shall be binding upon Developer's successors and assigns.

57. Congestion Management Program. In the event that (a) a Congestion Management Program (Government Code Section 65088 et seq., as amended) is adopted by the designated agency which establishes levels of service standards or other requirements for street segments, intersections and/or freeway on or off-ramps within the City, and (b) the designated agency identifies the City as being in nonconformance with the Program or the City adopts a deficiency plan pursuant to Government Code Section 65089.3, which identifies the project as a contributing cause to one or more of the deficiencies listed in the program, then Developer shall at its option do either of the following: (a) pay a portion of the cost of correcting the deficiency which portion shall be determined by multiplying the percentage that the project is estimated to contribute to the deficiency by the estimated cost of correcting the deficiency, or (b) correct its proportionate share of the deficiency. The above-mentioned cost or shall shall be determined by the City Council based upon its consideration of a traffic study and other evidence.

58. Additional Mitigation Measures. City may impose mitigation measures in addition to the measures required as a condition of approval of the specific plan in the event a state or federal law or regulation is enacted or applied after the adoption of the specific plan which requies, or makes it reasonably necessary for the City to impose, additional mitigation measures or requirements on the project or property.

ORDINANCE

ORDINANCE NO. 90-924

AN ORDINANCE OF THE CITY OF CARSON ADOPTING THE DOMINGUEZ TECHNOLOGY CENTRE SPECIFIC PLAN (SPECIFIC PLAN NO. 2-89) WITH AMENDMENTS AND CONDITIONS THERETO, AND CERTIFYING THE FINAL ENVIRONMENTAL IMPACT REPORT THEREFOR

THE CITY COUNCIL OF THE CITY OF CARSON HEREBY ORDAINS AS FOLLOWS:

Section 1. An application was duly filed by the applicant, Dominguez Properties, with respect to real property described in Exhibit "A," attached hereto, requesting the approval of the Dominguez Technology Centre Specific Plan (Specific Plan No. 2-89), pursuant to California Government Code Sections 65450 through 65457, for the development of a 288-acre parcel for an industrial, technological and office complex to be known as the Dominguez Technology Centre.

Section 2. The property is zoned ML (Manufacturing, Light); ML-D (Manufacturing, Light-Design Overlay District); and CN (Commercial, Neighborhood). The Project is bordered to the north and east by industrially zoned property; to the south by RS (Residential, Single-Family) zoned property. Specific Plan No. 2-89 will allow for the construction of up to 4.7 million square feet of technological, office, commercial and industrial buildings. Upon completion of the 4.7 million square feet, an additional 10% of gross floor area may be constructed if: (1) a traffic study is completed and demonstrates that all on and off-site intersections and freeway on and off-ramps identified in the Specific Plan are operating at the standards set by the Public Works Committee and identified in the Implementation section of the Specific Plan text, and (2) there is not a significant environmental impact on air quality, traffic circulation, noise, public services or other areas as determined by the City Council and identified in the Development Plan Section of the Specific Plan Text.

Section 3. An Environmental Impact Report ("EIR") was prepared for the Project by PBR, an environmental consultant. The EIR was circulated to interested agencies. Comments were received and responses prepared and incorporated into the Specific Plan/EIR text. A copy of the EIR is on file in the office of the City Clerk.

Section 4. The Planning Commission conducted a public hearing on the Specific Plan and EIR on December 12, 1989, January 9, 1990 and February 13, 1990 at 7:00 p.m. at City Hall, Council Chambers, 701 East Carson Street, Carson, California. Notices of the time, place and purpose of the aforesaid meetings were duly provided in accordance with California Government Code Sections 65355 and 65090.

Section 5. Evidence, both written and oral, was duly presented to and considered by the Planning Commission at the aforesaid public hearings, including but not limited to staff reports dated December 12th, January 9th and February 13th, along with testimony by the applicant and other members of the public.

Section 6. The Planning Commission adopted Resolution No. 90-1301, recommending that the City Council adopt and certify the EIR, with certain amendments thereto as contained in Exhibit "C," attached to that Resolution, and recommending approval of Specific Plan No. 2-89, subject to amendments and conditions listed in Exhibit "D," attached to that Resolution.

Section 7. The City Council conducted a public hearing on the Specific Plan and EIR on September 4, 1990 and September 18, 1990 at 6:00 p.m. at City Hall, Council Chambers, 701 East Carson Street, Carson, California. A notice of the time, place and purpose of the aforesaid meetings were duly provided in accordance with California Government Code Sections 65355 and 65090.

Section 8. Evidence, both written and oral, was duly presented to and considered by the City Council at the aforesaid public hearings, including but not limited to staff reports dated September 4, 1990 and September 18, 1990, along with testimony by the applicant and other members of the public.

Section 9. The City Council hereby certifies that the Final EIR has been completed, that the Final EIR was presented to and reviewed by the City Council and that the City Council considered the information contained in the Final EIR prior to approving the Dominguez Technology Centre Specific Plan (Specific Plan No. 2-89).

Section 10. With respect to the potential significant environmental effects identified in the Final EIR, the City Council finds as follows:

A. Land Use. The Final EIR identifies as a potential significant environmental effect the land use compatibility conflicts between the proposed industrial/office uses and the residential uses south of University Drive and the University west of the subject property. Changes or alterations have been required in, or incorporated into, the project which reduce the environmental impacts to a level of insignificance. A 100 foot set-back from University Drive and a 25-foot setback from proposed Central Avenue will be required for all development on the site. The industrial and commercial areas are to be developed in a manner architecturally harmonious and compatible with the adjacent residential and University uses. Vehicular access to the site from University Drive either through roads or by driveways shall not be permitted thereby reducing the vehicular impact of the development on the adjacent residential area. Vehicular access to the site from proposed Central Avenue either through roads or by driveways shall be permitted only through State of California subdivision processing standards as described in the California Government Code, Division 2 of Title 7. These mitigation measures are detailed in the Specific Plan text in the section entitled Site Development Standards.

B. Land Use. The Final EIR identifies as a potential significant environmental effect the change in the existing on-site use from agricultural and oil-related facilities to industrial, office and retail uses. Changes or alterations have been required in, or incorporated into, the project which reduce the environmental impacts to a level of insignificance. The Implementation section of the Specific Plan text will provide the mitigation measures necessary to lessen any adverse environmental effects involving agricultural and oil related land uses as they are removed or abandoned.

C. Geology. The Final EIR identifies as a potential significant environmental effect the ground shaking, ground subsidence, ground rupture and liquefaction that may occur because the Project is located within a fault zone. Changes or alterations have been required in, or incorporated into, the project and mitigation measures are specified in the EIR section of the Specific Plan text which reduce the environmental impacts to a level of insignificance. A certified geologist's report will be required for the development and its findings incorporated into a grading plan for the site. (EIR - Mitigation Measures). A structural engineer, experienced with earthquake resistent design shall approve all building plans to determine

the adequacy of the structural design of the development. (EIR - Mitigation Measures). All buildings shall be required to comply with structural and seismic safety standards contained in applicable portions of the Los Angeles County Building Code, as amended and adopted by the City of Carson. (EIR - Mitigation Measures).

D. Hydrology. The Final EIR identifies as a potential significant environmental effect the conversion of existing uses to urban uses which will thereby increase the amount of impervious surfaces and reduce rainfall infiltration and generate 513 cubic feet of runoff per second based on a 50-year design storm event. The Final EIR also identifies as a potential significant environmental effect the further disruption of a U.S.G.S. "blue-line" stream. Changes or alterations have been required in, or incorporated into the project and mitigation measures have been specified in the EIR section of the Specific Plan text which reduce the environmental impacts to a level of insignificance. All required drainage improvements are to be designed and constructed in accordance with the City and Los Angeles County Flood Control District standards and shall be reviewed and approved by both the City of Carson and Los Angeles County Flood Control District. All tentative parcel maps, and site plans within the specific plan area are to be accompanied by adequate plans for drainage improvements prepared by a registered professional engineer. The City Engineer is to review and approve an erosion, siltation and dust control plan prior to the issuance of grading permits to minimize soil transport off-site and to minimize air quality impacts. All storm drains, grading, water and sewer service shall be mitigated and conform to the standards conceptually shown in the Infrastructure and Implementation sections of the Specific Plan text. The project applicant shall obtain a permit for alteration of local stream beds from the California Department of Fish and Game prior to the issuance of a grading permit for the on-site drainage area in Reyes Ravine.

E. Biology. The Final EIR identifies as a potential significant environmental effect the removal of existing vegetation resulting from grading of the site. Biotic/Habitat surveys completed on August 6, 1989, revealed no significant adverse impacts to native flora and fauna will result from project implementation. The complete biological assessment is included as Appendix 1 of the Specific Plan. No additional mitigation measures are proposed other than the applicant obtaining a permit from the California Department of Fish and Game.

F. Air Quality - Short-term Impacts. The Final EIR identifies as a potential significant environmental effect significant short-term fugitive dust impacts due to earthwork activity during construction. Mitigation measures have been specified in the EIR which will reduce the environmental impacts to a level of insignificance. The project will mitigate this potential adverse impact by providing efficient construction scheduling and periodic watering of the construction site to reduce construction related exhaust emissions and fugitive dust emissions.

G. Air Quality - Long-term Impacts. The Final EIR identifies as a potential significant environmental effect an increase in localized emissions due to increased traffic volumes created by the project. Mitigation Measures have been specified in the EIR which will reduce the environmental impacts to a level of insignificance. The project will mitigate this potential adverse impact by complying with Southern California Air Quality Management District rules and regulations for industrial, technology, and office uses. The Community Development Director shall approve Air Quality Management Plan recommendations which

are incorporated into the project and identified in the Implementation section of the Specific Plan text.

H. Traffic/Circulation. The Final EIR identifies as a potential significant environmental effect an increase of 43,700 vehicle trips per day generated by the Project. This project, combined with cumulative projects, is anticipated to affect ten (10) on and off-site intersections and eight (8) on and off-ramps of the SR-91 (Artesia Freeway). Changes or alterations have been required in, or incorporated into, the project to reduce environmental impacts to a level of insignificance. Mitigation measures include, but are not limited to, street widening, signalization, restriping, raised landscape medians, access to the project site, parking, and a Transportation Demand Management Program. On and off-site traffic and circulation mitigation measures are identified in the EIR and Implementation sections of the Specific Plan text.

The following off-site mitigation measures are governed by this Section H:

Surface Street Intersections.

1. Central Avenue & Artesia Street (Westbound)
2. Central Avenue & Albertoni Street (Eastbound)
3. Wilmington Avenue & Artesia Street (Westbound)
4. Wilmington Avenue & Albertoni Street (Eastbound)
5. Wilmington Avenue & Del Amo Boulevard
6. University Drive & Avalon Boulevard
7. Westside of Central Avenue between University Drive and Victoria Street

Freeway Ramp Connections.

1. Westbound 91 Freeway Off Ramp to Wilmington Avenue
2. Westbound 91 Freeway Off Ramp from Wilmington Avenue
3. Westbound 91 Freeway Off Ramp to Central Avenue
4. Westbound 91 Freeway Off Ramp form Central Avenue
5. Eastbound 91 Freeway Off Ramp to Wilmington Avenue
6. Eastbound 91 Freeway Off Ramp from Wilmington Avenue
7. Eastbound 91 Freeway Off Ramp to Central Avenue
8. Eastbound 91 Freeway Off Ramp from Central Avenue

Freeway Overcrossing (Bridge Surfaces).

1. Central Avenue & 91 Freeway
2. Wilmington Avenue & 91 Freeway

Pursuant to Public Resources Code Section 21081, the City finds that some of the transportation improvements specified in this Section which are required to mitigate or avoid the significant environmental effects of the project require approval of plans for such improvements by the State of California, the County of Los Angeles or the City of Compton. Some of the improvements also may require these agencies to exercise their power of eminent domain to acquire the property on which the improvements are to be located. Approval of the measures can and should be adopted by these other agencies, but without their approval, some of the measures cannot be implemented as and when required. Pursuant to Condition 128 of the Specific Plan, Developer shall construct, bond for or remain obligated to complete all such improvements specified herein. In the event the agency or agencies having jurisdiction over the property on which the improvement is to be located fail to approve the improvement and/or fail to obtain possession of the property for such improvement within the time period specified therein (hereinafter, the "Delayed Improvement"), then Developer shall not be required to complete the Delayed Improvement within the

time period otherwise specified in the Specific Plan, but Developer shall instead be obligated to complete the Delayed Improvement as soon as reasonably practicable and in accordance with the City's guidelines for such construction, as provided in a timetable agreed upon by and between the Developer and the Director of Public Works.

I. Noise. The Final EIR identifies as a potential significant environmental effect the potential short-term acoustical impacts caused during project construction on adjacent land uses. The project will mitigate this potential adverse impact to a level of insignificance by limiting hours of construction, the utilization of State measures for muffling and shielding intake and exhaust from equipment and vehicles from adjacent land uses, and compliance with City regulations, regulations contained in Title 25 of the California Code of Regulations and the Uniform Building Code. The mitigation measures are identified in the EIR and Implementation sections of the Specific Plan text.

J. Employment/Housing. The Final EIR identifies as a potential significant environmental effect an increase of 13,836 persons in the City's daytime population. The increase in employment opportunities is viewed by the City as a potential beneficial impact. No mitigation measures are required. Using the 1989 California State Employment Development Department figure the current dwelling unit count estimated in the Carson Housing Element, a jobs/housing ratio of 1.73 is considered representative of current City conditions. According to the City of Los Angeles' jobs/housing proposed guidelines, a jobs/housing ratio between 1.10 and 1.74 is considered relatively balanced. The 1.73 figure for Carson lies within the balanced category of the guidelines. The EIR section of the Specific Plan text identifies the impact and the resulting analysis.

K. Aesthetics. The Final EIR identifies as a potential significant environmental effect an alteration in the visual character of the site from existing nursery and oil-related uses to urbanized industrial/office uses with implementation of the Project. Changes or alterations have been required in, or incorporated into the Project which reduce the environmental impacts to a level of insignificance. The visual change may be apparent to the residents along the southern edge of the Project as well as to the University student housing along the western edge of the project. Landscaping and architectural standards equal to or exceeding Zoning Ordinance provisions will be applied to the project to mitigate any adverse aesthetic environmental effects.

L. Cultural Resources. The Final EIR identifies as a potential significant environmental effect the potential disturbance or destruction of significant archaeological or historical material on-site. Changes or alterations have been required in, or incorporated into the Project which reduce the environmental impacts to a level of insignificance. A qualified archaeologist and paleontologist shall be retained to assess the significance of any findings. Appropriate mitigation measures specific to each findings will be utilized to mitigate any adverse environmental effects involving cultural resources.

M. Public Services. The Final EIR identifies as a potential significant environmental effect an increased demand on services and utilities. Changes or alterations have been required in, or incorporated into the Project which reduce the environmental impacts to a level of insignificance. Mitigation measures identified in the Implementation section of the Specific Plan text will comply with existing requirements and provide consideration and implementation of yet unidentified future need. Those requirements provide that all water and fire service supply shall meet the requirements of the Los Angeles County Health

Department and Fire Department and be constructed to standards contained in the Water Concept Plan shown on Exhibit 15 of the Specific Plan. All sewer main and trunk lines are required to meet the standards of the Los Angeles County Department of Public Works and Los Angeles County Sanitation District and permitted uses in the Specific Plan shall be subject to the availability of sewer service capacity for those uses.

Section 11. With respect to the Dominguez Technology Centre Specific Plan, the City Council finds:

A. Specific Plan No. 2-89, which is on file in the office of the City Clerk and is hereby incorporated herein by reference, will comply with the requirements of California Government Code Section 65451 in that, as revised to incorporate the conditions contained in a document on file in the City Clerk's office entitled "Conditions of Approval of Specific Plan 2-89," which document is incorporated herein by reference, the Specific Plan does specify in detail:

1. The distribution, location and extent of the uses of land, including open space within the area covered by the Plan;

2. The proposed distribution, location, extent and intensity of major components of public and private transportation, sewage, water, drainage, solid waste disposal, energy and other essential facilities proposed to be located within the area covered by the Plan and needed to support the land uses as described in the Plan;

3. Standards and criteria by which development will proceed and standards for the conservation, development and utilization of natural resources;

4. A program of implementation measures including regulations, programs, public works projects and financing measures necessary to carry out the Specific Plan; and

5. A statement of the relationship of the Specific Plan to the General Plan.

B. Specific Plan No. 2-89, as amended by the conditions imposed permits uses and types of development that are consistent with the General Plan, which designates the property for manufacturing and commercial uses.

C. The site is adequate in size, shape, topography and location so as to accommodate the proposed uses. The property consists of 288 acres and is presently occupied by active and abandoned oil wells and commercial flower growers.

D. There will be adequate street access and traffic capacity for the proposed uses and development. The subject property will be served by Wilmington Avenue, a fully-dedicated and partially improved major highway 100 feet in width; University Drive, a fully-dedicated and partially improved secondary highway 80 feet in width; Central Avenue, presently undedicated and unimproved major highway, which will become a 100 foot dedicated and improved major highway by conditions incorporated herein; and Victoria Street, a fully-dedicated and partially improved major highway 100 feet in width.

E. The Specific Plan will contain the development standards required by the Zoning Ordinance for the provision of streetlights, undergrounding of all new utilities and similar infrastructure, and for maintenance of all structures, grounds, parking facilities, landscaping and hardscape in a neat and orderly manner at all times.

F. The Specific Plan contains provisions requiring the project and the individual structures thereto to undergo Site Plan and Design Review to assure appropriate placement and architectural compatibility between adjacent uses.

Section 12. Based upon the aforementioned findings, the City Council hereby adopts Specific Plan No. 2-89 for the property described in Exhibit "A," subject to the amendments and conditions listed in Exhibit "B," which is incorporated herein by reference.

Section 13. The City Clerk shall certify to the adoption of this Ordinance and shall transmit copies of the same to the applicant.

PASSED, APPROVED and ADOPTED this 20th day of November, 1990.

Vera Robles DeWitt
MAYOR

ATTEST:

Helen S. Kawagoe
CITY CLERK

APPROVED AS TO FORM:

CITY ATTORNEY

STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES) ss.
CITY OF CARSON)

I, Helen S. Kawagoe, City Clerk of the City of Carson, California, do hereby certify that the whole number of members of the City Council of said City is five; that the foregoing ordinance, being Ordinance No. 90-924 passed first reading on October 29, 1990, was duly and regularly adopted by the City Council of said City at a regular meeting of said Council, duly and regularly held on the 20th day of November, 1990, and that the same was passed and adopted by the following roll call vote:

AYES:	COUNCIL MEMBERS:	Mitoma, Calas, and DeWitt
NOES:	COUNCIL MEMBERS:	None
ABSTAIN:	COUNCIL MEMBERS:	Muise
ABSENT:	COUNCIL MEMBERS:	McDonald

Helen S. Kawagoe
City Clerk, City of Carson, California

EXHIBIT "A"

LEGAL DESCRIPTION

THAT PORTION OF THE 611.05 ACRE TRACT OF LAND IN RANCHO SAN PEDRO, IN THE CITY OF CARSON, IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, ALLOTTED TO MARIA DE LOS REYES DOMINGUEZ, BY DECREE OF PARTITION OF A PORTION OF THE SAID RANCHO, ENTERED IN CASE NO. 3284, SUPERIOR COURT OF SAID COUNTY, DESCRIBED AS FOLLOWS:

BEGINNING AT THE INTERSECTION OF THE NORTH LINE OF SAID ALLOTMENT WITH THE WESTERLY LINE OF THE 19.83 ACRE HOMESTEAD TRACT, ALLOTTED TO VICTORIA DOMINGUEZ DE CARSON, BY SAID DECREE OF PARTITION WITH THE SOUTHERLY LINE OF VICTORIA STREET; THENCE ALONG SAID LINE WOUTH 88° WEST 114.39 CHAINS TO A POST IN THE NORTHEAST CORNER OF THE HIGHLAND TRACT OF 500.00 ACRES OF VICTORIA D. DE CARSON; THENCE ALONG THE SAME SOUTH 50.18 CHAINS TO THE SOUTHEAST CORNER THEREOF; THENCE SOUTH 3.14 CHAINS ALONG THE HIGHLAND TRACT OF GUADALUPE DOMINGUEZ TO A POST; THENCE ALONG THE SAME NORTH 88° EAST TO THE SOUTHWEST CORNER OF THE LAND DESCRIBED IN A LEASE TO THE HOLLY DEVELOPMENT COMPANY, RECORDED DECEMBER 5, 1923, IN BOOK 3013 PAGE 1, OFFICIAL RECORDS; THENCE ALONG THE WESTERLY LINE OF SAID LEASED LAND, NORTH 08° 30' EAST 1779.09 FEET TO THE NORTHWEST CORNER THEREOF; THENCE ALONG THE NORTH LINE OF SAID LEASED LAND, NORTH 88° EAST 1224.22 FEET TO THE WESTERLY LINE OF THE 200.00 ACRE TRACT KNOWN AS THE "HOMESTEAD OF GUADALUPE, SUSANNA AND REYES DOMINGUEZ", AS SHOWN ON THE MAP FILED BY THE COMMISSIONERS IN PARTITION IN SAID CASE NO. 3204; THENCE ALONG SAID WESTERLY LINE NORTH 08-1/5° EAST TO THE SOUTHWEST CORNER OF THE 19.83 ACRE TRACT HEREINBEFORE REFERRED TO; THENCE ALONG THE WESTERLY LINE OF SAID 19.83 ACRE TRACT, NORTH 8-1/4° EAST 3.45 CHAINS TO THE POINT OF BEGINNING.

A. EXCEPTING THEREFROM THE FOLLOWING DESCRIBED LAND:

COMMENCING AT A POINT ON THE SOUTHERLY LINE OF SAID 611.05 ACRE TRACT, SAID POINT BEING DISTANT ALONG SAID SOUTHERLY LINE NORTH 87° 58' 51" EAST 2370.00 FEET FROM THE INTERSECTION OF SAID SOUTHERLY LINE WITH THE CENTERLINE OF CENTRAL AVENUE, AS SAID CENTERLINE IS SHOWN ON COUNTY SURVEYOR'S MAP NO. 8588 FILE IN THE OFFICE OF THE COUNTY ENGINEER OF SAID COUNTY; THENCE NORTH 04° 03' 09" WEST 40.00 FEET TO THE TRUE POINT OF BEGINNING OF THIS DESCRIPTION; THENCE NORTH 02° 01' 09" WEST 600.00 FEET; THENCE NORTH 49° 49' 44" WEST 175.46 FEET; THENCE NORTH 02° 01' 09" WEST 480.00 FEET; THENCE NORTH 87° 58' 51" EAST 274.53 FEET; THENCE SOUTH 49° 49' 44" EAST 42.04 FEET TO THE BEGINNING OF A TANGENT CURVE CONCAVE NORTHERLY AND HAVING A RADIUS OF 310.00 FEET; THENCE SOUTHEASTERLY AND EASTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 40° 16' 16" AN ARC DISTANCE OF 217.89 FEET; THENCE NORTH 89° 58' 00" EAST 954.53 FEET; THENCE NORTH 87° 58' 27" EAST 180.10 FEET; THENCE NORTH 89° 58' 00" EAST 177.91 FEET TO THE BEGINNING OF A TANGENT CURVE CONCAVE NORTHWESTERLY AND HAVING A RADIUS OF 27.00 FEET, SAID CURVE BEING TANGENT AT ITS NORTHERLY TERMINUS WITH A LINE WHICH IS PARALLEL WITH AND 17.00 FEET WESTERLY, MEASURED AT RIGHT ANGLES, FROM THE EASTERLY LINE OF PARCEL 5, AS SHOWN ON MAP FILED IN BOOK 53, PAGES 37 AND 38 OF RECORD OF SURVEY, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY; THENCE NORTHEASTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 90° 57' 09" AN ARC DISTANCE OF 44.27 FEET TO SAID NORTHERLY TERMINUS; THENCE NORTH 85° 56' 51" EAST 17.00 FEET TO SAID EASTERLY LINE; THENCE ALONG SAID EASTERLY LINE SOUTH 04° 03' 09" EAST 820.76 FEET TO A POINT IN SAID LINE WHICH IS NORTH 04° 03' 09" WEST 300.00 FEET FROM THE SAID SOUTHERLY LINE OF SAID 611.05 ACRE TRACT; THENCE SOUTH 85° 56' 51" WEST 17.00 FEET; THENCE SOUTH 04° 03' 09" EAST 242.37 FEET TO A POINT WHICH IS NORTH 04° 03' 09" WEST 17.00 FEET FROM A LINE WHICH IS PARALLEL WITH AND 40.00 FEET NORTHERLY, MEASURED AT RIGHT ANGLES, FROM SAID SOUTHERLY LINE; THENCE SOUTH 41° 57' 56" WEST 23.61 FEET TO A POINT ON SAID LAST MENTIONED PARALLEL LINE, SAID POINT BEING DISTANT ALONG SAID PARALLEL LINE SOUTH 87° 58' 51" WEST 17.00 FEET FROM SAID LINE WHICH IS PARALLEL WITH AND 17.00 FEET WESTERLY OF SAID EASTERLY LINE OF PARCEL 5; THENCE ALONG AFOREMENTIONED PARALLEL LINE SOUTH 87° 58' 51" WEST 1734.60 FEET TO THE TRUE POINT OF BEGINNING OF THIS DESCRIPTION

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B. ALSO EXCEPT THEREFROM THAT PORTION LYING EASTERLY OF THE WESTERLY LINE OF WILMINGTON ROAD, OR WILMINGTON AVENUE.

C. ALSO EXCEPT THAT PORTION OF THE 611.05 ACRE TRACT OF LAND IN RANCHO SAN PEDRO, IN THE CITY OF CARSON, IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, ALLOTTED TO MARIA DE LOS REYES DOMINGUEZ BY DECREE OF PARTITION OF A PORTION OF THE SAID RANCHO, ENTERED IN CASE NO. 3284, SUPERIOR COURT OF SAID COUNTY, BOUNDED ON THE WEST BY THE WESTERLY LINE OF SAID 611.05 ACRE TRACT; ON THE EAST BY THE CENTERLINE OF CENTRAL AVENUE, AS SAID CENTERLINE IS SHOWN ON COUNTY SURVEYOR'S MAP NO. 8588, RECORDS OF SAID COUNTY; ON THE SOUTH BY A LINE PARALLEL WITH AND DISTANT 439.73 FEET NORTHERLY MEASURED AT RIGHT ANGLES FROM THE SOUTHERLY LINE OF SAID 611.05 ACRE TRACT; AND BOUNDED ON THE NORTH BY THE EASTERLY PROLONGATION OF THE NORTHERLY LINE OF THAT CERTAIN PARCEL OF LAND GRANTED TO DOMINGUEZ ESTATE COMPANY BY DEED RECORDED IN BOOK D-879, PAGE 987, OFFICIAL RECORDS OF SAID COUNTY.

EXHIBIT "B"

**CONDITIONS OF APPROVAL
RESOLVED AT THE COUNCIL MEETING
ON OCTOBER 29, 1990
FOR THE DOMINGUEZ TECHNOLOGY CENTRE
SPECIFIC PLAN (SPECIFIC PLAN NO. 2-89)**

42. Location of Central Avenue. The Developer shall construct full width street improvements (including curb, gutter, lighting, street trees and sidewalks) along Central Avenue (100 feet) from Victoria Avenue to University Drive. The Developer shall construct a Class-1 bicycle path on the west side of Central Avenue from Victoria Avenue to University Drive. If California State University Dominguez Hills (CSUDH) grants an easement for a portion of Central Avenue to be located on its property, including the Class-1 bicycle path and sidewalk, then the City will use its best efforts to assist Developer in securing funds and grants from CSUDH and the county, state and federal governments to construct that portion of the improvements which will be on CSUDH property. Notwithstanding the immediately preceding sentence, nothing contained herein shall be construed to require the City to provide other funds or grants to assist Developer in the construction of the Central Avenue improvements specified in this condition. Central Avenue, including the adjacent sidewalks and bike path on the west side shall be constructed between University Drive and Glenn Curtiss prior to occupancy of Phase I of the project. Central Avenue, including the adjacent sidewalks and bike path on the west side of Central Avenue, shall be constructed between Glenn Curtiss and Victoria Avenue prior to occupancy of Phase II of the project.

80. Exterior Perimeter Streets. The Developer shall construct full width street improvements (including but not limited to curb, gutter, lighting, street trees and sidewalks) along exterior streets: Victoria Street (100 feet), Wilmington Avenue (100 feet), University Drive (84 feet, until such time that the General Plan is amended to provide for an 80 foot width) and Central Avenue (100 feet). Sidewalks shall be provided corner to corner along the entire perimeter frontage, except for University Drive, to City of Carson standards. Mitigation measures at Central and University, Central and Victoria, and University and Wilmington shall be completed by the applicant as conceptually shown in the EIR/Specific Plan, Appendices 2, Appendix E, 'Conceptual Sketches of Existing and Proposed Roadway Geometrics' and as required by the Director of Public Works.

86. Driveways. Direct access onto arterials shall be limited to those driveways required to serve individual lots as determined by the Director of Public Works at the time of building permit issuance.

102. Fire Protection Services. Deleted by action of the City Council on October 29, 1990.

110. Private Security. Developer shall provide or cause to be provided private security acceptable to the City's Director of Community Development throughout the Project area commencing upon the inception of construction of the Project. This condition shall not expire at the completion of construction but shall continue as long as the Project site is used as an industrial/office/technology/ commercial site, and shall be binding upon Developer's successors and assigns.

126. Congestion Management Program. In the event that (a) a Congestion Management Program (Government Code Section 65088, et seq., as amended) is adopted by the designated agency which establishes levels of service standards or other requirements for street segments, intersections and/or freeway on or off-ramps within the City, and (b) the designated agency identifies the City as being in nonconformance with the Program or the City adopts a deficiency plan pursuant to Government Code Section 65089.3, which identifies the Project as a contributing cause to one or more of the deficiencies listed in the Program, then Developer shall at its option do either of the following: (a) pay a portion of the cost of correcting the deficiency which portion shall be determined by multiplying the percentage that the Project is estimated to contribute to the deficiency by the estimated cost of correcting the deficiency, or (b) correct its proportionate share of the deficiency. The above-mentioned cost or share shall be determined by the City Council based upon its consideration of a traffic study and other evidence.

127. Additional Mitigation Measures. City may impose mitigation measures in addition to the measures required as a condition of approval of the Specific Plan in the event a state or federal law or regulation is enacted or applied after the adoption of the Specific Plan which requires, or makes it reasonably necessary for the City to impose, additional mitigation measures or requirements on the Project or Property.

128. Financing of Off-Site Mitigation Measures. Developer shall carry out or bond for all off-site improvements identified in paragraph H of Section 10 of Ordinance No. 90-924. In the event that the agency or agencies having jurisdiction over the property on which the improvement is to be located either (a) fail to approve construction of the improvements within the time limits specified in Government Code Sections 65950-52 or (b) fail to obtain possession (pursuant to Code of Civil Procedure Section 1255.410 or otherwise) of the property within 120 days of such agency's approval of construction of the improvement (hereinafter the "Delayed Improvement"), then Developer shall bond for 100% of the cost of the Delayed Improvements when notified by the City to do so. Developer shall not be required to complete the Delayed Improvement within the time period otherwise specified in the Specific Plan, but Developer shall instead be obligated to complete the Delayed Improvement as soon as reasonably practicable and in accordance with the City's guidelines for such construction, as provided in a timetable agreed upon by and between the Developer and the Director of Public Works. The amount of the bond shall be reduced from time to time as a portion or portions of the improvements are constructed so that the amount of the bond shall be equal to the estimated

cost of the improvements not yet constructed. The amount of the bond shall be adjusted annually in the same percentage as changes in the Consumer Price Index, All Urban Consumers, for the Los Angeles-Anaheim-Riverside Statistical Area (1982-84=100), as published by the Bureau of Labor Statistics. The date from which the change in the index is to be computed shall be the initial date of the bond. The bond shall remain in effect until the improvements are constructed or until January 1, 2006 whichever occurs first. Notwithstanding the expiration and release of such bond, Developer's obligation to construct the improvements shall remain until construction of the improvements is completed.

The City shall impose a fee on other proposed development projects in the City in the vicinity of the improvements which fees shall be determined on the basis of (a) the total cost of the off-site traffic improvements and (b) the extent to which such other development projects will generate additional traffic volumes which contribute to the need for the off-site traffic improvements. The cost of any traffic study required to determine these amounts shall be paid for by the Developer. The City shall make reasonable good-faith efforts to assist in obtaining rights-of-way and other necessary approvals from the appropriate state or local governments and to enter into one or more agreements with the State of California and other local governments with jurisdiction over the areas of the improvements for collection of fees from development projects located in those jurisdictions in the vicinity of such improvements which contribute to the need for the improvements. The City will also use its best efforts to secure funds and grants from the County, state and federal government to help pay for the cost of making the improvements, except that nothing contained herein shall be construed to require the City to provide other funds for the cost of the improvements listed in paragraph H of Section 10 of Ordinance No. 90-924. Upon Developer's completion of the improvements, any fees derived under such conditions and agreements shall be paid over to the Developer as partial reimbursement not to exceed an amount equal to the percentage which such other development projects contribute to the need for the off-site traffic improvement. The Developer's proportionate share of the cost of the improvements required by this condition shall be determined by the City Council based upon its consideration of a traffic study and other evidence.

129. Further Approval of Phase III. Deleted by action of the City Council on October 29, 1990.