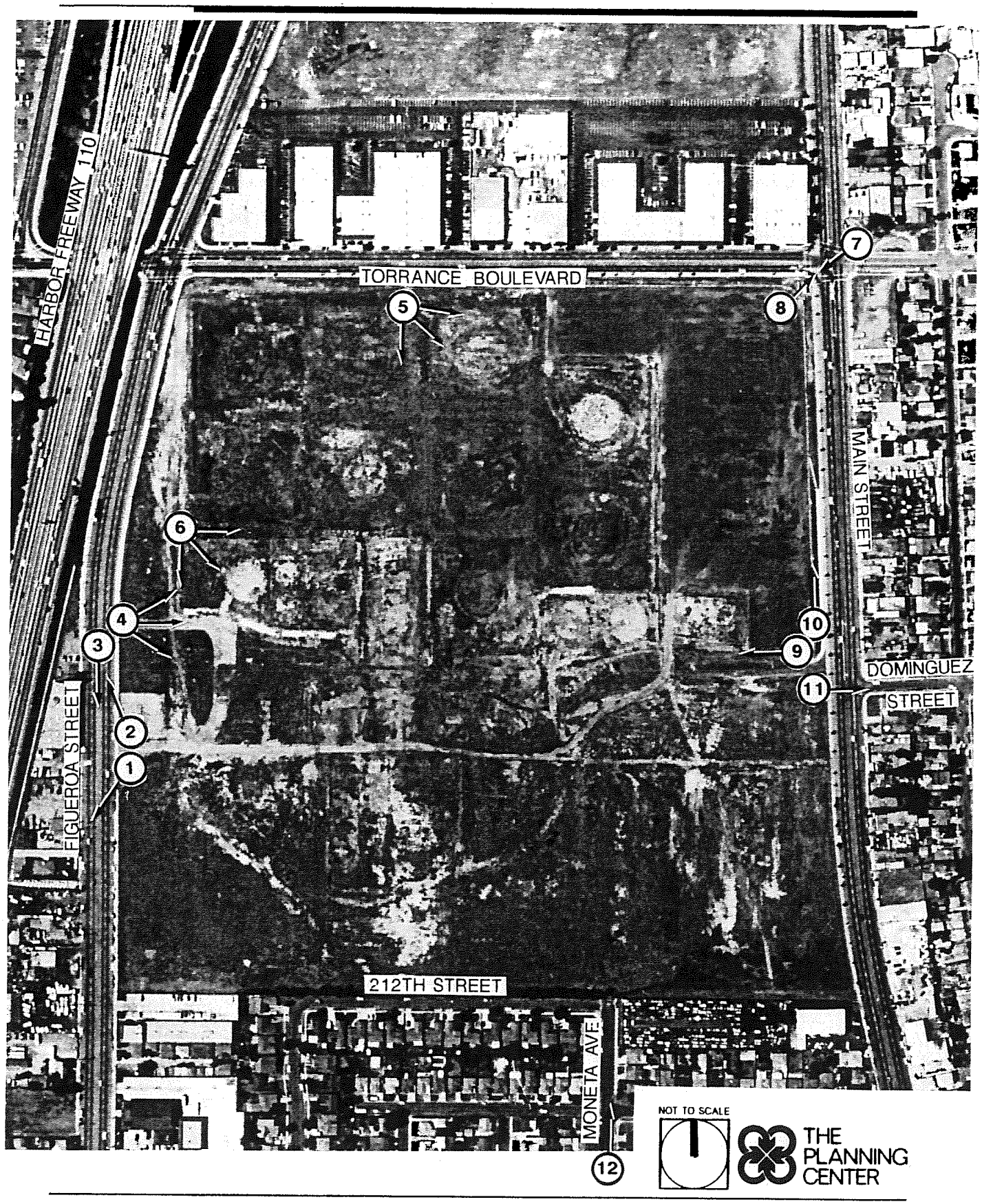
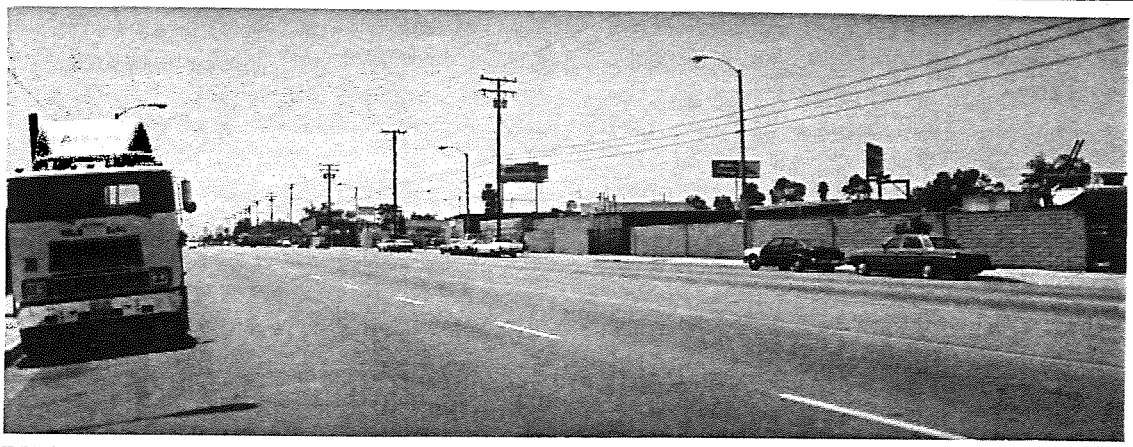
PHOTO ORIENTATION MAP

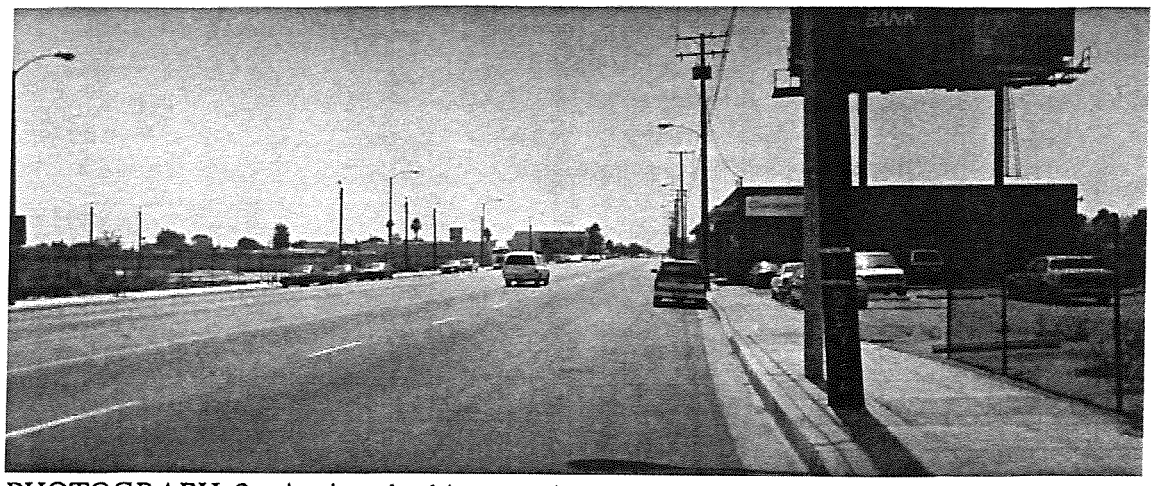


SITE PHOTOGRAPHS



PHOTOGRAPH 1 A view looking south along Figueroa Street, from the former refinery entrance, showing businesses across from the project site.

PHOTOGRAPH 2 A view looking north-west from the former refinery entrance on Figueroa Street.



PHOTOGRAPH 3 A view looking south along Figueroa Street from a point one-third of the way from Torrance Boulevard to 212th Street.

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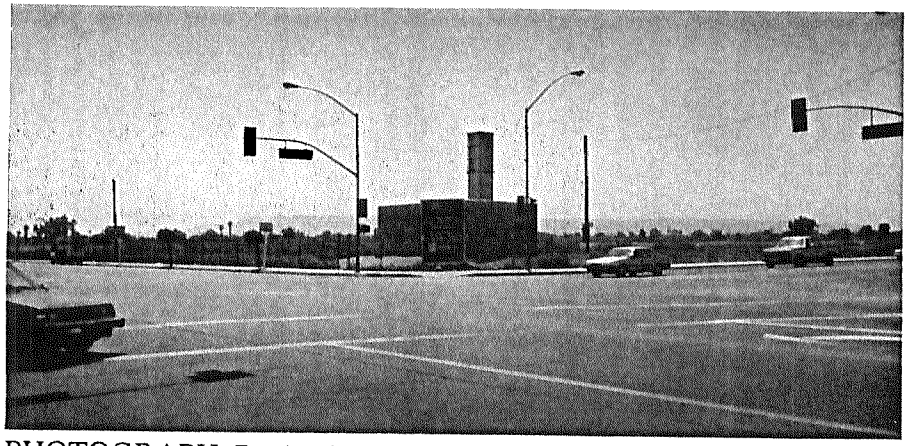
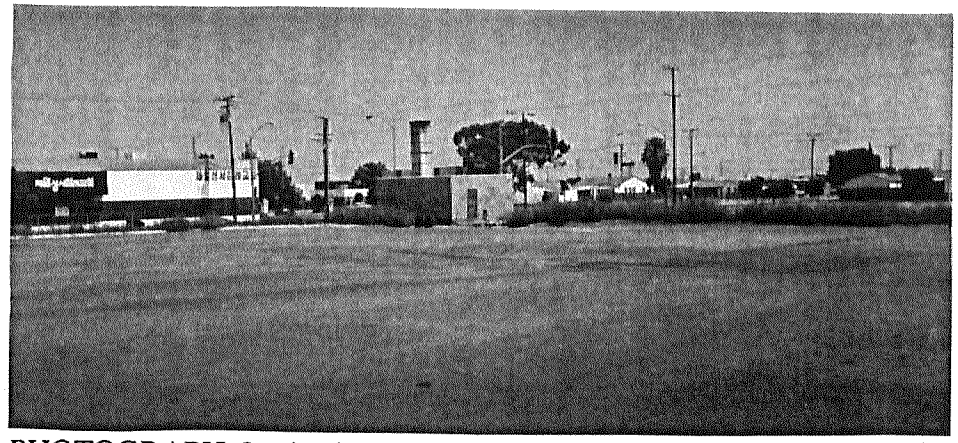
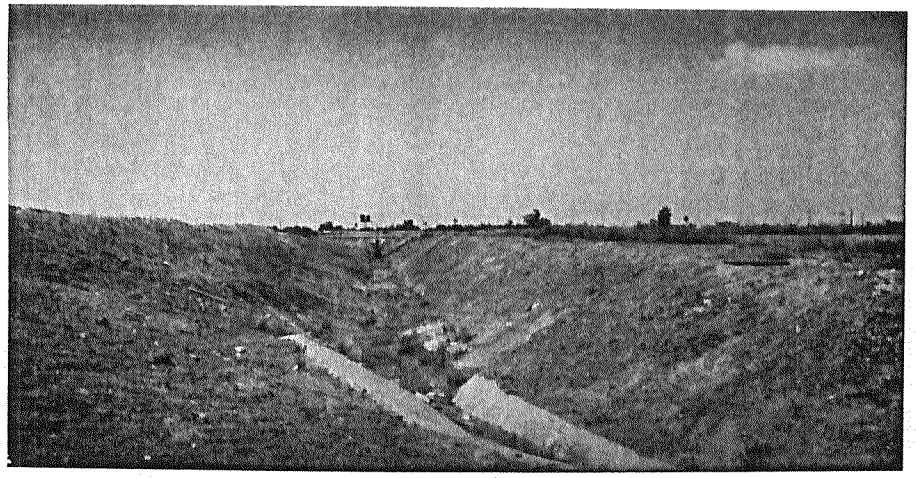
SITE PHOTOGRAPHS



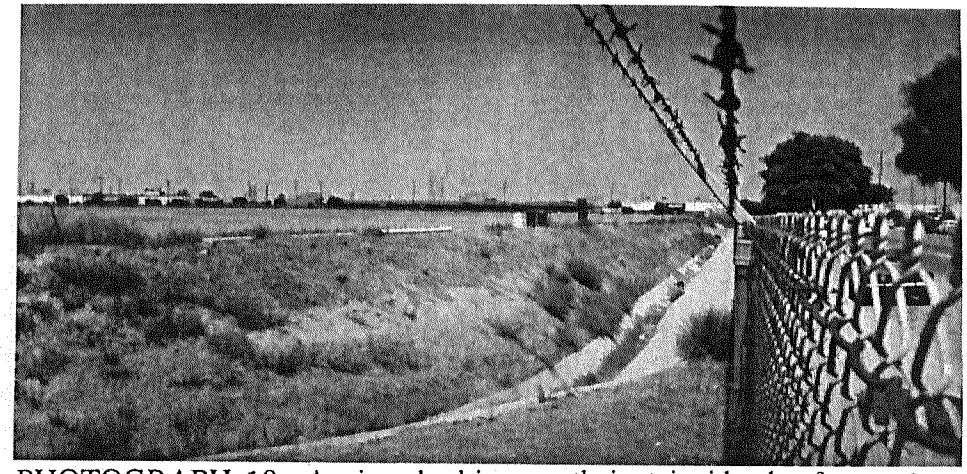
PHOTOGRAPH 7 A view of the site looking south-west from the intersection of Torrance Boulevard and Main Street.



PHOTOGRAPH 8 A view looking north-east from the capped and paved over landfill, showing the methane flare station at the landfill.



PHOTOGRAPH 9 A view looking west from Main Street, at Dominguez Street, showing the site drainage channel.



PHOTOGRAPH 10 A view looking north just inside the fence along Main Street showing the site drainage channel.

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PHOTOGRAPH 11 View looking east across Main Street from the project site and looking down Dominguez Street to the residential neighborhood to the east.

PHOTOGRAPH 12 View looking north to the project site along Moneta Avenue showing the residential neighborhood south of the project site.

follow the formal process of a Remedial Investigation (RI) of the site, a Feasibility Study (FS) to explore ways of remediating the site, and adoption and implementation of an approved Remedial Action Plan (RAP) under the supervision of the Department.

In the case of the GERC site, there was a cleanup order on the site from the Board (87-12) that predated the issuance of cleanup orders by the Department. In addition, because the site contamination is primarily affecting groundwater under the site, the State Lead Agency for the site cleanup could logically be changed to the Board. At a meeting on June 19, 1991 between John Hinton, Regional Administrator of the Cal-EPA Department of Toxic Substance Control, Region 4, and Dr. Robert Ghirelli, Executive Officer of the California Regional Water Quality Control Board, Los Angeles Region, an agreement was reached to transfer Lead Agency responsibility from the Department to the Board. Appendix B contains copies of correspondence between the Department and the Board on this matter.

In addition to the shift in Lead Agency status, GERC selected a new prime contractor, Earth Technology Corporation (ETC), to prepare a Remedial Investigation Soils and Groundwater Investigation Workplan for Board Approval. Following additional sampling to address concerns expressed by the Department and the Board (see Appendix B), the Board approved the revised workplan by ETC. The Revised Remedial Investigation Soils And Groundwater Investigation Workplan Volumes I - III, completed November 12, 1991, by ETC for Golden Eagle Refining Company is incorporated into this EIR by reference.

Both the Board and the Department thought it important to perform preliminary site grading to control runoff prior to the 1991/92 winter rainy season. The Board concluded, based on the data from the Revised Remedial Investigation, that the site investigation process had defined the nature of site contamination sufficiently to begin excavating soil for treatment of the hydrocarbon contamination that was percolating into the groundwater. The Board has determined that cleanup of this site is categorically exempt from CEQA under Section 15308 of the CEQA guidelines.

Given sufficient data to allow preliminary planning that was provided to the Board by ETC on GERC's behalf, the required grading to control runoff from the site began (the City of Carson issued a grading permit for this work) and excavation was begun. The Board is requiring that Golden Eagle's contractor ETC follow its Leaking Underground Storage Tank (LUST) remediation guidelines as modified for risk assessment. This is to ensure that adequate data are gathered during excavation to completely characterize the nature of the contaminants. At the

conclusion of the site remediation process a Health Risk Assessment will be performed based on the extensive information gathered during excavation. The quantity and quality of information made available by direct inspection and sampling of the entire site as it is excavated is expected to be greater than what is generated by a sampling program. The tests to be performed were selected to comply with the sensitivity and accuracy requirements set forth by the Department's toxicology experts.

GERC has been issued a permit under SCAQMD Rule 1166 which requires measures to limit emissions of volatile organic compounds (VOC). During excavation GERC is required to implement the mitigation measures approved by SCAQMD and to apply the Best Available Control Technology during cleanup. During excavation VOC emissions are closely monitored and measures to limit emissions are applied whenever emissions begin to occur. A vapor extraction system is utilized to treat the excavated soil and remove volatile organics from the soil treatment units. In addition the work crews must follow the procedures outlined in the site health and safety plan approved as part of the workplan for site investigation.

Soil with lead contamination has been stockpiled until a decision is reached by the Board on the proper allowable level for backfilling versus removal of lead contaminated soil. The Department's toxicologists are providing technical expertise and guidance to the Board. The risk assessment now being undertaken may lead to a determination that some or all of the soil, based on accurately measured lead levels, can be safely buried and capped on-site. Some lead contaminated soil may be chemically fixated or transported to a hazardous waste disposal site.

The Board's remediation procedures are expediting the cleanup by combining extensive sampling and site investigation with excavation for remediation. Continuous sampling using a state-certified on-site laboratory with rapid turn-around of test results has continued as excavation of contaminated soils proceeded. This process is continuing at the present time. The condition of the site during remediation is illustrated in Figure 9, During Remediation Photo Orientation Map, and Figures 10-12. The Board has to date approved creation of two soil bioremediation units where excavated soil is treated by bio-remediation to breakdown and remove hydrocarbon contamination. During bio-remediation a vapor extraction system captures the emissions of VOCs. The captured VOCs are destroyed by a SCAQMD approved unit which passes the VOCs through an electrically heated bed of gravel and a catalytic converter.

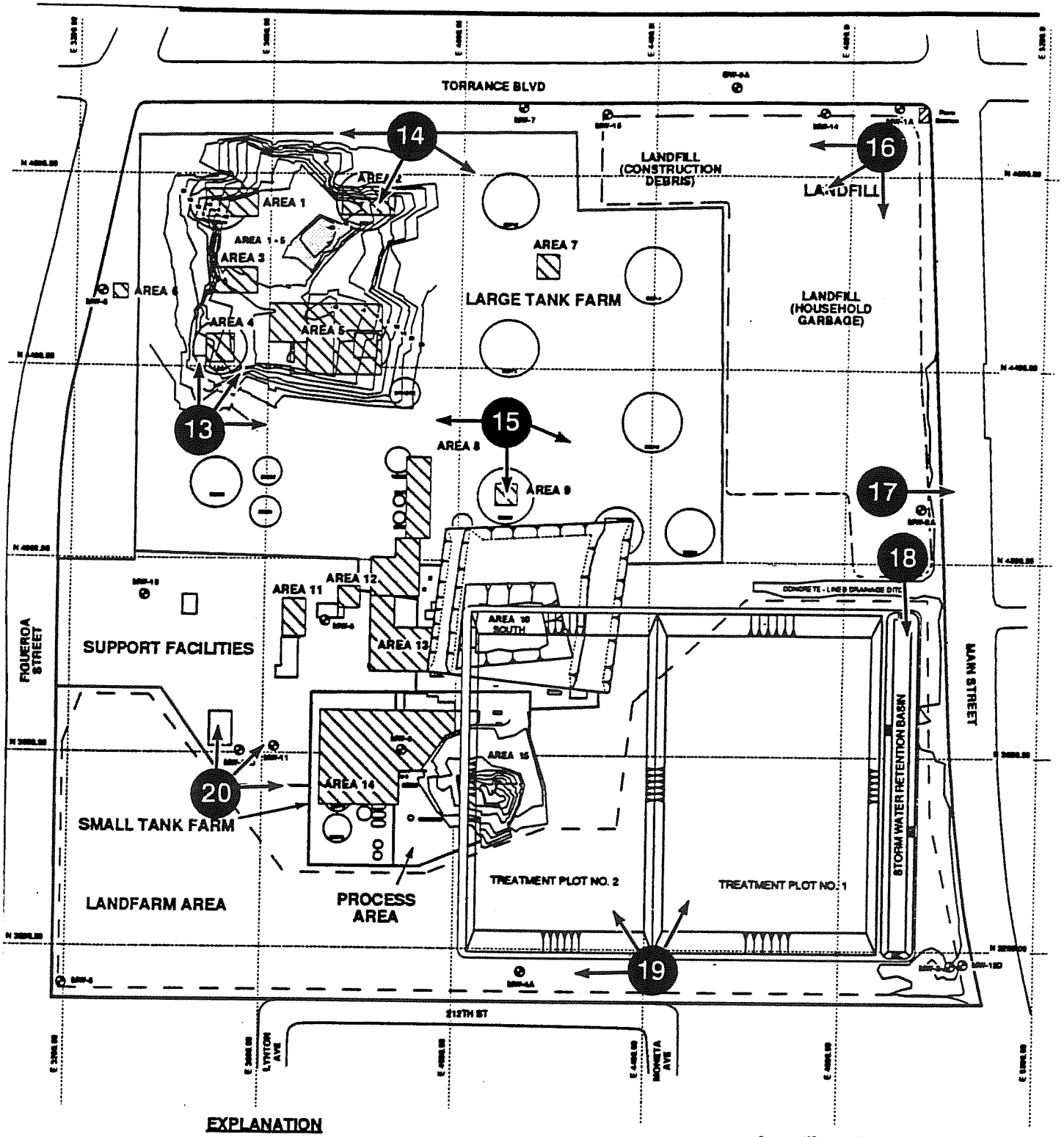
The bioremediation process involves the excavation of hydrocarbon contaminated soils that are then placed in approximately 18 inch lifts (layers) within a clay and high density polyethylene (HDPE) membrane lined treatment unit. As the excavated soil is placed in the treatment unit it is conditioned by adding nutrients and water as necessary to promote microbial growth. When the soil in the treatment unit has reached its design height, bioremediation is restarted from the top lift down by mixing in additional nutrients. Vapor extraction is applied during the bioremediation process to extract volatile organic vapors. Samples are routinely taken to observe the progress of remediation. When contamination levels have dropped to the required levels, the top layer, which has completed treatment, is removed and is used for backfilling. The process continues until the treatment unit is emptied.

2.2.3 Post Cleanup Condition

The project site is now undergoing cleanup to remove hazardous substances released during six decades of refinery related operations. The Department, in the Consent Order, declared this site was contaminated with some chemicals in the soil or groundwater at levels sufficient to constitute an imminent or substantial endangerment to the public health, but the Department stated that this finding did not mean there existed an immediate danger to public health. This is interpreted to mean that this site needs to be remediated before it can be returned to productive use, but people were not exposed to the danger because the site was vacant and fenced, and groundwater contamination had not yet contaminated aquifers used for water supplies.

The cleanup is being conducted under strict agency oversight by the Board, with assistance from the Department, and additional oversight is provided by SCAQMD to enforce VOC emissions limits as soil is excavated. Public health is protected by the prevention of significant levels of emissions during cleanup. Groundwater contamination will remain to be treated for a period to be determined by the Board based on the effectiveness of the groundwater treatment system and the groundwater monitoring data. This will require permanent installation of groundwater treatment wells and filtration facilities. The above ground portion of these facilities will occupy several small plots of land and will be surrounded by visual and security barriers. Access by personnel for the on-going groundwater treatment process will be required. Future land uses will be required to accommodate these facilities; however, the exact siting of the above ground treatment facilities is flexible and can take into consideration other proposed uses. In addition, subject to some technical geophysical constraints, and with permission from the Board, these wells could be relocated if the need warranted the additional costs of well replacement.

PHOTO ORIENTATION MAP



EXPLANATION

MW-1A EXISTING GROUNDWATER MONITORING WELL

AREA 1 ESTIMATED EXTENT OF CONTAMINATED SOIL, 0 - 40 FEET BELOW GRADE

SOURCE: THE EARTH TECHNOLOGY CORPORATION

0 100 200 300 400 FEET
SCALE

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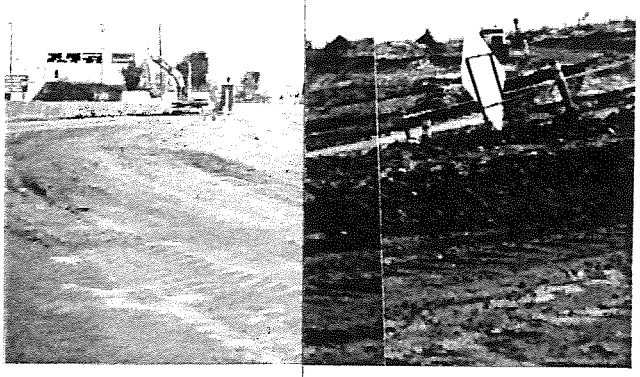
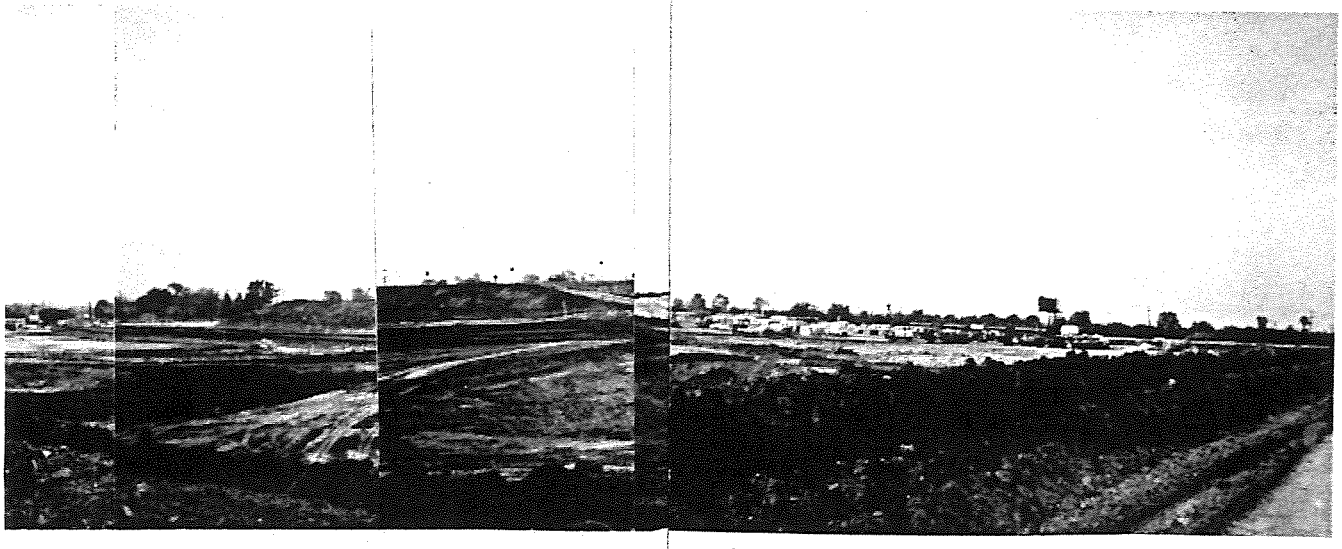


liation areas 1 through 5.



PHOTOGRAPH 14 A view looking so cavation is limited by physical constraints such as encountering grou letion of soil treatment. At this stage remediation areas 10 and 15 ov

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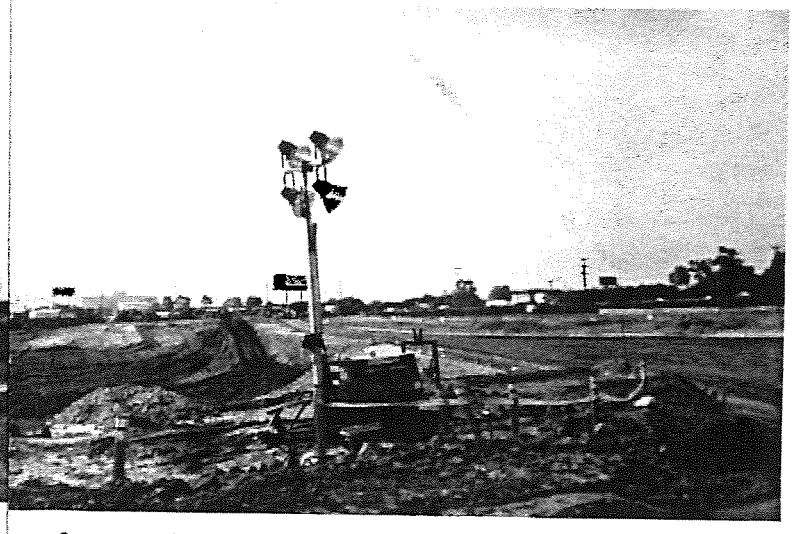
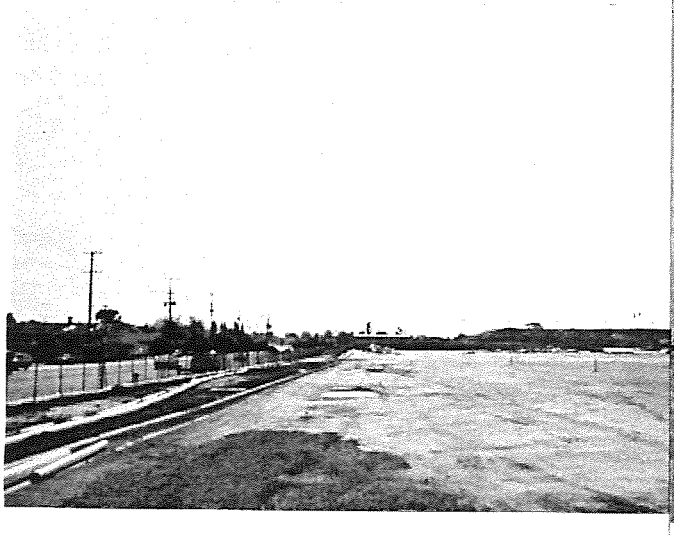
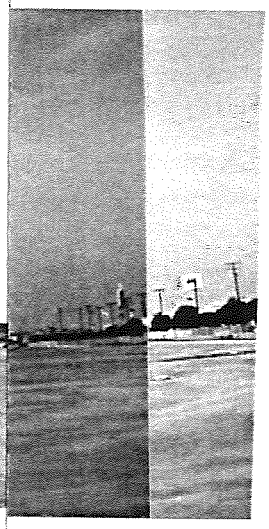
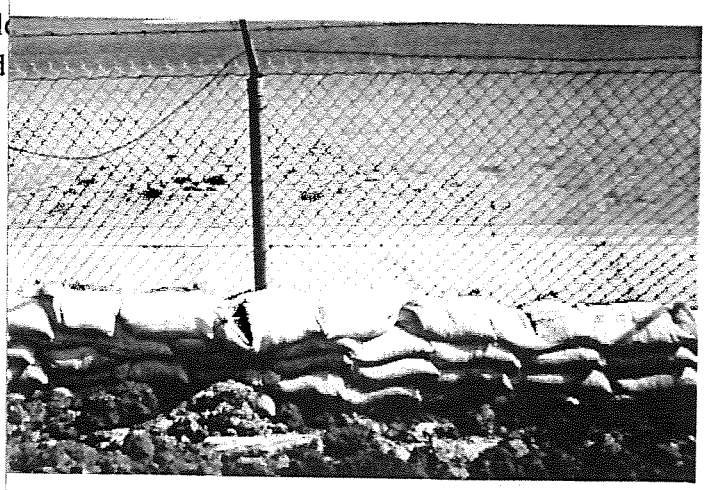


n of contaminated soil at remediation areas 2, 3, 4, and 5.





PHOTOGRAPH 16 A view l
touched



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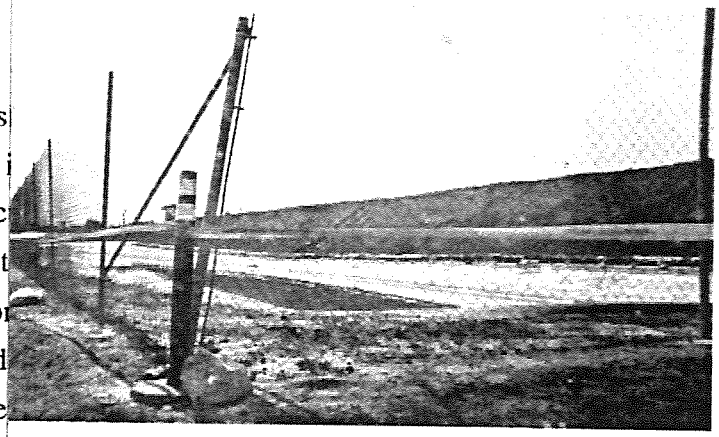
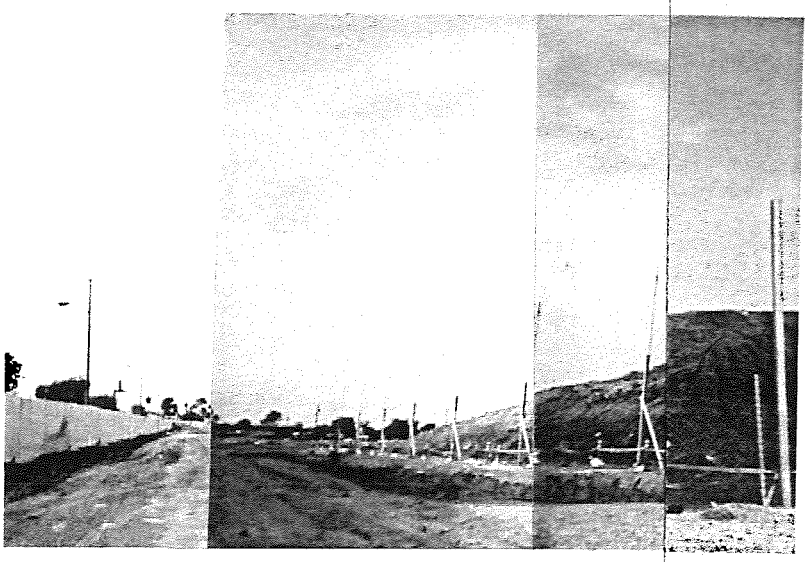
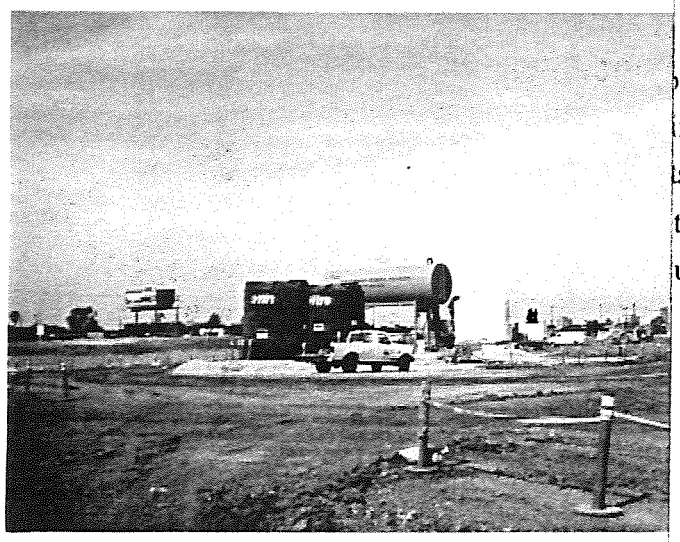


PHOTOGRAPH 19 A view from west to north s
plots where bioremediation i
for the location grid to acc
foreground is connected to t
the right) that pull VOCs fro
to 1800° F. to burn them and
SCAQMD permit requireme



PHOTOGRAPH 18
A view looking south showing the lined detention pond used to remove suspended particles (most of the contamination in runoff is associated with particulates) prior to pumping the water to a storm drain. The water is tested and meets the California Regional Water Quality Control Board's permit requirements before it is released.



wing the tanks containing various solutions used on
include nutrient solution used to promote bacterial
s, a foaming agent spayed on excavated areas to
th the SCAQMD Rule 1166 permit), and a water
uppression.

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There may also be vapor extraction facilities operating to remove light end hydrocarbon contamination for a period specified by or agreeable to the Board. Typically these include small buildings above ground housing facilities for destruction of the recovered vapors, for example by combustion with catalytic converters. An alternative method may be to connect vapor extraction systems via pipelines to the existing permitted landfill gas extraction and flare station. In any case, future land uses and construction may be required to maintain operation of the vapor extraction systems for some period of time. This is relatively simple to accomplish being analogous to construction activities where there are existing neighborhood underground electrical conduits or natural gas pipelines. When the cleanup is completed, data gathered according to Board guidelines (and designed to satisfy the technical requirements of the Department's toxicologists) will be available to conduct a complete post cleanup Health Risk Assessment (HRA). This HRA will be used by the Board, acting with the advice of the Department, to determine the adequacy of the cleanup. The HRA will be required to satisfy the requirements of the Department's reviewing toxicologists in order to delist the site from the State's Action List.

A satisfactory result from the HRA, showing the site has been cleaned to a level such that development would not endanger public health, will be required by the Board and the City of Carson prior to development.

Following the remediation process the site will be prepared as a clean graded site ready for construction with some site constraints to allow for ongoing remediation.

3.1 PROPOSED PROJECT

The Golden Eagle Center Specific Plan proposes to develop the site with commercial retail, visitor commercial, commercial, office, research and development, and light industrial land uses. The plan creates basic patterns of circulation and parcel configuration designed to allow for alternate land uses and parcel consolidation. In this way, the design can respond to market conditions and other unforeseen changes in Carson's commercial and industrial needs. The coordination of architectural, landscape, signage, and lighting elements will create a unifying character for the project.

The Specific Plan calls for 40 acres of Retail/Visitor Commercial, 18.8 acres of Office/Retail Commercial, and 16.2 acres of Office/Research and Development/ Light Industrial development, as shown in Figure 13, Specific Plan Proposed Land Uses. Generally, the character of the development will emphasize retail and commercial uses, with office, research and development and light industrial uses as permitted secondary uses.

A 10-story 300-room hotel and a retail center are proposed for approximately the western half of the project site. The hotel would most likely be located in the northwestern portion of this area to take advantage of freeway visibility and accessibility. Storefronts in this area will be oriented towards Figueroa and Main Streets. (At the time of preparation of the Draft EIR, the proposed hotel use is in doubt. Market conditions apparently would not support a hotel now. The flexibility of the Specific Plan would allow another use that conforms to the specific plan guidelines, such as an expanded retail center, in its place.)

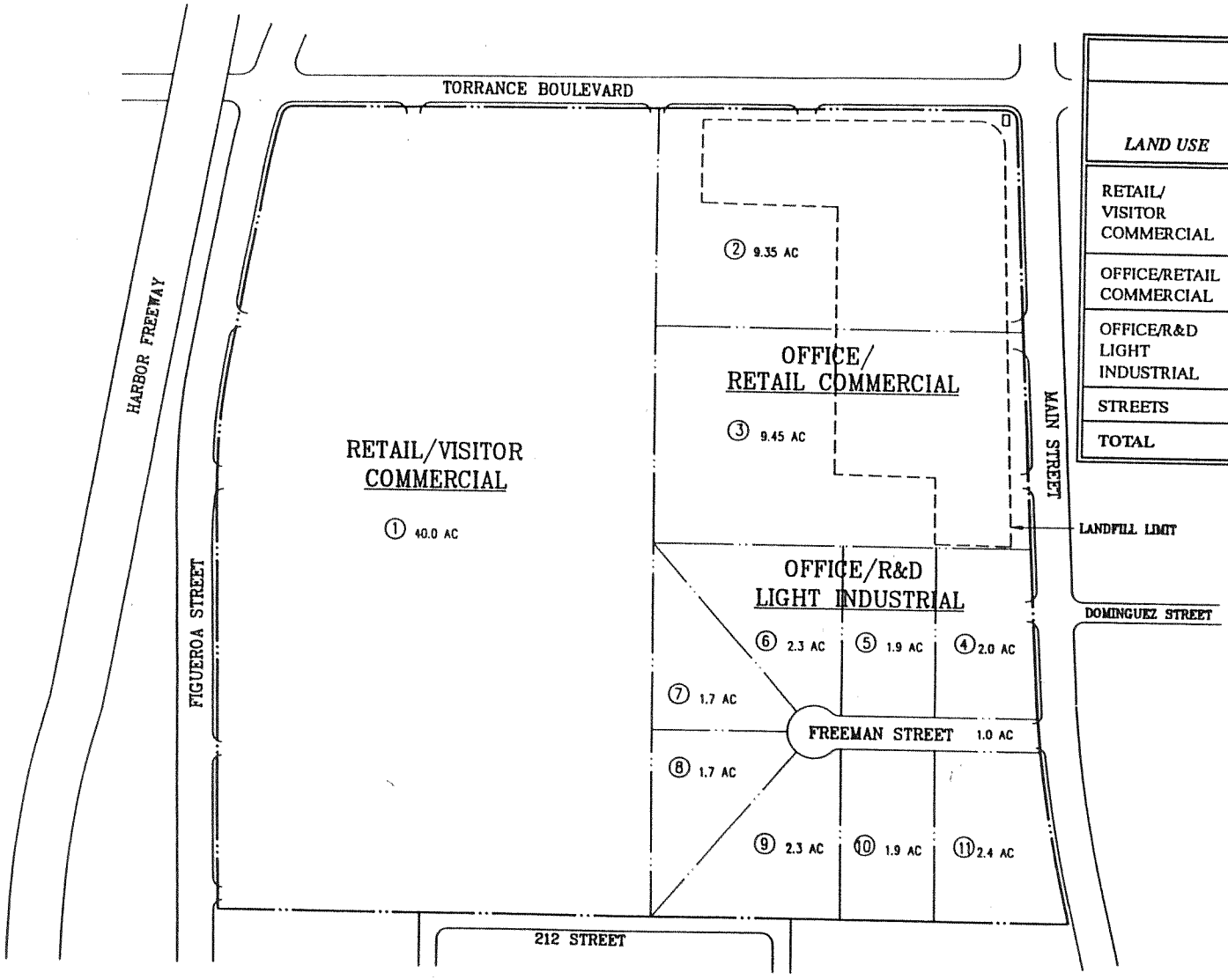
Multi-story office or retail commercial uses are proposed for the northeastern portion of the site. These businesses would be "destination commercial," with storefronts oriented to Torrance Boulevard and Main Street. The former landfill area is constrained for building and has use restrictions, due to the presence of organic fill, so this area will be used for parking.

Business park development is proposed for the southeastern portion of the site. This business park would be composed of office and light industrial buildings ranging from 1 to 6 stories facing a formal, tree-lined entry street.

3.2 PURPOSE AND INTENT OF THE SPECIFIC PLAN

The purpose of a Specific Plan is to establish the type, location, and character of development to take place on a property. The Specific Plan process allows considerable flexibility in each development area in terms of the exact land use

SPECIFIC PLAN PROPOSED LAND USES



LAND USE SUMMARY

LAND USE	ACRES	F.A.R.	BUILDING SQUARE FEET	MAXIMUM STORIES
RETAIL/ VISITOR COMMERCIAL	40.0	.35	609,840 (INCLUDES 300 ROOM HOTEL)	2/RETAIL 10/VISITOR
OFFICE/RETAIL COMMERCIAL	18.8	.35	286,624	6
OFFICE/R&D LIGHT INDUSTRIAL	16.2	.55	388,119	6
STREETS	1.0	-	—	—
TOTAL	76.0		1,284,583	

NOT TO SCALE

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SOURCE: SGPA Architecture and Planning

and design concepts, while requiring overall design guidelines to be followed and providing for land use compatibility. It is intended to implement policies of the City's General Plan and other applicable planning documents, with particular emphasis given to recommendations and implementation measures encouraging the development of certain land use and circulation components, and the establishment of development criteria commensurate with quality and economic success.

The Specific Plan provides a "bridge" between the very general goals, objectives and policies of the General Plan and the regulatory procedures of the Zoning Code. The Specific Plan indicates which zoning designations are appropriate for an area and where they should go. The Specific Plan is intended to facilitate and simplify the development process, while at the same time assuring quality development.

The goals of the Specific Plan are as follows:

- Provide the City of Carson with a Specific Plan that implements the goals and objectives of the General Plan;
- Provide a project planning framework and clear design direction without limiting creativity;
- Establish specific criteria for use by planners, architects, landscape architects, engineers, builders and future property owners in pursuit of project approvals and entitlements;
- Provide guidance to the City staff, Planning Commission and City Council for reviewing development projects within the project area;
- Provide for quality development; and
- Avoid unnecessary delays in the development process.

3.3 SPECIFIC PLAN STRUCTURE AND DESIGN CONCEPTS

3.3.1 Land Use Plan

A combination of land use placement, architecture and an extensive landscaping program will present a distinctive image, attract prestige businesses, implement landmark office buildings, and beneficially influence surrounding properties. As proposed in the Specific Plan, prior to actual development, project Covenants,

Conditions, and Restrictions (CC&Rs) will be written to address design specifics. An Architectural Review Board would be formed to determine, define, and implement the CC&Rs. Initial Board members will be the Developers, and subsequent members will be appointed as provided in the CC&Rs.[4] All projects proposed in the Golden Eagle Center would have to be approved by the Architectural Review Board, as well as the City of Carson.

3.4 AUTHORITY OF THE SPECIFIC PLAN

The Golden Eagle Center Specific Plan was prepared pursuant to the authority granted to the City of Carson by the California Government Code, Title 7, Division 1, Chapter 3, Article 8, Sections 65450 through 65457.

The California Government Code authorizes cities to adopt specific plans by resolution as policy or by ordinance as regulation. Hearings are required by both the Planning Commission and City Council after which the specific plan must be adopted by the City Council to be in effect.

This Specific Plan, to be adopted by Ordinance, will be a regulatory plan which serves as the zoning ordinance for the project area. All other City codes and ordinances shall continue to be applicable. Proposed development plans, agreements, site plans, tentative tract maps or parcel maps, and any other development approval must be consistent with this Specific Plan. Projects which are found consistent with the Specific Plan will be deemed consistent with the City's General Plan.

Further, the Government Code states that specific plans may be amended as many times as necessary in the same manner as it was adopted. In the case of this Specific Plan, it is adopted by ordinance and shall be amended by the same.

3.5 CALIFORNIA ENVIRONMENTAL QUALITY ACT COMPLIANCE

This EIR has been prepared in accordance with the California Environmental Quality Act (CEQA) of 1970 as amended (Public Resources Code, Section 21000, et seq.) and the State Guidelines for Implementation of the California Environmental Quality Act of 1970 as amended (California Administrative Code, Section 15000 et seq.). Pursuant to CEQA, the City of Carson is serving as the

[4] Estrada Land Planning, February 3, 1993. Draft Golden Eagle Center Specific Plan, City of Carson, California, p. 6.

Lead Agency for this project and has prepared an Initial Study (reproduced in Appendix A). The City has determined through the Initial Study that the adoption of a Specific Plan for the Golden Eagle Center project area might have significant adverse environmental impacts and that an EIR is required. The City's Initial Study consists of an environmental checklist form and supplemental responses.

3.5.1 Purpose of This EIR

The City of Carson, as the Lead Agency for this project, will use this EIR to serve as the CEQA documentation for the City's approval of this project. This document is an EIR addressing potential environmental impacts of a Specific Plan for the Golden Eagle Center project in the City of Carson and is intended to cover future development projects, site plans, tentative tract maps, parcel maps, and any other development processed in conformance with the approved Golden Eagle Center Specific Plan. The City of Carson will use this EIR in deciding on approvals of the requested specific plan and other development approvals for the Golden Eagle Center project. The EIR provides full environmental clearance for subsequent ministerial actions related to the project, including building permits, grading permits, occupancy permits and other permits required for this project. The EIR also lists mitigation measures that will be used to alleviate potentially significant adverse impacts of project implementation.

This document will provide environmental information for several other agencies affected by the project or which are likely to have an interest in the project. These responsible and interested agencies include, but are not limited to, the California Department of Transportation, South Coast Air Quality Management District, the Southern California Association of Governments, the California Public Utilities Commission, and the County of Los Angeles.

Future development projects which are consistent with the approved Golden Eagle Center Specific Plan will require either no further environmental documentation or, in special cases, focused environmental analysis and action pursuant to Section 15162 of the CEQA Guidelines.

The Initial Study identified those environmental issues that are considered significant to this project and that are to be addressed in this EIR. These issues include:

- Earth;
- Air Quality;
- Water;
- Noise;

- Light and Glare;
- Land Use;
- Transportation/Circulation;
- Public Services and Utilities;
- Energy;
- Aesthetics.

In addition the project area was formerly a refinery and is now in the remediation process for hazardous materials contamination under the supervision of the California Regional Water Quality Control Board, Los Angeles Region. Because of this, issues regarding hazardous materials, human health, and risk of upset will be addressed in the EIR.

The Initial Study identified other environmental issues as not relevant to this project, because of the nature of the project and/or its location. Accordingly, these issues are not addressed in detail within this EIR:

- Plant Life
- Animal Life
- Cultural Resources
- Hydrology

The significant environmental effects of the proposed project and mitigation measures suggested to minimize those impacts are discussed in Chapter 4.0 of this report. Cumulative impacts are analyzed in Chapter 5.0. Growth inducing impacts are discussed in Chapter 6.0. Various alternatives to the proposed project are discussed in Chapter 7.0, and the significant effects of the project which cannot be avoided are identified in Chapter 8.0 of this report.

On April 30, 1992 the State Clearinghouse recirculated the Notice of Preparation (NOP) prepared by the City of Carson for the proposed Golden Eagle Center Specific Plan 3-90, SCH # 90010838. The NOP was distributed to responsible agencies and other interested parties. The NOP, the NOP distribution list, and responses to the NOP are contained in Appendix A.

The NOP was revised and recirculated because of substantial changes in the proposed project's description and because the state lead agency was changed from the California Environmental Protection Agency, Department of Toxic Substance Control (Department) to the California Regional Water Quality Control Board, Los Angeles Region (Board). After lead agency status was shifted the Board determined that the site remediation is categorically exempt from CEQA under Section 15308 of the CEQA Guidelines and remediation is well under way.

Accordingly the project description was altered to include only the potential environmental effects of the proposed Golden Eagle Center Specific Plan; the EIR does not perform CEQA review of the site remediation.

3.6 AREAS OF CONTROVERSY

A controversy exists between the Department and the Board over the legality and adequacy of the site remediation process. The Department has alleged that the Board is not conducting the cleanup as required by the California Health and Safety Code. Discussions are ongoing between the two agencies to resolve procedural differences.

3.7 MITIGATION MONITORING

Public Resources Code Section 21081.6 requires that agencies adopt a project monitoring or reporting program for any project for which it has made findings pursuant to Public Resources Code 21081 (c). Such a program is intended to ensure the implementation of all mitigation measures adopted through the preparation of an EIR, or Negative Declaration.

The monitoring program requirements, as determined by the Lead Agency, are established according to project complexity and the environmental effects to be mitigated. The required Mitigation Monitoring Program shall be prepared as a separate document and the City Council shall approve the mitigation monitoring program concurrently with the approval of the Final EIR.

4.1 LAND USE AND RELEVANT PLANNING

The purpose of this section is to discuss the Golden Eagle Center Specific Plan within the context of current local and regional planning programs, and how development according to this Specific Plan would or would not conform with the land use plan, goals and policies. Issues of consistency with the existing City of Carson General Plan, and the relationship to existing zoning and the Zoning Ordinance are included in this section as well as State requirements relating to hazardous materials release sites.

The Golden Eagle Center Specific Plan and Tentative Map require approval from the City of Carson. Development on the landfill may require a Conditional Use Permit, according to Carson Municipal Code, Zoning Ordinance, Section 9141.12. Other future uses may also require condition use permits. Development Plans would be required for individual projects within the Specific Plan area. An Architectural Review Board would be formed and approval from the Architectural Review Board followed by City of Carson approval would be required.

All future buyers, lessees, or renters must be informed of the past release of hazardous materials on and beneath the property (Health and Safety Code Section 25359.7). The site is presently listed pursuant to Section 25356 of the California Health and Safety Code under the Hazardous Substances Cleanup Bond Act. This listing is commonly referred to as a California Superfund Site. Development of residential, school, hospital, day care, or permanently occupied (non-industrial) human habitation land uses on the Golden Eagle site would require a determination by DTSC as to whether the site is a hazardous waste property (Health and Safety Code Section 25221 (a)). Development of a hotel, which is a potential land use under the Specific Plan, might constitute a permanently occupied non-industrial human habitation.

4.1.1 Environmental Setting

The 76-acre Golden Eagle Center site is located in the west central portion of the City of Carson, in southern Los Angeles County. The site is generally bounded by Torrance Boulevard to the north, Main Street to the east, 212 Street to the south and Figueroa Street to the west. The site is zoned for ML (Manufacturing, Light) and ML-ORL (Manufacturing, Light-Organic Refuse Landfill) and is within the Carson Redevelopment Project No. 1.

On-Site Land Uses

The site is currently vacant, with the exception of about 10 acres in the northeast portion of the site which was used for a landfill for construction debris and household waste. An asphalt cap covers the former Class II landfill, and a methane gas collection system is located in that portion of the site.[5] The gas collection system is designed to control release of methane emissions associated with past landfill activities, as required by the Board and approved by SCAQMD (Rule 1150.2.) The landfill is currently closed. A full discussion of the relevant history of the site's land use is included in Section 2.2.1 Site History.

Surrounding Land Uses

As can be seen in the Vicinity Map Figure 2, the Golden Eagle Center site is surrounded by an area that is heavily urbanized. These uses are mostly a mix of commercial/industrial and retail/industrial uses. There are also residential uses and a salvage yard located to the south of the site.

Areas North of Site

To the immediate north of the site lies Torrance Boulevard. North of that roadway, there is a mix of retail and light industrial uses. The buildings for those uses are set back 10-15 feet from Torrance Boulevard, and are one- and two-stories in height.

Areas East of Site

The eastern boundary of the site is bordered by Main Street. East across Main Street there is a narrow portion of land utilized for commercial and industrial uses. These mixed commercial and industrial uses are on small parcels, housed mainly in one-story buildings, with variable setbacks. Some of these businesses fronting along Main Street extend eastward to adjacent residential uses. That residential area consists of single-family residential uses. There are three vacant parcels in this area east of the Golden Eagle site, along Main Street.[6]

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5 Initial Study, Tentative Tract Map No. 48936, Specific Plan, City of Carson, (Response to Environmental Information and Check List Form), 12/01/89.

6 City of Carson, June 1989. Vacant Land Survey, Community Development Department, Map #13.

Areas South of Site

The south central boundary of the site is 212th Street, a residential collector street. South of 212th Street, on the Golden Eagle Center south boundary there is a salvage yard with a two-story building that fronts Main Street. A storage facility for the salvage yard adjoins the site to the south. To the west of 212th Street, south of the Golden Eagle site, there are one-story, single-family residential uses, as well as an office building which fronts on Figueroa.

Areas West of Site

West of the Golden Eagle Center Specific Plan site is bounded by Figueroa Street, with some existing commercial and industrial uses west of that roadway and east of the Harbor Freeway (I-110). The area with small commercial and industrial uses located between the freeway and Figueroa Street narrows towards the northern portion of the Golden Eagle site, at the overpass of the Harbor Freeway and Torrance Boulevard. These commercial uses consist mainly of one-story buildings with large storage areas which front directly on Figueroa Street. The Harbor Freeway (I-110) is the boundary between the City of Carson and the unincorporated County of Los Angeles, which lies to the west. The Van Deene Elementary school is located west of the freeway, and is less than 1/4 mile from portions of the Golden Eagle site.

Relevant Planning Programs

The following planning programs provide the policy context for evaluating potential environmental impacts resulting from the implementation of the proposed project:

City of Carson General Plan

The General Plan serves as a policy guide for decisions concerning the growth, change, and development of a particular community. The City of Carson was incorporated in 1968, and is committed to "affirmative action and equal opportunity in housing, employment, investment, service, protection and due process."[7]

[7] City of Carson, revised 1982. Carson General Plan, pg. 1.

First adopted in 1971, the City of Carson General Plan "has taken aggressive steps to enhance its physical environment and quality of life."[8] In addition to this broad statement of purpose, the specific goals and objectives as outlined and described in the Carson General Plan provide direction and common purpose for the City.

Included among the goals and objectives of the Land Use Element[9] are:

- To allow each type of land use sufficient area to develop to the fullest extent indicated by the economy and general welfare.
- Separate nonconforming uses, replace substandard buildings and prevent deterioration of residential, commercial and industrial areas.
- Provide a guide for continued development of a strong retail commercial center.
- Encourage the development of stable industrial and commercial uses which will broaden the economic base to create a more self-sufficient local economy.

City of Carson Industrial Redevelopment Project

The City of Carson established an Industrial Redevelopment Project for the revitalization and rehabilitation of the industrial portion of the City. A Redevelopment Plan for Project Area One (700 acres) was created in 1982, and amended in 1984 to include an additional 1,000 acres in areas that are now vacant or developed in low-intensity land uses. The objectives of the Redevelopment Plan are as follows:

- Convert under-utilized sites to more productive industrial and commercial land uses.
- Generate new employment opportunities by promoting private investment and revitalization in the project area.
- Provide improvements to public infrastructure required to reach the above objectives.

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8 Ibid., pg. 3.

9 City of Carson, revised 1982. Land Use Element of the Carson General Plan, pp. 8-9.

- Provide or replace public streets, alleys, sidewalks, sewers, storm drains, traffic signals, lighting systems, underground utilities and other pubic improvements as necessary.

As shown in Figure 14, the proposed Golden Eagle Center project is located within Redevelopment Planning Area 1-D; the Redevelopment Plan and its relationship to the project will be addressed throughout this document. A wide variety of land uses have been planned for Area 1-D, including many retail and service-type projects not found in other areas of Redevelopment Project Area 1. Land in Planning Area 1-D is designated primarily for light and heavy manufacturing uses. The dominant land uses in this portion of Carson are industrial, mostly situated on small parcels on the east side of Main Street. There are also some industrial uses on the west side of Figueroa Street, north of 213th Street. The Golden Eagle Refinery site is one of two major features of Planning Area 1-D, the other being the 40-acre Dominguez Golf Course site. The Golden Eagle site is regarded as having good potential to attract a major discount-type general merchandise store and/or a regional scale furniture/appliance facility. The site is also considered to have potential for development of office or business park uses.[10] These uses of the Golden Eagle site are considered preferable to the heavier industrial uses envisioned for other portions of Redevelopment Area 1-D, due to the proximity of residential uses to the south and east of the site.

A key objective of the Redevelopment Plan for Planning Area 1-D is to replace heavy industrial uses that are incompatible with surrounding residential, commercial and retail uses, with more limited light manufacturing and business park uses.[11]

On-site General Plan Land Use Designation

According to the City's General Plan Land Use Element and Redevelopment Plan, the Golden Eagle Center Specific Plan site is currently designated for Light Industrial uses (see Figure 15). The Land Use Element[12] defines areas designated as Light Industrial as intended to provide for small- and medium-size industrial uses that are unlikely to have adverse impacts on surrounding residential and commercial uses. This designation is designed to function as a buffer

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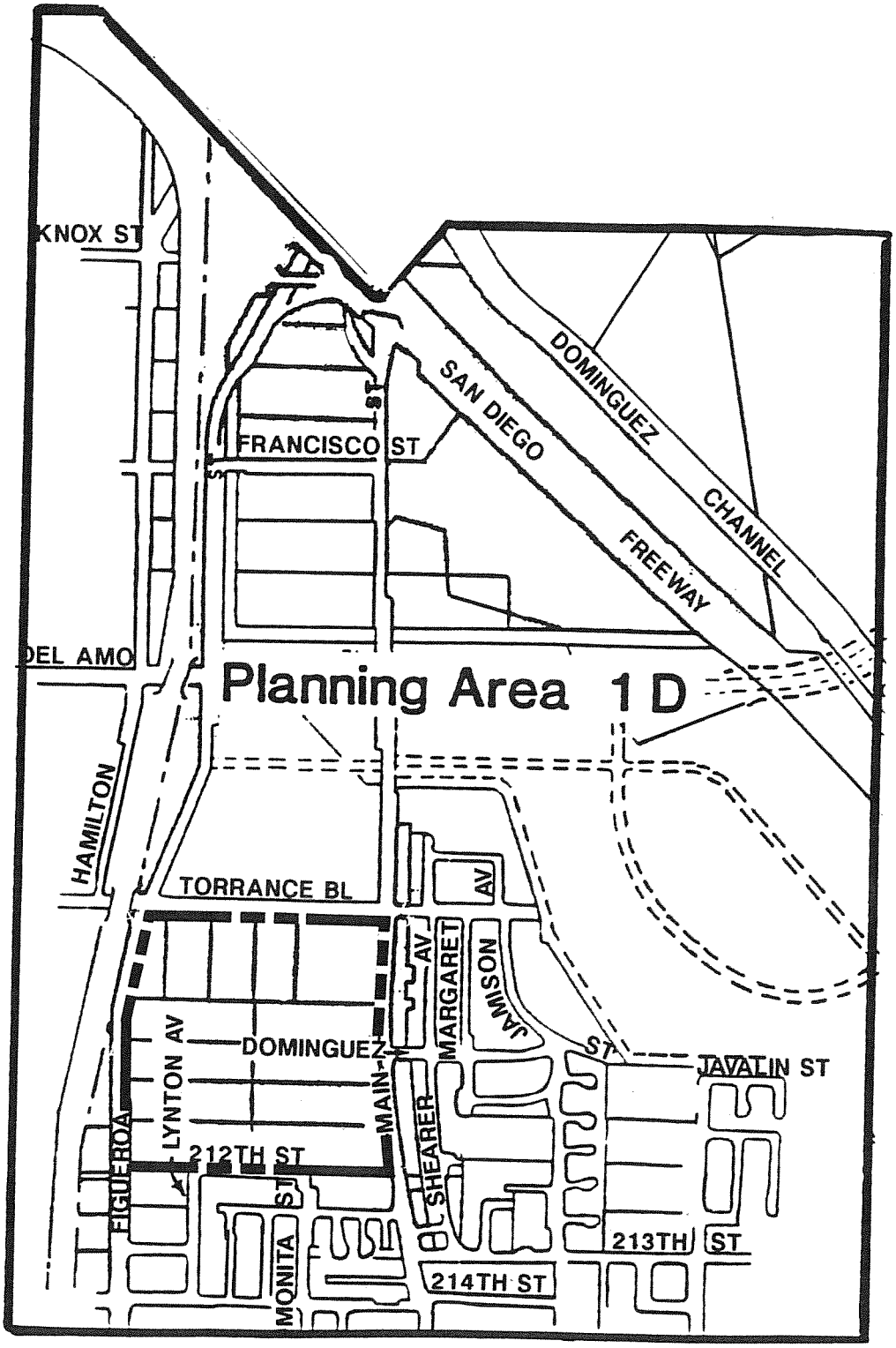
10 City of Carson, July 29, 1988. City of Carson Redevelopment Implementation Strategies and Development Guidelines Phase I Report, Community Systems Associates, Inc.

11 Community Systems Associates, Inc., op. cit.

12 City of Carson, May 17, 1982. Land Use Element of the General Plan.

REDEVELOPMENT PLANNING AREA 1-D



PROJECT SITE

THE PLANNING CENTER

Golden Eagle Center Specific Plan EIR
Figure 14
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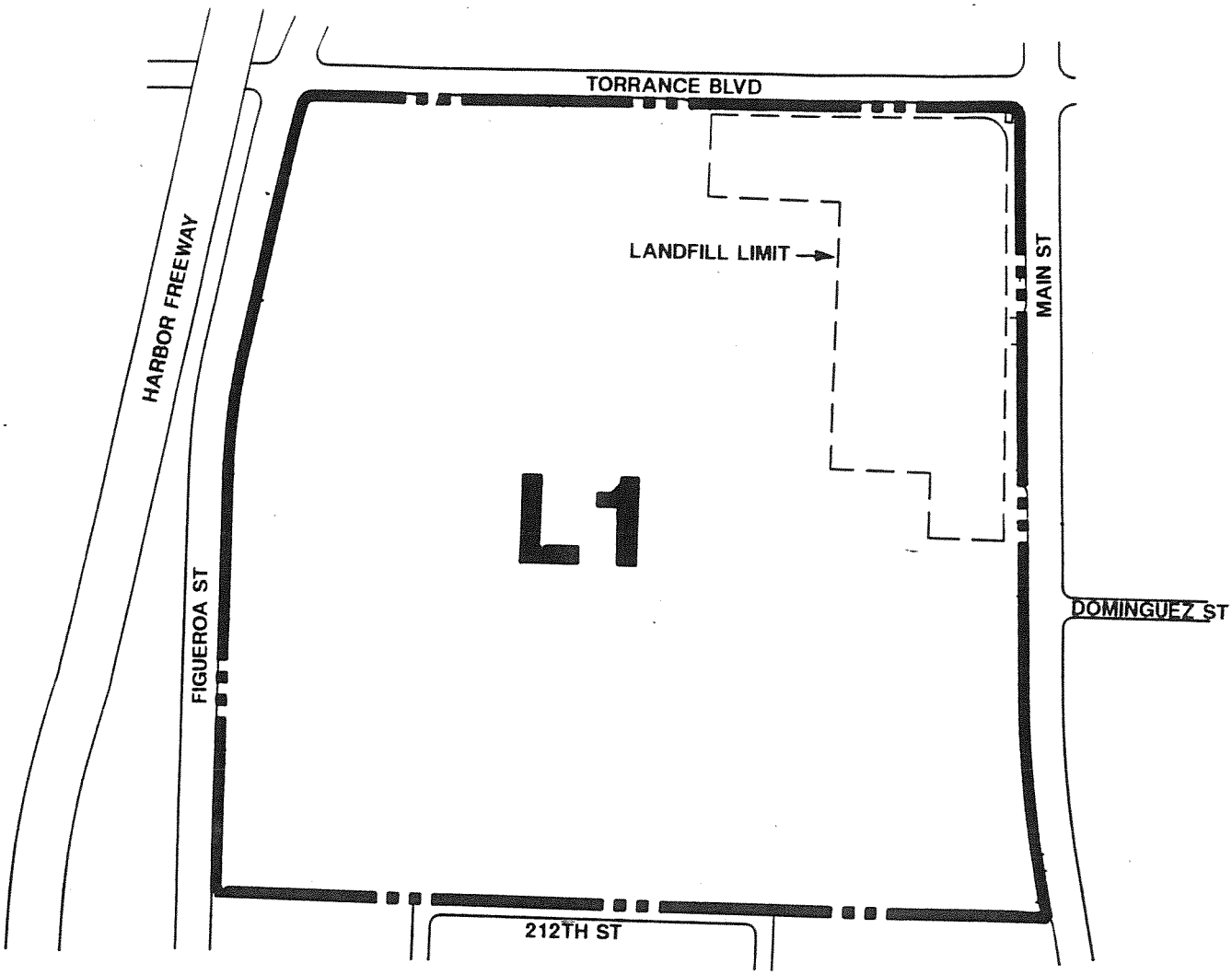
GENERAL PLAN LAND USE MAP



L1 LIGHT INDUSTRIAL

SOURCE: GOLDEN EAGLE CENTER SPECIFIC PLAN 10-30-92

THE PLANNING CENTER

between the heavier industrial uses and land uses which are incompatible with heavy industrial uses.

Surrounding Area General Plan Land Use Designations[13]

According to the City's General Plan Land Use Element and Redevelopment Plan for Area One, the area to the north of the site is designated for Light Industrial uses. A narrow strip east of Main Street, between the Golden Eagle site and the residential uses further east, is also designated for Light Industrial uses. Light Industrial areas in this location served as a buffer between the residential uses and the earlier Heavy Industrial uses of the Golden Eagle site. In light of proposed redevelopment of the Golden Eagle site to commercial or business park uses, the Carson Redevelopment Agency has been advised to set a goal of restoring the residential character of this neighborhood by eliminating the incompatible industrial uses and zoning along the eastern side of Main Street.[14]

The land south of the Golden Eagle Center Specific Plan site is designated for Low Density residential uses (1-8 DU/Net Acre). The salvage yard located toward the southeast boundary of the site is incompatible with the single-family residential uses planned for that portion of the City. The wedge-shaped strip of land adjacent to the southwest boundary of the Golden Eagle site, between Figueroa Street and the Harbor Freeway (I-110) is currently designated for Light Industrial uses. Just south of that Light Industrial area is a section of the city that has been allocated for High Density residential uses (1-25 DU/Net Acre), which allows both multi- and single-family residential uses. Land west of the freeway lies within the unincorporated County of Los Angeles.

City of Carson Zoning Ordinance

The City's Zoning Ordinance and accompanying Zone Map implements and interprets the Land Use Plan that establishes the general pattern of development. The Zone Map and Ordinance identifies the specific uses permitted on a particular parcel or property. The Zoning Ordinance also sets forth development standards and regulations to ensure that the goals and policies of the Land Use Plan are carried out.

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13 Designations obtained from Carson Land Use Map, adopted 1981, unless otherwise noted.

14 Community Systems Associates, Inc., Planning Area 1-D Land Use and Planning Recommendations.

Existing Zoning

The Golden Eagle project site is zoned for ML (Manufacturing, Light) and ML-ORL (Manufacturing, Light-Organic Refuse Landfill).[15] As shown in Figure 16, an estimated 56.65 acres is zoned ML (Manufacturing, Light), while the remaining 19.28 acres with ML-ORL (Manufacturing, Light-Organic Refuse Landfill Overlay District) zoning is located in the northeast portion of the site. According to the 1989 Vacant Land Survey,[16] there are 390.93 acres of vacant land zoned for ML and 117.88 acres of vacant land zoned for ML-ORL in the City.

Permitted uses within a ML (Manufacturing, Light) zone include: manufacturing of a wide range of products, materials, and goods from various materials, food manufacturing and processing, equipment sale or rental, storage, transportation, communications, utilities and public services, education (trade school only), recreation, agriculture, motion picture studio or set, cemetery, animal services, outdoor advertising, and recycling facilities. Most of the activities permitted in commercial zones are automatically allowed in the industrial zones, with the exception of particular uses listed in Section 9141.1 of the Carson Municipal Code. Some of the permitted uses in Industrial zones in Carson require approval of the Director of Community Development, a Conditional Use Permit, or approval by the City Council. Excluded from ML zones are manufacturing uses that conflict with surrounding residential and commercial uses, such as petroleum refinery operations or production of hazardous materials, which are permitted only in the MH (Manufacturing, Heavy) or MH-ORL (Manufacturing, Heavy-Organic Refuse Landfill) zones.

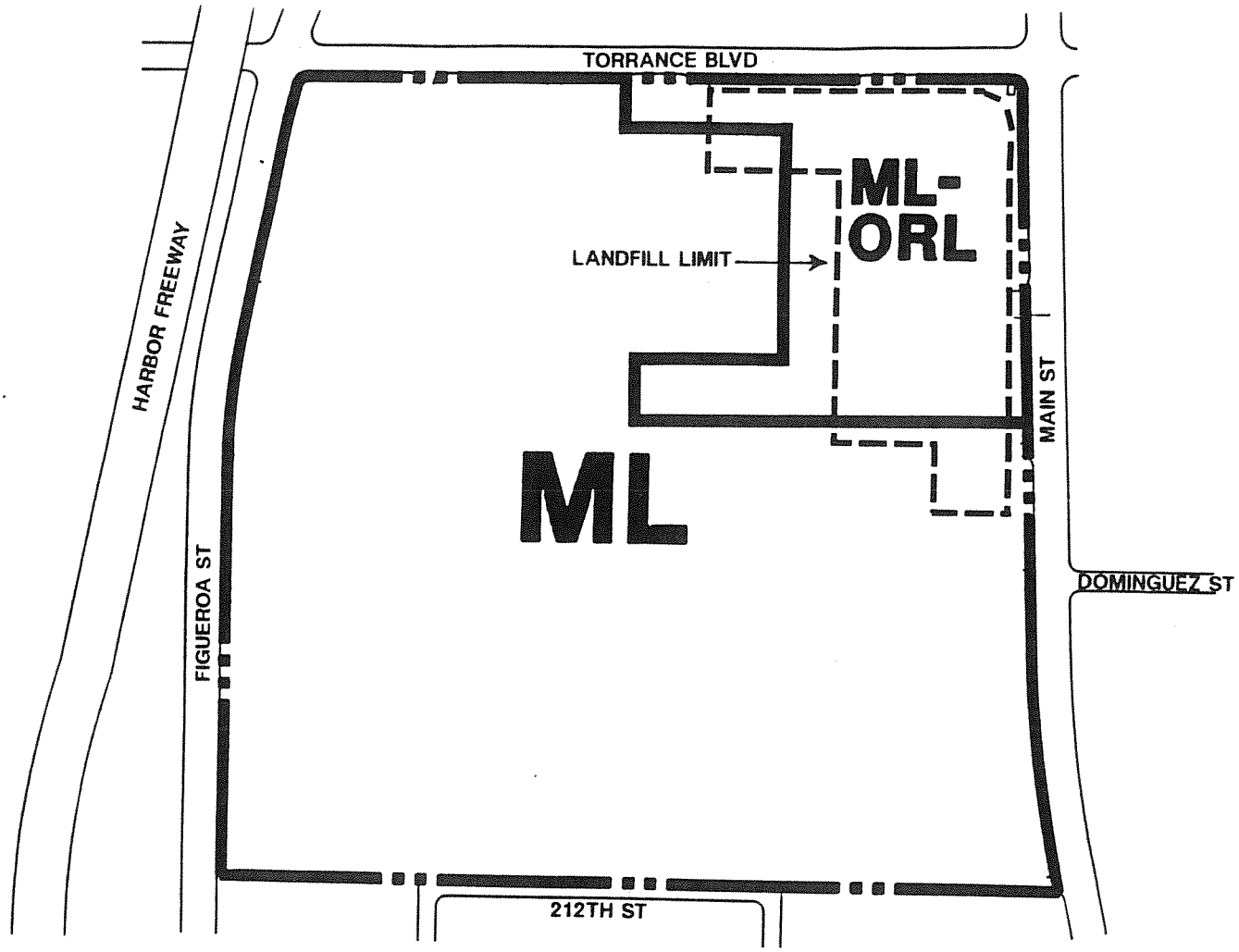
Development within the ML-ORL (Manufacturing, Light-Organic Refuse Landfill) zone requires a Conditional Use Permit approved by both the Planning Commission and City Council. As shown in Figure 16, the boundaries of the landfill limit as identified in the Specific Plan do not precisely match the boundaries of the ML-ORL.

Development in ML-ORL zones requires a civil engineering report, which must be approved by the Building and Safety Division. Each site within ML-ORL zones is subject to the requirements of the Carson Municipal Code Section 9141.12 as well, prior to use of the site, even once an approved Conditional Use Permit is obtained. The objective of these conditions is to provide and include

[15] Carson Redevelopment Agency, July 9, 1984. Final Environmental Impact Report: Amendment of Redevelopment Project Area 1, City of Carson, California.

[16] City of Carson, Community Development Department, June 1989. Vacant Land Survey.

ZONING MAP



SOURCE: GOLDEN EAGLE CENTER SPECIFIC PLAN 10-30-92

THE PLANNING CENTER

plans for a protective system or systems designed to eliminate or mitigate the potential hazards and environmental risks associated with the proposed use.

In addition, all projects located in an Industrial zone that require a Conditional Use Permit are subject to special criteria and limitations that must be considered in acting upon such a Conditional Use Permit (Carson Municipal Code, Section 9143). These criteria and limitations require that the following be considered:

- Possible hazards to the surrounding area as a result of the proposed use.
- Possible hazards to the proposed use due to proximity or interaction with uses in the surrounding area.
- Cumulative and interactive effects upon the environment and public safety resulting from the interrelation, magnitude and intensity of industrial activities in the area.

The Carson Municipal Code (Section 9145) includes specific Site Requirements for all sites zoned for industrial uses. In addition, there are Site Development Standards (Carson Municipal Code, Section 9146) which set various height, right-of-way, yard, space, encroachment and design standards which must be adhered to for all development in such zones. Environmental effects regulations have been formulated which regulate exterior lighting, performance standards and hours of operation for non-residential uses (Section 9147). These standards have been formulated based on considerations of residential uses which may border an Industrial zone.

Surrounding Area Zoning[17]

To the north of the Golden Eagle Center Specific Plan site, property is zoned as ML-ORL (Manufacturing, Light-Organic Refuse Landfill). To the east, there is a narrow strip (one parcel wide) of land zoned for ML-D (Manufacturing, Light-with Design Overlay) which requires site plan and design review prior to development.[18] There are three vacant parcels located in this area east of the Golden Eagle site, along Main Street. To the east of the narrow ML-D zone, there is land zoned RS (Single-Family Residential).

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[17] Carson Redevelopment Agency, July 9, 1984. Final Environmental Impact Report, Amendment to Redevelopment Project Area 1, City of Carson, California.

[18] Ibid.

Land that abuts the Golden Eagle Center Specific Plan site to the south is zoned RS (Single-Family Residential). The salvage yard located in this area is a conforming[19] use within the Manufacturing, Heavy (MH) zone. The wedge-shaped strip between the southwest boundary of the site and the I-110 freeway is zoned for ML-D (Manufacturing, Light-with Design Overlay). The northern portion of the west boundary abuts the Harbor Freeway (I-110) and the unincorporated County of Los Angeles.

Air Quality Management Plan

Section 4.3, Air Quality, discusses the project's impact in relation to local and regional air quality issues.

Los Angeles Hazardous Waste Management Plan

The State Solid Waste and Resource Recovery Act (SWRRA) of 1972, as amended, requires each county to prepare a waste management plan to address both non-hazardous and hazardous wastes. The Los Angeles County Hazardous Waste Management Plan (CoHWMP) describes the existing conditions, future conditions, needed management facilities, and recommended programs on a county-wide basis. The County has adopted a Solid Waste Management Plan, and a Hazardous Waste Element.

The CoHWMP objectives include the following.

- Source Reduction
- Increased Recycling
- Waste Storage/"Mining"
- Waste Production Elimination
- Increased Effectiveness of On-site Treatment
- Increased Off-site Disposal Sites

Cities are required to implement the objectives of the CoHWMP by either of the following means:

1. Incorporation of applicable sections of the CoHWMP into the City's General Plan; or

[19] Section 9141.1 of Carson Municipal Code, Part 4-Industrial Uses indicates "Vehicle Dismantling Yards, Junk and Salvage Yards, Vehicle Impounding Yards" as permitted uses in MH zones, subject to requirements of Section 9148.1.

2. Adoption of a City Hazardous Waste Management Plan which is consistent with the City's General Plan; or

3. Enact an ordinance which requires that all applicable zoning, conditional use permits, and variance decisions are consistent with applicable portions of the CoHWMP.

Hazardous materials management policies are designed to control the generation, use, transportation, storage, treatment and disposal of hazardous substances. Regulatory agencies exist at the Federal, State, regional and local level. The major regulatory agencies for the Los Angeles County area include the following:

- United States Environmental Protection Agency
  U.S. EPA National Priorities List (NPL)
  Comprehensive/Liability Information System (CERCLIS)
- California Environmental Protection Agency, Toxic Substance Control Department, Annual Plan for Hazardous Waste Site Clean-Up, formerly known as the Bond Expenditure Plan (BEP) List;
  Abandoned Sites Program Information System (ASPIS)
- California Regional Water Quality Control Board
- Central Air Basin Water (AB 1803-Polluted Wells)
- California Governor's Office of Planning and Research
  Hazardous Waste and Substances Sites List
- South Coast Air Quality Management District
- California Division of Oil and Gas, Abandoned Oil Sites
- County of Los Angeles, Department of Health Services
- County of Los Angeles, Sanitation District, Industrial Waste Division
- County of Los Angeles, Public Works Department, Underground Tank Division
- County of Los Angeles Fire Department
- Carson Community Development Department,
  Building and Planning Division,
  Permits and Certificates of Occupancy

The ongoing cleanup at the proposed project site is proceeding under Board supervision and emphasizes on-site treatment. The cleanup is being conducted primarily through the use of on-site treatment and assists in achieving the goals of the CoHWMP.

At the end of the cleanup process prior to development, the California EPA, DTSC, will be requested to approve a Health Risk Assessment of the post remediation site conditions. If approved, this would provide environmental clearance for the proposed use of the site, providing assurance that the site will be safe for occupancy.

4.1.2 Environmental Impacts

General Plan Land Use Impacts

The mix of retail/visitor commercial uses (possibly includes a 300-room hotel), office/retail commercial, and office/R&D/light industrial uses proposed in the Golden Eagle Center Specific Plan are consistent with the current Light Industrial land use designation in the General Plan Land Use Element and the Redevelopment Plan[20].

The Golden Eagle Center Specific Plan would refine the General Plan and Redevelopment Plan land use designation of Light Industrial for the site. The Specific Plan calls for 40 acres of Retail/Visitor Commercial, 18.8 acres of Office/Retail Commercial, and 16.2 acres of Office/R&D/Light Industrial development. Generally, the character of the development would emphasize retail and commercial uses, with office, research and development and light industrial uses as secondary uses overall.

Total building development in Specific Plan would be 1,284,583 square feet, including possible development of a 300-room hotel. In addition, the Specific Plan calls for buildings not to exceed six stories in height, except the hotel which is not to exceed ten stories.

Table 1 summarizes the proposed land uses in the Golden Eagle Center Specific Plan. The development plan for the Specific Plan includes only one acre of street improvements (refer to Figure 13, Specific Plan Proposed Land Uses). Internal circulation would primarily utilize parking lot lanes. Rather than adding an access point to Figueroa Street providing internal circulation across the site, the proposed circulation in the Specific Plan includes only a short cul-de-sac, Freeman Street. Landscaping generally follows the perimeter of the site and along the streets.

[20] City of Carson, revised December 1982. Redevelopment Plan for Redevelopment Project Area One, Unofficial text.

TABLE 1
LAND USE SUMMARY
GOLDEN EAGLE CENTER SPECIFIC PLAN

Land Use	Parcel Numbers	Acres	F.A.R.[1]	Building Square Feet	Maximum Stories
Retail/Visitor Commercial	1	40.0	.35	609,840[2]	2/Retail 10/Visitor
Office/Retail Commercial	2 & 3	18.8	.35	286,624	6
Office/R&D/Light Industrial	4-11	16.2	.55	388,119	6
Streets		1.0	--	--	--
TOTALS		**76.0**		**1,284,583**	

[1] F.A.R. = Floor Area Ratio: the ratio of total square footage of building to total square footage of land area.
[2] Includes development of a 300 room hotel.

The intended purpose of each of these proposed land use designations is described below:

Retail/Visitor Commercial

The Retail/Visitor Commercial uses proposed in the Golden Eagle Center Specific Plan would also serve as a destination commercial center, and would optimize accessibility and visibility from the freeway and surrounding street. Within this category, a retail center would be developed on approximately one half of the site, facing Figueroa Street. Additional retail/office uses would be developed in the northeastern portion of the site not used for parking. Storefronts in that area would be oriented towards Figueroa and Main Street.

This portion of the site would also include development of a 300-room, 10 story hotel (a CUP is required for the hotel). The exact location of the hotel within the Retail/Visitor Commercial land uses is not designated, to allow for flexibility. In addition to providing services to local residents and businesses, the conceptual market area is expected to have a regional draw which would attract shoppers from the South Bay region. Alternate land uses for this portion of the site are Office, Research and Development, and Light Industrial.

Office/Retail Commercial

The proposed Golden Eagle Center Specific Plan plans for retail commercial uses or multi-story offices and research and development uses in the northeastern portion of the site. A large part of the area designated as Office/Retail Commercial is the capped landfill area. Parking would be built in the landfill

area. The landfill area is not proposed for structures. Light Industrial land uses are an alternative for this area.

Office/R&D/Light Industrial

A mix of research and development, light manufacturing and assembly uses are proposed for this portion of the site. Design of these facilities would maintain high aesthetic standards while considering functional needs, such as loading docks. The Specific Plan provides for office buildings in this area of the Golden Eagle Center site, ranging from 1 to 6 stories in height, facing a formal, tree-lined entry street, terminating in a cul-de-sac. Commercial uses would also be acceptable in this part of the site.

Zoning Impacts

Specific Plan

The project site is presently zoned as ML (Manufacturing, Light) and as ML-ORL (Manufacturing, Light-Organic Refuse Landfill). According to the Carson Municipal Code (CMC), Section 9141.1, the proposed uses outlined in the Golden Eagle Center Specific Plan are permitted under the Industrial zones. Under the existing General Plan, development of oil fields or wells in either ML or MH zones are automatically permitted, subject to special limitations and requirements found in Section 9148.2 of the CMC.

Principal uses permitted in any commercial zones are automatically permitted in the industrial zones, except certain, specific uses. The Retail Commercial, Visitor Commercial and Office uses are permitted in commercial zones. The commercial uses in an industrial zone are subject to the same requirements as are specified for such uses in the commercial zones, with some limited exceptions, such as mobile home parks, hospitals, schools, etc. which are not permitted (Section 9141.1). Research and development and light industrial uses are suited for light industrial zoning. All of the proposed uses in the Golden Eagle Center Specific Plan fall into categories that are permitted in either commercial or industrial zones. None of the commercial uses which are excluded from industrial zones are proposed in the Specific Plan. No zoning change would be required as the result of adoption of the Golden Eagle Center Specific Plan. However, a Conditional Use Permit (CUP) would be required for development of the hotel.

Project Specific Impacts, Specific Plan

Light industrial land uses are considered to serve as a buffer between potentially sensitive residential and commercial land uses, and as such are not incompatible with surrounding residential or commercial uses, provided planned uses take the more sensitive surrounding uses into consideration in their site planning. Development standards for Industrial zones, including ML (Manufacturing, Light) and ML-ORL (Manufacturing, Light-Organic Refuse Landfill) are designed to soften the transition between sensitive surrounding land uses and the Light Industrial uses. Section 4.8, Hazardous Waste Management, discusses the impacts of locating light industrial uses on this site.

In the past, when the Golden Eagle site was developed as a refinery, and used for refinery-related activities, it was designated for Heavy Industrial[21] use and zoned MH (Manufacturing, Heavy) and MH-ORL (Manufacturing, Heavy-Organic Refuse Landfill).[22] The Redevelopment Plan for Project Area No. 1 redesignated the site for Light Industrial uses. In 1986, the site was rezoned to ML (Manufacturing, Light) and ML-ORL (Manufacturing, Light-Organic Refuse Landfill).

Compatibility of the Proposed Specific Plan to Adjacent Land Uses

Properties North of Site

The properties north of the Golden Eagle site are developed with commercial and industrial uses. Implementation of the Specific Plan does not specify the location of the hotel. Office/Retail Commercial uses in the Specific Plan would be located in the northeast portion of the site.

The Specific Plan includes development of buildings with a maximum height of 110 feet, and no more than six stories with exception of ten stories for the hotel. The development scale of the Specific Plan is also compatible with the commercial and light industrial uses to the north.

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21 City of Carson, Community Development Department, adopted 1981; revised May 17, 1982. Land Use Element, Carson General Plan, Land Use Map.

22 Carson Redevelopment Agency, July 9, 1984. Final Environmental Impact Report, Amendment to Redevelopment Project Area 1, City of Carson, California.

Properties East of Site

Main Street bounds the site to the east. East of Main Street, there is a narrow strip (one parcel width, except where encroachments occur) of mixed commercial and industrial uses. Farther east is a single-family residential area. The existing mixed commercial and industrial uses encroach the residential area in some areas. The Redevelopment Plan for Area 1-D indicates that these commercial and industrial uses are incompatible with the residential uses and the City has been considering removing the encroachments and restoring the residential character of that neighborhood.

Development according to the Specific Plan includes a mix of Office/Retail Commercial and Office/Research and Development/Light Industrial uses. These uses are not incompatible with either the commercial/industrial zone, nor with the residential zone farther to the east. The reduced scale of development, permitting a maximum building height of 110 feet would be less visible to the residential uses. However, the City has no height restrictions for buildings in a ML zone.

Properties South of Site

The land uses south of the site include single-family residential, office, and salvage yard uses. The types of land uses which are generally thought of as incompatible with residential uses include uses that produce excessive levels of noise, dust, odor, glare or which would expose the residents to hazardous or toxic materials. Some communities have developed design standards which shield residential uses from visual impacts of development which may have impacts on views of surrounding sensitive uses.

In Industrial zones in Carson, there is no height limit provided additional yard spaces are provided as required in Sections 9146.23-9146-27 of the Carson Municipal Code. The side or rear yard of parcel 1 (designated for Retail/Visitor Commericial) and the rear yard of parcel 9 (Office/Research and Development) abut the single-family residential uses to the south, and as such are required to provide additional setback. A solid masonry wall is required along any lot line abutting property in a residential zone (Section 9146.3). Other parcels in the southern portion of the Golden Eagle Center site abut either 212 Street or the salvage yard, and are not subject to regulations regarding industrial uses which abut residential uses.

The City has Site Planning and Design regulations (Section 9146.9) that must to be complied with, for areas of the site within 100 feet of a residential zone (the southwestern most corner). In addition, the Carson Municipal Code (Sections

9147.1-9147.3) provide regulations about potential exterior light impacts, performance standards and hours of operation.

These uses would not be incompatible with nearby residential uses since the City has high standards that address incompatibility between residential and industrial uses.

The Specific Plan includes Office/Research and Development/Light Industrial uses on the southeast portion of the site. The Specific Plan includes Retail/Visitor Commercial uses in the southwest portion of the site. The potential development of a 300-room hotel is included as an option in the Specific Plan, but, would not necessarily occur depending on market conditions. As indicated in Figure 13 this development may occur on the western portion of the site, and may be located toward the south. Retail uses may include evening or late night uses of the site. Hotel uses would also include late night use of the site.

These evening or late night uses would be incompatible with residential uses to the south, because residential uses are both noise sensitive and light and glare sensitive. Hotel uses would include late night traffic that would be disturbing to the neighboring residential zone. In addition, even with a solid masonry wall (not specified in the site plan, but required mitigation) the planned height of the hotel would mean that hotel lights could be seen at night from adjacent residential uses. Permitting hotel uses only within the northern portion of the site would reduce these impacts. Controlling hours of operation for any retail or commercial uses would also reduce impacts.

Properties West of Site

The properties to the west of the site include Figueroa Street (a major highway with 100-foot right-of-way), commercial, industrial, and elementary school uses. Development of the site using the Specific Plan includes Retail/Visitor Commercial uses. These uses would also be compatible with adjacent commercial and industrial uses.

As previously discussed, the site was too contaminated, as determined by Cal-EPA, for safe use prior to remediation. Obviously this would pose a potential for significant impacts if the proposed land uses were developed prior to removal of this constraint.

Coordination of Land Use and School Siting

Assembly Bill 3205, which took effect on January 1, 1989, addressed the need to coordinate the location of industrial or commercial land uses and the location of schools. This act was strengthened by SB 2262 in 1990 and further modified by AB 928 in 1991 which created Government Code Section 21151.4. Public Resources Code Section 21151.4 is relevant to this project because portions of the proposed project site are located within one-fourth mile of the Van Deene Elementary school.

Section 21151.4 of the Public Resources Code says:

> "No environmental impact report or negative declaration shall be approved for any project involving the construction or alteration of a facility within one-fourth of a mile of a school which might reasonably be anticipated to emit hazardous or acutely hazardous air emissions as defined in Section 21151.3 unless both of the following occur:
>
> (a) The lead agency preparing the environmental impact report or negative declaration has consulted with the school district having jurisdiction regarding the potential impact of the project on the school.
>
> (b) The school district has been given written notification of the project not less than 30 days prior to the proposed approval of the environmental impact report or negative declaration."

The Specific Plan designates the area adjacent to Figueroa Street as Retail/Visitor Commercial (refer back to Figure 13, Specific Plan Proposed Land Uses). Proposed light industrial uses are located on the eastern half of the project site, over one-fourth mile from the Van Deene Elementary school.

The land uses the Specific Plan proposes to locate within one-fourth mile of the existing elementary school are not anticipated to emit hazardous or acutely hazardous air emissions.

4.1.3 Mitigation Measures

1. To avoid potential noise, light and glare impacts to the residential area south of the project site, development of the Visitor Commercial (Hotel) use shall be restricted to the northern half of the 40-acre Retail/Visitor Commercial area.

2. Prior to development, site environmental clearance must be provided in the form of a Health Risk Assessment approved by the California EPA. This may take the form, subject to the willingness of Cal-EPA, of approval of partial HRAs that allow for sequential development of the site as portions are remediated.

4.1.4 Level of Significance After Mitigation

Not significant.

4.2 TRANSPORTATION AND CIRCULATION

This section analyzes and summarizes the results of the traffic impact report prepared by Linscott, Law & Greenspan, Engineers (LL&G), for Gascon Mar LTD., the developer proposing the Golden Eagle Center Specific Plan. The revised traffic study for the Specific Plan was completed in July 1992. The revisions incorporated moderate downsizing of the project's planned square footage from the previously proposed Specific Plans. The traffic study is available for review in its entirety at the City of Carson's Community Development Department offices.

Area traffic growth has been forecast in this traffic evaluation based on a three (3) percent annual compounded ambient traffic growth rate, as outlined in the City of Carson's Guidelines.

According to the City of Carson's 24-hour volume exhibits, analyzed from 1970 to 1990, there has been a 3 percent increase from one year to the next. The traffic analysis in this report applies the 3 percent per year traffic growth, compounded, to each key intersection approach movement. It should be noted that the analysis is considered conservative since the ambient growth rate is applied to the peak hour volumes. In following the City of Carson's guidelines, the traffic report provides analysis of existing conditions together with the addition of ambient traffic growth of three percent per year compounded to the year 1995 (project build-out). Project traffic has been added to the Existing plus Ambient Growth traffic for analysis of expected conditions at build-out of the project.

The key intersections selected for evaluation in this report include the following:

- Figueroa Street/Carson Street
- Figueroa Street/Torrance Boulevard
- Figueroa Street/I-110 NB Freeway Ramps
- Figueroa Street/Del Amo Boulevard
- Main Street/Carson Street
- Main Street/Torrance Boulevard
- Main Street/I-405 SB Freeway Ramps
- Main Street/I-405 NB Freeway Ramps
- Main Street/Del Amo Boulevard
- Hamilton Avenue/Torrance Boulevard[23]

[23] Intersection is not located inside the City of Carson's boundary, therefore under the jurisdiction of other governmental agencies.

- Hamilton Avenue/I-110 SB Freeway Ramps[23]
- Hamilton Avenue/Del Amo Boulevard[24]
- Vermont Avenue/Torrance Boulevard[24]
- Vermont Avenue/Del Amo Boulevard[24]

4.2.1 Environmental Setting

Existing Street System

Regional access to the project site is provided by the Harbor (I-110), San Diego (I-405) and Artesia (SR-91) Freeways. Refer to Figure 17, Existing Major Street System for a visual complement to the text. The eight lane Harbor Freeway borders the west side of the project site and intersects the San Diego Freeway approximately one quarter mile north of the project site. The Harbor Freeway provides interchange facilities for Torrance Boulevard at Hamilton (southbound) and Figueroa (northbound). Other Harbor Freeway interchange facilities are provided at Carson (southbound) and at 220th Street (northbound). San Diego Freeway interchange facilities are provided at Main, Avalon and Carson. The east/west Artesia Freeway intersects the Harbor Freeway approximately one and a half miles north of the project site and provides interchange facilities at Avalon and Main.

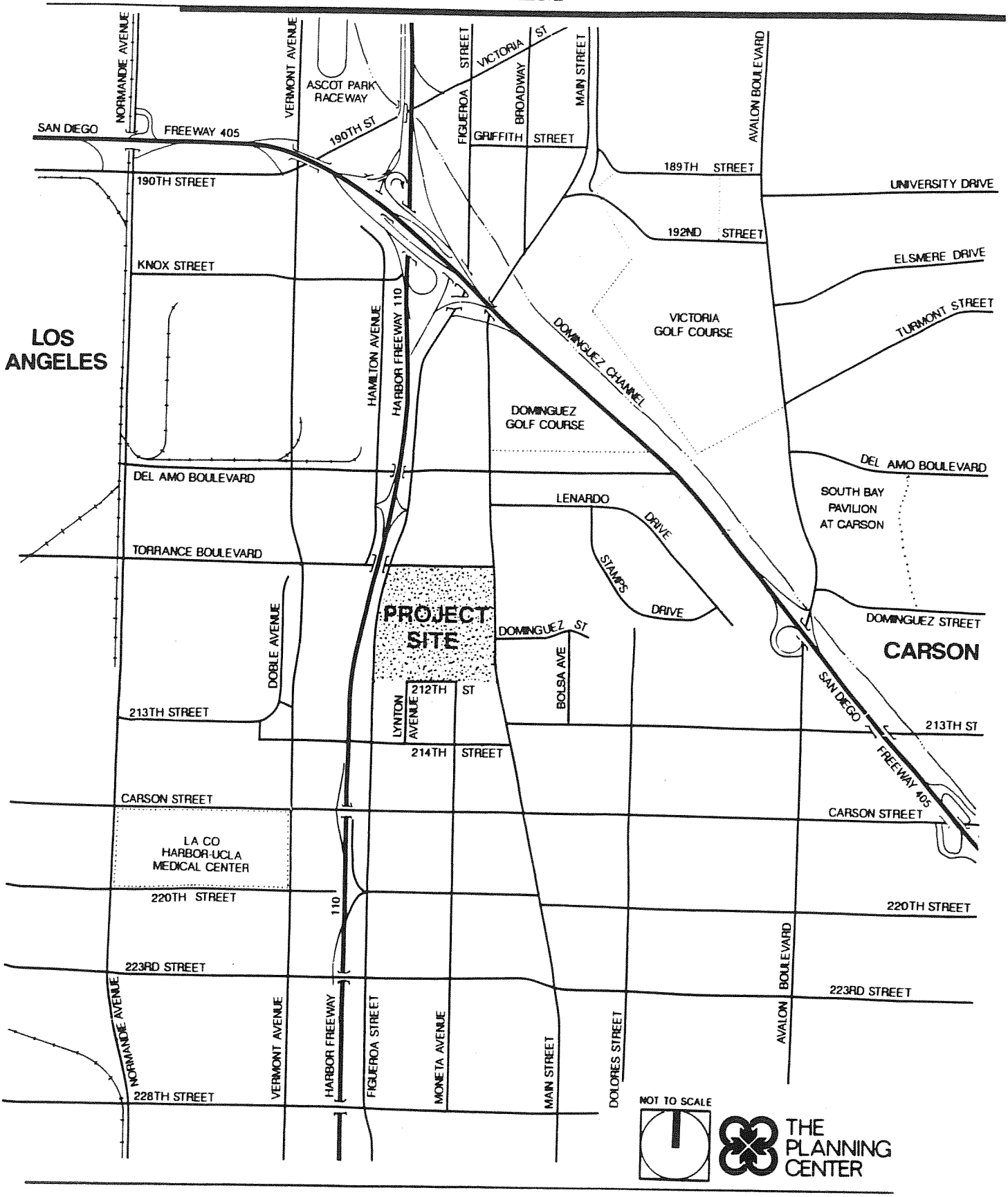
Local arterial street access to the project site would be via Torrance Boulevard, Main Street, and Figueroa Street. All three key project streets border the project site in addition to servicing local traffic in the City of Carson. Other key roadways expected to be used by project traffic are Hamilton Avenue, Del Amo Boulevard, and Carson Street.

Main Street borders the project to the east and is listed as a major highway (100 foot right-of-way) according to the City of Carson Circulation Element. The north/south roadway currently provides four through lanes with a painted median. The median provides for left-turn movements. Main Street operates under a posted 40 mph speed zone near Torrance Boulevard. The street is designated as a truck route and has a Class II Bike Route designation between Torrance Boulevard and Del Amo Boulevard.

The Main Street/Torrance Boulevard intersection is controlled by a two-phase traffic signal. The traffic signal to the south, at 213th Street, also operates in a

[24] Intersection is not located inside the City of Carson's boundary, therefore under the jurisdiction of other governmental agencies.

EXISTING MAJOR STREET SYSTEM



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two-phase mode. Main Street at Carson Street is controlled by an eight-phase traffic signal.

Figueroa Street parallels the Harbor Freeway in a north-south alignment. The roadway is classified as a four lane major highway (100 foot right-of-way). This street borders the western edge of the project site and is expected to have four ingress/egress project driveways. Existing traffic signals at key Figueroa intersections consist of a six-phase mode at Del Amo, a four-phase at Torrance, and an eight-phase at Carson Street.

Torrance Boulevard, east of Figueroa Street, currently exists as a four lane secondary arterial (80 foot right-of-way) which is provided with a two-way left-turn lane. The northern border of the project is defined by this street and has three proposed ingress/egress project driveways. The street is a designated truck route and a Class II Bike Lane between the I-110 Freeway and Main Street. The intersections of Torrance Boulevard with Hamilton Avenue and Vermont Avenue are outside the City of Carson's boundaries. West of Figueroa Street there is no median and through traffic is limited to one lane each direction.

Del Amo Boulevard is an east/west roadway approximately one-third mile north of the project site currently extending from west of Vermont to the San Diego Freeway, although the portion east of Main Street is not currently maintained for general public use. Del Amo Boulevard begins west of Avalon and extends easterly. Construction of the Del Amo Boulevard Overcrossing of the I-405 Freeway and connection to Avalon is planned for 1997 and subject to project funding, including partial funding by Caltrans. Del Amo Boulevard has an east-west alignment and is designated as a major arterial (100 foot right-of-way) which provides four travel lanes. This street is designated as a truck route with a posted speed limit of 40 miles per hour. Del Amo is currently two lanes wide between Figueroa and Main with a posted "stop" sign at its intersection with Main Street. Del Amo Boulevard at the intersection of Vermont Avenue is outside the City of Carson.

Hamilton Avenue is located west of and parallel to the I-110 Freeway. The southbound I-110/Torrance Boulevard ramps intersect Hamilton approximately half way between Torrance and Del Amo. This short link segment exists as a four lane facility and provides secondary access to local commercial/service uses found in the immediate vicinity. The I-110 Freeway ramp intersection with Hamilton is "stop" controlled on all approaches. The Del Amo/Hamilton intersection is four-way "stop" controlled, while the Hamilton/Torrance intersection has a two-phase traffic signal. The intersections of Hamilton Avenue with the I-110 SB ramps and Del Amo Boulevard are not within the City of Carson's boundary.