



**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

May 26, 1992

P-6

IN REPLY PLEASE
REFER TO FILE:

Mr. Lance Burkholder
Associate Planner
City of Carson
701 East Carson Street
Carson, CA 90749

Dear Mr. Burkholder:

**RESPONSE TO A NOTICE OF PREPARATION
GOLDEN EAGLE SPECIFIC PLAN**

Thank you for the opportunity to provide comments on the Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR) for the Golden Eagle Specific Plan. We have reviewed the NOP and offer the following comments:

Waste Management

Los Angeles County is facing an estimated shortfall in solid waste landfill capacity of 10,000 tons per day by 1993. As such, the proposal may adversely impact the solid waste management system in this County. The DEIR must identify what measures the project proponent will implement to mitigate the impact. These measures may include, but are not limited to, development of new or expansion of existing landfill sites, as well as implementation of waste reduction, recycling and composting programs. The DEIR should identify development standards to provide adequate "waste storage area" for collecting recyclable materials.

The existing hazardous waste management (HWM) facilities in this County are inadequate to handle the hazardous waste currently being generated. The proposed commercial development may generate hazardous waste including household hazardous waste, which could adversely impact existing HWM facilities. This issue should be addressed and mitigation measures provided.

The DEIR should assess the possible adverse impact on the quality of stormwater runoff as the result of the proposed project. The document should reference compliance with the City stormwater runoff requirements when such requirements are in place per National Pollutant Discharge Elimination System (NPDES) Permit No. CA 0061654. Construction activities involving five or more acres shall secure NPDES General Industrial Permit from the local California Regional Water Quality Control Board.

Mr. Lance Burkholder

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Industrial Waste approval is required for any commercial/industrial development.

Any new underground storage tanks require Department of Public Works, Waste Management Division approval. The NOP incorrectly identifies the Los Angeles County Fire Department as the lead agency for previous underground storage tank removals.

Any mitigation measure monitoring program performed by the Los Angeles County Department of Public Works, Waste Management Division will require a funding account to be established by the project proponent to pay for the required services. The amount of necessary funds will be determined at the time monitoring will be performed. The Department of Public Works, Waste Management Division, must be contacted to establish the funding account.

If you have any questions regarding these comments, please contact Ms. Selena T. Robinson of our Waste Management Division at (818) 458-2189.

Traffic/Circulation

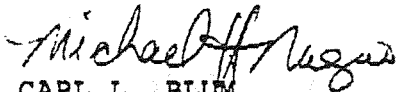
We believe a development of this magnitude could significantly impact the adjacent roadways and intersections. A traffic study should be prepared to identify the traffic impacts and ensure that appropriate mitigation measures are proposed. The study should also address the cumulative impacts generated by this and nearby developments and include levels of service analyses for affected intersections and freeway interchanges. If traffic signals or other mitigation measures are warranted at the affected intersections, the developer should contribute to the cost. In addition, the developer should determine his proportionate share of signal or other mitigation costs and submit this information to this Department for review and approval. A copy of our Traffic/Access Guidelines is enclosed.

Mr. Lance Burkholder
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If you have any questions regarding these comments, please contact Mr. Michael Ignatius of our Traffic and Lighting Division at (818) 458-5909. Questions regarding the environmental reviewing process of this Department can be directed to Ms. Clarice Nash at the previous page address or at (818) 458-4334.

Very truly yours,

T. A. TIDEMANSON
Director of Public Works


CARL L. BLUM
Assistant Deputy Director
Planning Division

MA:aa
WP/105

Enc.

TRAFFIC/ACCESS GUIDELINES

Generally, the Department staff is concerned with adverse impacts on traffic when: 1) traffic generated by a project considered alone or cumulatively with other projects, if added to existing traffic volumes, exceeds the design capacity of an intersection or roadway, contributes to an unacceptable level of service, or exacerbates an existing congested condition; and/or 2) project generated traffic interferes with the existing traffic flow (e.g., due to the location of access roads, driveways, parking facilities); and/or 3) proposed access locations do not provide for adequate safety (e.g., due to limited visibility on curving roadways); and/or 4) nonresidential uses generate commuter or truck traffic through a residential area; and/or 5) project generated traffic significantly increases on a residential street and alters its residential character.

(Note: Access as associated with the use of emergency vehicles is discussed under "Fire Hazard".)

These guidelines provide an outline of the information generally to be included in the Draft EIR you prepare or have prepared. Depending upon the specific concern(s) of the Department staff, all of the material listed may not be required. A traffic report should be prepared by a registered civil or traffic engineer. A traffic report is generally needed if a project generates over 500 trips per day unless other possible adverse impacts (see page 3) are identified.

PROJECT DESCRIPTION

Note: This information may be included in another section of the EIR (e.g., Section I--Project Description).

1. A description of the project, including those factors which quantify traffic generators--e.g., dwelling units, square feet of office space, persons to be employed, restaurant seats, acres of raw land, etc. For residential developments, the description should indicate the type of residence, e.g., one level or townhouse condominiums, and if its use is for families, adults or retirees.
2. A plot plan showing proposed driveways, streets, internal circulation, and any parking facilities on the project site.

SETTING

1. A description of existing streets and roadways, both within the project site (if any) and in the surrounding area. Include information on the roadways' classifications, the number of lanes and roadway widths, signalized intersections, separate turn lanes, and the signal phases for turning movements.

2. Existing daily directional and peak-hour through and turning traffic volumes on the roadways surrounding and/or logically associated with the project site, including Secondary and Major highways and freeways. Local streets affected by the project should also be shown. If the proposed project is to be completed in several years, existing traffic volumes should be projected to that future date. Each report shall include appendices providing count data used in the preparation of the report. The source and date of the traffic volume information shall be indicated. Count data should not be over 1 1/2 years old. Since peak volumes vary considerably, a 10 percent daily variation is not uncommon, especially on recreational routes or roadways near shopping centers; therefore, representative peak-hour volumes are to be chosen carefully.

ANALYSIS AND IMPACT

1. Tabulate the estimated number of daily trips and peak-hour trips (a.m. and p.m.) generated by the proposed project entering and exiting the site. Trip generation factors and source are to be included. ITE rates should generally be used, except in the case of condos/townhomes when the following rates should be used per unit: eight trips/day; 0.54 trips/a.m. peak, 0.48 outgoing, 0.06 incoming; 0.73 trips/p.m. peak, 0.26 outgoing, 0.47 incoming. Also show a similar trip generation tabulation and a map of other nearby projects which would add traffic to the locations under study.
2. Diagrams should be provided showing the project and nearby project's peak-hour trips logically distributed on the roadway system, superimposed with current or projected peak-hour volumes. The study area should include arterial highways, freeways, and intersections generally within a one-mile radius of the project site (Note: This distance may be greater than one mile for rural areas depending on the proximity to nearby signalized intersections and the availability of master plan access routes).
3. If it appears that the project's generated traffic alone or together with other projects in the area, could worsen the level of service (LOS) of an intersection or roadway a "before" and "after" level of service analysis is necessary. The Intersection Capacity Utilization (ICU) or Critical Movement Analysis (CMA) are two methods often used to assess existing and future levels of service at intersections.

If using the Intersection Capacity Utilization method, a maximum of 1,600 vehicles per hour per lane should be used (dual left-turn lanes have a capacity of 2,880 veh/hr) and a ten percent yellow clearance cycle should be included. Intersection levels of service analysis and calculation work sheets shall be included in the report for the following conditions: (a) existing traffic; (b) existing plus ambient growth to the year the project will be completed; (c) traffic in (b) plus project traffic; and (d) traffic in (c) plus the cumulative traffic of other known developments. The project's impact on two-lane roadways should also be analyzed if those two-lane roadways are the principal or only access to more fully developed Master Plan Highways.

Level of service C (volume to capacity ratio of 0.8) is considered acceptable. For most areas of the County, mid-range Level D or volume to capacity ratio of 0.85 is the point beyond which mitigation measures are required. For roadways in a highly urbanized area, such as East Los Angeles, level of service D (volume to capacity ratio of 0.9) is the point beyond which mitigation measures are required.

If it is assumed that new routes will alter traffic patterns, adequate backup including traffic distribution maps should be provided showing how and why these new routes will alter traffic patterns.

Also, if it appears that the project's generated traffic, alone or with other projects in the area, could warrant traffic signals, signal warrant data should be provided.

4. Discuss other possible adverse impacts on traffic. Examples of these are: (1) the limited visibility of access points on curved roadways; (2) the need for pavement widening and left-turn lanes at access streets and driveways, and (3) the impact of increased traffic volumes on local residential streets.
5. Discuss conclusions regarding the adverse impacts caused by the proposed project on the roadway system. If the cumulative of this and other projects require mitigation measures, such as a traffic signal, estimate the percent share. When the proposed project and other nearby developments are expected to significantly impact adjacent roadways, the developer may be required to enter into a secured agreement to contribute to a benefit district to fund major roadway and bridge improvements in the region.

MITIGATION MEASURES

Note: Identify mitigation measures which are to be incorporated into the project and those which will be implemented by others.

1. Locate access points to optimize visibility and reduce potential conflict.
2. Design parking facilities to avoid queuing into public streets during peak arrival periods.
3. Provide additional off-street parking.
4. Dedicate visibility easements to assure adequate sight distance at intersections and driveways.
5. Signalize or modify traffic signals at an intersection.
6. Install left-turn phasing and/or multiple turning lanes to accommodate particularly heavy turning movements.

7. Widen the pavement to provide left or right turnout lanes to lessen the interference with the traffic flow.
8. Prohibit left turns to and from the proposed development.
9. Restrict on-street parking during peak hours to increase street capacity.
10. Widen intersection approaches to provide additional capacity.
11. Construct a grade separation.
12. Complete an alley to provide an alternate means of access.
13. Improve or construct alternate routes.
14. Complete proposed routes shown on the Los Angeles County Highway Plan.
15. Improve freeway interchanges (bridge widening, ramp modifications, etc.).
16. Transportation System Management
 - a. Establish working hours which do not coincide with street peak-hour traffic.
 - b. Encourage employee use of carpools and public transportation (specific measures must be indicated).
 - c. Establish preferential parking for carpools.
 - d. Restrict truck deliveries to Major and Secondary highways, and encourage delivery during the off-peak hours.
17. Contribute funds to a benefit district along with other developers to fund new routes in a region.

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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

May 15, 1992

File No: 8-00.04-00

Mr. Lance Burkholder
Associate Planner
City of Carson
701 East Carson Street
Carson, CA 90749

Dear Mr. Burkholder:

Golden Eagle Specific Plan
EIR SCH #90010838

The County Sanitation Districts received a *Notice of Preparation of a Draft Environmental Impact Report* for the subject project on April 23, 1992. The Sanitation Districts have no objection to the projects as proposed. The proposed developments are located within the jurisdictional boundaries of District No. 8. We offer the following comments regarding sewerage service:

1. The wastewater flow originating from the proposed project will discharge directly to the Sanitation Districts East Road Sewer, located in Torrance Boulevard between Main Street and Vermont Avenue. A direct connection to a Districts' trunk sewer requires a Trunk Sewer Connection Permit, Issued by the Sanitation Districts. For information regarding the permit, please contact Mr. Charles Ryce at (310) 699-7411, extension 1205.
2. This 12" trunk sewer has a peak capacity of 0.78 million gallons per day (mgd) and conveyed a peak flow of 0.52 mgd when last measured (1991).
3. The wastewater generated by the proposed project will be treated at the Joint Water Pollution Control Plant (JWPCP). The JWPCP has a design capacity of 385 million gallons per day (mgd) and currently processes an average flow of 330 mgd.
4. A copy of the Districts' average wastewater generation factors is enclosed to allow you to estimate the volume of wastewater the proposed project will generate.
5. A Districts' Permit for Industrial Wastewater Discharge may be required for this project. The developers of the project should contact the Sanitation Districts' Industrial Waste Section so that a determination can be reached on this matter. If a permit is necessary, the Districts require that final plans be forwarded for review and approval, prior to any construction.
6. 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.

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7. 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. These connection fees are required in that necessary expansions to the Sewerage System can be constructed to accommodate new developments. Payment of connection fees will be required before permits to connect to the sewer are issued.

If you have any questions, please contact the undersigned at (310) 699-7411, extension 2717.

Very truly yours,

Charles W. Carry



Marie L. Pagenkopp
Engineering Technician
Financial Planning &
Property Management Section

MLP:rc

Enclosure

LOADINGS FOR EACH CLASS OF LAND USE

<u>DESCRIPTION</u>	<u>UNIT OF MEASURE</u>	<u>FLOW (Gallons per Day)</u>	<u>COD (Pounds per Day)</u>	<u>SUSPENDED SOLIDS (Pounds per Day)</u>
RESIDENTIAL				
Single Family Home	Parcel	260	1.22	0.59
Duplex	Parcel	312	1.46	0.70
Triplex	Parcel	468	2.19	1.05
Fourplex	Parcel	624	2.92	1.40
Condominiums	Parcel	156	0.73	0.35
Single Family Home (reduced rate)	Parcel	156	0.73	0.35
Five Units or More	No. of Dwig. Units	156	0.73	0.35
Mobile Home Parks	No. of Spaces	156	0.73	0.35
COMMERCIAL				
Hotel/Motel/Rooming House	Room	125	0.54	0.28
Store	1000 ft ²	100	0.43	0.23
Supermarket	1000 ft ²	150	2.00	1.00
Shopping Center	1000 ft ²	325	3.00	1.17
Office Building	1000 ft ²	200	0.86	0.45
Professional Building	1000 ft ²	300	1.29	0.68
Restaurant	1000 ft ²	1,000	16.68	5.00
Indoor Theatre	1000 ft ²	125	0.54	0.28
Car Wash				
Tunnel Type	1000 ft ²	3,700	15.86	8.33
Wand Type	1000 ft ²	700	3.00	1.58
Financial Institution	1000 ft ²	100	0.43	0.23
Service Shop	1000 ft ²	100	0.43	0.23
Animal Kennels	1000 ft ²	100	0.43	0.23
Service Station	1000 ft ²	100	0.43	0.23
Auto Sales/Repair	1000 ft ²	100	0.43	0.23
Wholesale Outlet	1000 ft ²	100	0.43	0.23
Nursery/Greenhouse	1000 ft ²	25	0.11	0.06
Manufacturing	1000 ft ²	200	1.86	0.70
Dry Manufacturing	1000 ft ²	25	0.23	0.09
Lumber Yard	1000 ft ²	25	0.23	0.09
Warehousing	1000 ft ²	25	0.23	0.09
Open Storage	1000 ft ²	25	0.23	0.09
Drive-in Theatre	1000 ft ²	20	0.09	0.05
Night Club	1000 ft ²	350	1.50	0.79
Bowling/Skating	1000 ft ²	150	1.76	0.55

LOADINGS FOR EACH CLASS OF LAND USE

<u>DESCRIPTION</u>	<u>UNIT OF MEASURE</u>	<u>FLOW</u> (Gallons per Day)	<u>COD</u> (Pounds per Day)	<u>SUSPENDED</u> <u>SOLIDS</u> (Pounds per Day)
COMMERCIAL				
Club	1000 ft ²	125	0.54	0.27
Auditorium, Amusement	1000 ft ²	350	1.50	0.79
Golf Course, Camp, and Park (Structures and Improvements)	1000 ft ²	100	0.43	0.23
Convalescent Home	Bed	125	0.54	0.28
Laundry	1000 ft ²	3,825	16.40	8.61
Mortuary/Cemetery	1000 ft ²	100	1.33	0.67
Health Spa, Gymnasium				
With Showers	1000 ft ²	600	2.58	1.35
Without Showers	1000 ft ²	300	1.29	0.68
Convention Center, Fairground, Racetrack, Sports Stadium/Arena	Average Daily Attendance	10	0.04	0.02
INSTITUTIONAL				
College/University	Student	20	0.09	0.05
Private School	1000 ft ²	200	0.86	0.45
Church	1000 ft ²	50	0.21	0.11

LOADINGS FOR EACH CLASS OF LAND USE

<u>DESCRIPTION</u>	<u>UNIT OF MEASURE</u>	<u>FLOW (Gallons per Day)</u>	<u>COD (Pounds per Day)</u>	<u>SUSPENDED SOLIDS (Pounds per Day)</u>
COMMERCIAL				
Club	1000 ft ²	125	0.54	0.27
Auditorium, Amusement	1000 ft ²	350	1.50	0.79
Golf Course, Camp, and Park (Structures and Improvements)	1000 ft ²	100	0.43	0.23
Convalescent Home	Bed	125	0.54	0.28
Laundry	1000 ft ²	3,825	16.40	8.61
Mortuary/Cemetery	1000 ft ²	100	1.33	0.67
Health Spa, Gymnasium				
With Showers	1000 ft ²	600	2.58	1.35
Without Showers	1000 ft ²	300	1.29	0.68
Convention Center, Fairground, Racetrack, Sports Stadium/Arena	Average Daily Attendance	10	0.04	0.02
INSTITUTIONAL				
College/University	Student	20	0.09	0.05
Private School	1000 ft ²	200	0.86	0.45
Church	1000 ft ²	50	0.21	0.11



818 West Seventh Street, 12th Floor - Los Angeles, California 90017-3435

(213) 236-1800 • FAX (213) 236-1825

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ALTERNATES

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Councilmember, Claremont • Ex-Officio • Judith Johnston-Weston, Los Angeles: Ch

May 14, 1992

Mr. Lance Burkholder, Associate Pl
City of Carson
701 East Carson Street
Carson, CA 90749

Post-It™ brand fax transmittal memo 7871 # of pages • 5	
To DON CONDLITTE	From LANCE BURKHOLDER
Co. The Planning Center	Co. City of Carson
Dept.	Phone # (714) 851-7600
Fax # (714) 851-9548	Fax # (714) 513-6243

DON - FFF - LANCE

RE: Comments on City of Carson Notice of Preparation of Draft EIR for Golden Eagle Specific Plan - SCAG No. LA-55667-NPR

Dear Mr. Burkholder:

Thank you for the opportunity to review and comment on the Notice of Preparation (NOP) of a Draft Environmental Impact Report (EIR) for the Proposed Golden Eagle Specific Plan. As areawide clearinghouse for regionally significant projects, SCAG assists cities, counties and other agencies to review projects and plans for consistency with the Regional Housing Needs Assessment (RHNA), the Regional Mobility (RMP), Growth Management (GMP), and Air Quality Management (AQMP) Plans, all of which are included in the State Implementation Plan (SIP).

As you know, the California Environmental Quality Act requires that EIRs discuss any inconsistencies between the proposed project or plan with the applicable general plans and regional plans (Section 15125 [b]). Accordingly, one of our major interests would be to ensure that the EIR clearly identifies any policies, objectives or programs which are inconsistent with the RHNA, RMP, GMP or AQMP. If there are inconsistencies, an explanation and rationalization for such inconsistencies should be provided.

If you have any questions about the attached comments, please contact Glenn Blossom (213) 236-1876. He will be happy to work with you to address the comments presented herein.

Sincerely,

Eric Roth
Manager, Intergovernmental Project Review
ER:GB

Mr. Lance Burkholder
May 14, 1992
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COMMENTS ON NOTICE OF PREPARATION OF
DRAFT EIR FOR CITY OF CARSON
GOLDEN EAGLE SPECIFIC PLAN

PROJECT DESCRIPTION

The proposed 76-acre Golden Eagle Center development includes two alternative Specific Plans with similar land uses including retail commercial, visitor commercial (250-300 room hotel), general office, research and development and light industrial uses. The Specific Plans differ in intensity and location of uses. Plan A buildout would total roughly 1,625,000 square feet with office buildings that range from 1 to 12 stories in height. Plan B buildout would total roughly 1,284,000 square feet with office buildings that range from 1 to 10 stories in height.

REGIONAL PLAN POLICIES

There are a number of policies expressed in the Growth Management Plan (GMP) which are particularly relevant to this project. Among them are policies which would:

- o Promote future patterns of urban development and land use which reduce costs of infrastructure construction and make better use of existing facilities, and to achieve a good match between future growth and the phasing of new facilities or expansion of existing ones.
- o Encourage growth to occur in and around:
 - activity centers
 - transportation node corridors
 - underutilized infrastructure systems
 - areas needing recycling and redevelopment
- o Encourage mixed-use developments and other planning techniques to make employment centers easy to walk to or reach by transit.
- o Achieve better job/housing balance at the subregional level through:
 - encouragement and provision of incentives to attract housing growth in job-rich subregions
 - encouragement and provision of incentives to attract job growth in housing-rich subregions



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- o To the degree possible, achieve a balance, by subregion of the type of jobs with the price of housing.

GROWTH MANAGEMENT

According to SCAG's designation of subregions, Carson is located partially in the Central Los Angeles Subregion and partially in the Santa Monica Bay Subregion. In 1984, the Central Los Angeles Subregion had a job/housing ratio of 1.85 and the Santa Monica Bay Subregion had a job/housing ratio of 1.46. These ratios indicated that the two subregions were distinctly job-rich in that base year. Furthermore, the trend projected in the GMP indicates that the two subregions are becoming more heavily job-rich and that corrective measures are needed to move them back toward equilibrium. As a result, the GMP established job/housing balance performance goal ratios of 1.65 and 1.72, respectively, for the growth that will occur in the two subregions from 1984 until 2010.

The EIR for the project should provide calculations for the amount of employment that could be generated and the number of housing units to be demolished by the buildout of proposed project. Then, calculations of jobs/housing relationships at the subregional level caused by the project should be provided.

Subjects which require discussion include:

- (1) An estimate of the number of jobs that would be generated by buildout of the commercial land uses proposed by the project.
- (2) Where the future work force would live.
- (3) The affordability of housing for workers employed in the development created by the project.
- (4) Subregional job/housing relationships - existing and future - and possible VMT reduction alternatives.
- (5) The feasibility of a project alternative that places major emphasis on TDM measures as a means to minimize trips and VMT consistent with GMP and AQMP/SIP.

Also, mention should be made in the Draft EIR of any initiative by the City of Carson to enter into arrangements with neighboring cities to address growth management planning. This is one of the key programs of the GMP and should be considered as a possible mitigation measure for



Mr. Lance Burkholder
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the traffic and circulation impacts of the project.

TRANSPORTATION DEMAND MANAGEMENT

The EIR should include discussion of policies and programs related to Transportation Demand Management (TDM) including compliance with the AQMP, Congestion Management Plans, encouraging telecommuting, parking management, non-motorized transportation, adoption of a TDM ordinance, and concentration of land uses near transportation corridors and public transit facilities.

To be adequate for the purposes intended by the SIP, the TDM program should include the following elements:

- (1) An adequately detailed description of TDM measures incorporated into the plan as mitigation measures or features of the project.
- (2) Expected effect and VMT/VT reduction targets for each component of the TDM program.
- (3) Funding sources for each program component.
- (4) Identification of the agencies or persons responsible for monitoring and administering the TDM program.
- (5) An implementation schedule for each TDM program component.

In summary, the TDM policies and programs should be designed to include commitments to specific TDM programs with clear delineation of responsibilities, trip reduction targets, financial arrangements and specific schedules for action on each specific measure.

SIP CONFORMITY

A project is found to be in conformance with the State Implementation Plan (SIP) when it has satisfied the following three criteria:

- (1) It improves the subregion's job/housing balance performance ratio or is contributing to attainment of the appropriate subregional VMT target.
- (2) It reduces vehicle trips and vehicle miles traveled to the maximum extent feasible by

Mr. Lance Burkholder

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implementing transportation demand management strategies.

(3) Its environmental document includes an air quality analysis which demonstrates that the project will not have a significant negative impact on air quality in the long term.

The EIR should address each of the control measures identified for implementation by local government in the AQMP/SIP and indicate how these measures are being addressed by the two cities in relation to the subject project. All mitigation programs associated with the project should be monitored in accordance with AB 3180 requirements and reported to SCAG through the Annual Reasonable Further Progress Reports.

CONCLUSION

Please provide a minimum of 45 days for SCAG to review the Draft EIR when this document is available. Meanwhile, if we can be of any further assistance, please contact us as indicated on the first page.





**South Coast
AIR QUALITY MANAGEMENT DISTRICT**

21865 E. Copley Drive, Diamond Bar, CA 91765-4182 (714) 396-2000

RECEIVED
MAY 12 1992

May 5, 1992

Mr. Lance Burkholder
City of Carson
701 East Carson Street
Carson, CA 90749

**COMMUNITY DEVELOPMENT
DEPARTMENT**

Dear Mr. Burkholder:

**Subject: Notice of Preparation of a Draft Environmental Impact Report for
the Golden Eagle Specific Plan**

SCAQMD# LAC920428-01

The South Coast Air Quality Management District (SCAQMD) appreciates the opportunity to comment on the Notice of Preparation for a Draft EIR for the Golden Eagle Specific Plan. SCAQMD is responsible for adopting, implementing, and enforcing air quality regulations in the South Coast Air Quality Management District, which includes the project location. As a responsible agency, SCAQMD reviews and analyzes environmental documents for projects that may generate significant adverse air quality impacts. In this capacity, SCAQMD advises lead agencies in addressing and mitigating the potential adverse air quality impacts caused by projects.

To assist the Lead Agency in the preparation of the air quality analysis for the EIR the following is a summarization for evaluating air quality impacts.

Baseline Information: Describe existing climate and air quality of the region and study area from the District Monitoring station located in the project source receptor area.

Identify and quantify all project Emission Sources.

Compare and assess anticipated project emissions with the District's Thresholds of Significance and the existing air quality of the region and study area.

Identify and assess Toxic Source Emissions within the study area.

Assess Cumulative Air Quality Impacts from the regional area.

Assess Consistency of the Specific Plan with the AQMP and other applicable regional plans.

May 5, 1992

Identify and quantify Project Alternatives that may attain goals of the project with substantially fewer or less significant impacts.

Identify Mitigation Measures necessary to reduce air quality impacts substantially.

A Specific Plan is similar in nature to a General Plan in that it may not be known at the time of adoption exactly what type of land uses would be permitted on individual sites. Recognizing the uncertainty inherent in a Specific Plan, the District recommends that the feasible and appropriate mitigation measures be incorporated into the Specific Plan in the form of policies or development regulations (see attachment 2) to ensure the Specific Plan maintains high air quality standards. Further, applicable control measures contained in the 1991 Air Quality Management Plan (AQMP) should also be considered as development regulations. The inclusion of the control and mitigation measures is an effort to minimize to the greatest extent feasible the potential air quality impacts attributable to a fully developed project.

For additional information please refer to the District's "Air Quality Handbook for Preparing Environmental Impact Reports" to assess and mitigate adverse air quality impacts. Attached is potential and feasible policies and strategies a Specific Plan could incorporate to reduce air quality impacts.

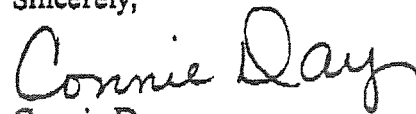
Upon completion of the Draft Environmental Impact Report, please forward two copies to:

Office of Planning & Rules
South Coast Air Quality Management District
21865 Copley Drive
P O Box 4939
Diamond Bar CA 91765-0939

Attn: Local Government - CEQA

If you have any questions, please call me at (714) 396-3055

Sincerely,



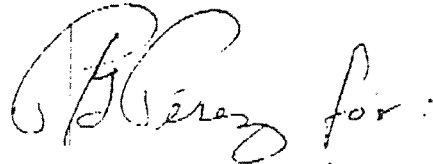
Connie Day
Program Supervisor
Local Government - CEQA

Attachment
(specfnop)

Lance Burkholder
June 16, 1992
Page Three

If you have any questions regarding these comments, please contact me at (213) 897-1338.

Sincerely,



Wilford Melton, Senior
Transportation Planner
IGR/CEQA Coordinator
Advance Planning Branch

pp\05002

Lance Burkholder
June 16, 1992
Page Two

3. An analysis of future (Year 2010) conditions which include project traffic and the cumulative traffic generated for all approved developments in the area.
4. Levels of Service (LOS) and ICU analysis for both existing and future (with project) conditions for affected intersections. Appropriate mitigation measures for these intersections should be identified along with the cost.
5. Consideration should also be given to providing mitigation for congestion relief such as ridesharing, park-and-ride lots, and staging areas. Any mitigation proposed should be fully discussed in the document. These discussions should include, but not be limited to, the following:
 - * Financing
 - * Scheduling considerations
 - * Implementation responsibilities
 - * Monitoring Plan.
6. Developer's percent share of the cost, as well as a plan of realistic mitigation measures under the control of the Developer, should be addressed. We believe that assessment fees for mitigation should be extended to cover mitigation for mainline freeway deficiencies that occur as a result of the additional traffic generated by the proposed project.

Any mitigation measures such as signalization, grading, widening, drainage or freeway mainline or ramp improvements which involve State Right-of-Way or costs which exceed \$300,000 will require a Project Studies Report. Any measures which cost less than \$300,000 will require a Caltrans Encroachment Permit.

We look forward to reviewing the Draft EIR. We expect to receive a copy from the State Clearinghouse. However, to expedite the review process, you may send me two copies in advance to the following address:

Wilford Melton, Senior Transportation Planner
District 07 IGR/CEQA Coordinator
Advance Planning Branch 4-11G
120 South Spring Street
Los Angeles, CA 90012

STATE OF CALIFORNIA - BUSINESS AND TRANSPORTATION AGENCY

DEPARTMENT OF TRANSPORTATION

DISTRICT 7, 120 S. SPRING ST.

LOS ANGELES, CA 90012

31 897-3656

1992 JUL -1 AM 7:36

CITY OF CARSON

June 16, 1992

Post-It™ brand fax transmittal memo 2871		# of pages = 3	
To: Don CONDLIFFE	From: Lance BURKHOLDER		
Co. The Planning Center	Co. City of Carson		
Dept.	Phone: (714) 851-9548		
Fax # (714) 851-9548	Fax # (714) 513-6243		

Lance Burkholder
 Associate Planner
 City of Carson
 701 East Carson Street
 Carson, CA 90749

IGR/CEQA
 City of Carson
 NOP - GOLDEN EAGLE
 SPECIFIC PLAN EIR, E/o
 Rte 110, S/o Torrance Bl
 btw Figueroa & Main
 Vic. LA-110-7.24

RECEIVED
 CITY CLERK
 1992 JUL -1 AM 7:36
 CITY OF CARSON

Dear Mr. Burkholder:

Thank you for including the California Department of Transportation (CALTRANS) in the environmental review process for the above-referenced document proposing the development of a 76 acre site for a mixed use: Retail commercial, visitor commercial (250 to 300 room hotel), general office, research and development, and light industrial. We understand the buildings would be from 1 to 10 or 12 stories high.

Based on the information received, we find the proposed project as having a potentially significant impact on the State Transportation System.

The Transportation/Circulation Element of the Draft EIR should discuss this project's impact on:

The Harbor Freeway - Route 110
 Mainline freeway, vicinity of Torrance Boulevard.
 Ramp interchanges accessing Torrance Boulevard.
 Intersection of southbound off ramp and Carson St.
 Ramp interchange at 220th St.

The San Diego Freeway - Route 405
 Mainline freeway, vicinity of Main Street.
 Ramps at Main St. and Figueroa St.

Items which should be covered in a comprehensive traffic analysis to help assess the magnitude of project impacts should include, but should not be limited to:

1. Trip generation/distribution, including the method used to develop the percentages and assignment.
2. ADT, AM and PM peak-hour volumes and analysis for both the existing and future (Year 2010) conditions.

POLICY 6

To reduce stationary emissions of operation related activities:

STRATEGIES

- o Require development practices which maximize energy conservation as a prerequisite to permit approval.
- o Improve the thermal integrity of buildings, and reduce the thermal load with automated time clocks or occupant sensors.
- o Introduce window glazing, wall insulation, and efficient ventilation methods.
- o Introduce efficient heating and other appliances, such as water heaters, cooking equipment, refrigerators, furnaces and boiler units.
- o Incorporate appropriate passive solar design, and solar heaters.
- o Use devices that minimize the combustion of fossil fuels.
- o Capture waste heat and reemploy it in nonresidential buildings.
- o Landscape with native drought-resistant species to reduce water consumption and to provide passive solar benefits.

POLICY 7

To protect sensitive land uses from major sources of air pollution:

STRATEGIES

- o Integrate additional mitigation measures into site design such as the creation of buffer zones between a potential sensitive receptor's boundary and potential pollution source.
- o Require design features, operating procedures, preventive maintenance, operator training, and emergency response planning to prevent the release of toxic pollutants.

POLICY 3

To reduce automobile emissions by reducing the number of persons who must drive to a work site on a daily basis:

STRATEGIES

- o Promote Transportation Management Associations (TMAs).
- o Establish telecommuting programs, alternative work schedules, and satellite work centers.
- o Work with cities/developers/citizens in the region to implement TDM goals.

POLICY 4

To reduce vehicular emissions through traffic flow improvements:

STRATEGIES

- o Configure parking to minimize traffic interference.
- o Minimize obstruction of through-traffic lanes.
- o Provide a flagperson to guide traffic properly and ensure safety at construction sites.
- o Schedule operations affecting traffic for off-peak hours.
- o Develop a traffic plan to minimize traffic flow interference from construction activities. Plan may include advance public notice of routing, use of public transportation, and satellite parking areas with a shuttle service.
- o Schedule goods movements for off-peak traffic hours.
- o Synchronize traffic signals.
- o Provide adequate ingress and egress at all entrances to public facilities to minimize vehicle idling at curbsides.
- o Provide dedicated turn lanes as appropriate.

POLICY 5

To reduce the length of work trips while expanding the supply of affordable housing and creating an urban form that efficiently utilizes urban infrastructure and services:

STRATEGIES

- o Achieve a job/housing balance compatible with the Regional Growth Management Plan.
- o Encourage growth in and around activity centers, transportation nodes and corridors.
- o Promote future patterns of urban development and land use, making better use of existing facilities, and promoting mixed use development involving commercial and residential uses.

ATTACHMENT
POTENTIAL POLICIES AND
IMPLEMENTATION STRATEGIES
FOR A SPECIFIC PLAN

POLICY 1

To reduce particulate emissions from paved and unpaved roads, construction activities, and agriculture operations:

STRATEGIES

- o Use low emission mobile construction equipment (e.g., tractor, scraper, dozer etc.).
- o Develop trip reduction plan to achieve 1.5 AVR for construction employees.
- o Water site and clean equipment morning and evening.
- o Spread soil binders on site, unpaved roads and parking areas.
- o Apply District approved chemical soil stabilizers according to manufacturers specifications, to all inactive construction areas (previously graded areas which remain inactive for 96 hours).
- o Reestablish ground cover on construction site through seeding and watering.
- o Implement or contribute to an urban tree planting program to off-set the loss of existing trees at the construction site.
- o Employ construction activity management techniques, such as: extending the construction period; reducing the number of pieces of equipment used simultaneously; increasing the distance between the emission sources; reducing or changing the hours of construction; and scheduling activity during off-peak-hours.
- o Pave construction roads, and sweep streets if silt is carried over to adjacent public thoroughfares.
- o Reduce traffic speeds on all unpaved road surfaces to 15 miles per hour or less.
- o Require a phased-schedule for construction activities to minimize emissions.
- o Suspend grading operations during first and second stage smog alerts.
- o Suspend all grading operations when wind speeds (as instantaneous gusts) exceed 25 miles per hour.
- o Wash off trucks leaving the site.
- o Maintain construction equipment engines by keeping them tuned.
- o Use low sulfur fuel for stationary construction equipment.
- o Utilize existing power sources (e.g., power poles) or clean fuel generators rather than temporary power generators.
- o Use low emission on-site stationary equipment.

POLICY 2

To reduce automobile emissions by reducing the number of vehicles driven to a work site on a daily basis:

STRATEGIES

- o Provide local shuttle and regional transit systems and transit shelters.
- o Provide bicycle lanes, storage areas, and amenities.
- o Ensure efficient parking management.
- o Provide dedicated parking spaces with electrical outlets for electric vehicles.
- o Provide peripheral park-n-ride lots.
- o Provide preferential parking to high occupancy vehicles and shuttle services.
- o Charge parking lot fees to low occupancy vehicles.



APPENDIX B: CORRESPONDENCE



CALIFORNIA REGIONAL WATER QUALITY CONTROL BOARD—
LOS ANGELES REGION101 CENTRE PLAZA DRIVE
MANTEROY PARK, CA 91754-2154
(313) 266-7500RECEIVED
AUG 06 1992COMMUNITY DEVELOPMENT
DEPARTMENT

August 3, 1992

Mr. Steve O. Epperson
Corporate Environmental Director
Golden Eagle Refinery
111 West Ocean Blvd, Suite 1400
Long Beach, CA 90802WASTE DISCHARGE REQUIREMENTS - GOLDEN EAGLE REFINERY/CARSON TOWN
CENTER, INC. - AREAS 5,7,8,9,10,14 & 15 [FILE 90-60-25(92)]You filed with this Board a report of waste discharge for land
treatment of petroleum hydrocarbon contaminated soil.We have reviewed this report, all information and data submitted
for this project, and have determined that all conditions specified
in "GENERAL WASTE DISCHARGE REQUIREMENTS FOR LAND TREATMENT OF
HYDROCARBON CONTAMINATED SOIL", Order No. 90-148, have been met.

Enclosed are waste discharge requirements consisting of:

1. General Waste Discharge Requirements, Order No. 90-148
2. Monitoring and Reporting program made a part of this
Order by reference.

You may begin this land treatment project in accordance with the
requirements of Order No. 90-148, and are directed to submit the
reports required in the Monitoring and Reporting Program No. 90-
148-25. All reports submitted to this Board should reference File
No. 90-60-25(92).We have no objection to the vapor extraction operations proposed
for this discharged material. Please note, an air quality permit
must be in place prior to the beginning of the operation. In
addition, we have no objection to increasing the land treatment
zone thickness from 18 inches to 20 inches, as proposed, in
accordance with Item B9 of the Order No. 90-148.If you have any question, please contact Manjulika Chakrabarti at
(213) 266 -7610.
ROBERT P. GHIRELLI, D.Env.
Executive Officercc: See mailing list
Enclosure

Golden Eagle Refinery/Carson Town Center, Inc.
Mailing List

cc: Department of Fish and Game, Region 5
Department of Toxic Substances Control, Region 4, Long Beach
Los Angeles County, Department of Public Works
Los Angeles County, Department of Health Services
John Yee, South Coast Air Quality Management District
Pat Brown, City of Carson

State of California
CALIFORNIA REGIONAL WATER QUALITY CONTROL BOARD
LOS ANGELES REGION

ORDER NO. 90-148

GENERAL WASTE DISCHARGE REQUIREMENTS
FOR
LAND TREATMENT OF PETROLEUM HYDROCARBON CONTAMINATED SOIL
IN LOS ANGELES AND SANTA CLARA RIVER BASINS
(FILE NO. 90-60)

The California Regional Water Quality Control Board, Los Angeles Region, finds:

1. Soils contaminated with high concentrations of petroleum hydrocarbon, where identified and left unmitigated, are considered to be a discharge of waste that could affect the quality of the waters of the State, as defined in Section 13260 of the California Water Code.
2. Land treatment of these soils is proving to be an efficient and economical means of mitigating the effects of such hydrocarbon contamination. The threat to waters of the State is thereby eliminated or reduced to non-significant levels of contamination and the soil rendered suitable for reclamation and reuse. Such land treatment operations involve the discharge to land of petroleum hydrocarbon contaminated soil.
3. Section 2532(b)(5) of Chapter 15, Division 3, Title 23 of the California Code of Regulations, requires that Regional Boards shall specify in Waste Discharge Requirements, the elements of land treatment programs by dischargers who treat or dispose of wastes in land treatment waste management units.
4. Each month this Board receives a large number of Reports of Waste Discharge for the land treatment of hydrocarbon contaminated soils. Such requests far exceed the capacity of staff to review and bring to the Board for adoption, individual waste discharge requirements. These circumstances create the need for an expedited system for processing the numerous requests.

Revised October 22, 1990

General Waste Discharge Requirements
For Land Treatment of Petroleum Hydrocarbon
Contaminated Soil
Order No. 90-148

File No. 90-60

5. The adoption of general waste discharge requirements would 1) simplify the application process for dischargers, 2) free up staff for higher priority work, and 3) reduce Board time involved by enabling the Executive Officer to notify the discharger, in appropriate cases, of the applicability of the general requirements adopted by the Regional Board. The vast majority of these discharges is characterized by low volume, short term discharges to land primarily for the purpose of allowing reuse of the soil during site cleanup and development.
6. These general waste discharge requirements for land treatment of up to 100,000 cubic yards of petroleum hydrocarbon contaminated soil for durations not exceeding 365 days under the direction of the Executive Officer, would benefit the public, staff and the Board through a streamlined process without loss of significant regulatory oversight.
7. The Board adopted revised Water Quality Control Plans for Santa Clara River Basin and Los Angeles River Basin on April 27, 1978 and November 27, 1978, respectively. These Water Quality Control Plans contain water quality objectives for ground water for all Hydrologic Subareas within the Region. The requirements contained in this Order, as they are met, will be in conformance with the goals of these Water Quality Control Plans.
8. All ground waters in both the Los Angeles and Santa Clara River Basins have beneficial uses which include municipal and domestic supply, agricultural supply, industrial process supply, and groundwater recharge.
9. The waste discharge requirements contained in this order would regulate such land treatment programs in accordance with Title 23, Division 3, Chapter 15, of the California Code of Regulations.
10. The issuance of Waste Discharge Requirements for the discharges subject to these general requirements is exempt from the provisions of Chapter 3 (commencing with Section 21100) of Division 13 of the Public Resources Code pursuant to one or more of the following provisions:
(1) The lead agency has prepared a negative declaration

General Waste Discharge Requirements
For Land Treatment of Petroleum Hydrocarbon
Contaminated Soil
Order No. 90-148

File No. 90-60

based on findings pursuant to California Code of Regulations, Title 14, Chapter 3, Section 15070 which show that there will be no significant impact on water quality; or (3) The project would effect a minor alteration to the condition of land, and is exempt in accordance with Title 14, Chapter 3, Section 15304 of the California Code of Regulation.

11. This land treatment operation is a one time, short term process, and is not anticipated to require in excess of 365 days to complete at which time these requirements will expire.
12. These general waste discharge requirements are not intended to alter any existing working arrangements relating to cleanup cases with local governmental agencies.

The Board has notified the interested agencies and persons of its intent to adopt general waste discharge requirements for land treatment projects and has provided them with an opportunity to submit their written views and recommendations.

The Board in a public meeting heard and considered all comments pertaining to the tentative requirements.

IT IS HEREBY ORDERED THAT:

- A. This Order shall serve as General Waste Discharge Requirements for the temporary discharge of petroleum hydrocarbon contaminated soil to an on-site land treatment facility for land treatment processing of the soil. Upon receipt of a Report of Waste Discharge describing such a discharge, the Executive Officer shall determine if such discharge 1) involves 100,000 cubic yards or less of contaminated soil to be land treated, 2) involves a process that will bioremediate the contaminated soil to acceptable levels as determined by the Executive Officer, but not exceeding 1000 ppm, 3) will be completed within 365 days, and 4) is covered by adequate site assessment which characterizes the nature and extent of the soil contamination including sufficient water quality data, collected under the direction of an appropriate regulatory

General Waste Discharge Requirements
For Land Treatment of Petroleum Hydrocarbon
Contaminated Soil
Order No. 90-148

File No. 90-60

agency, to determine the impact on ground water resulting from such soil contamination. In the event the Executive Officer so finds, he shall notify the applicant (hereinafter called the Discharger) in writing that the proposed land treatment operation is subject to this Order.

Notwithstanding the provisions of the above paragraph, appropriate cases may be brought to the Board for adoption of individual requirements when the Executive Officer deems it desirable or necessary to do so.

- B. The operation of any temporary land treatment facility shall be in conformance with Title 23, Division 3, Chapter 15, of the California Code of Regulations, "Discharge of Waste To Land", including but not limited to Sections 2510; 2532(b-5); 2549; 2550; 2580; 2584; 2590 and the following special provisions:
1. Wastes discharged on-site for biodegradation by a land treatment process shall be limited to hydrocarbon contaminated soil found on site. No other waste material shall be imported for land treatment on-site. The land treatment process, which includes water, nutrients and bacterial addition to soil along with soil aeration in the treatment zone, shall be conducted in such a way that no contaminants are added to surface water or ground waters.
 2. For any proposed development on-site during the land treatment, closure and post-closure period, as defined in Title 23, Division 3, Chapter 15 of the California Code of Regulations, the discharger shall submit to this Board, written notification of such development.
 3. During the land treatment operations, surface runoff from the drainage area tributary to this site shall be prevented from passing over or percolating through the treatment zone. Adequate facilities shall be provided to divert all surface runoff from storms away from the treatment area.
 4. The treatment zone shall be bermed in such a way that storm water falling directly on the treatment zone will be contained. Standing water within the contained treatment zone shall be pumped down immediately and

General Waste Discharge Requirements
For Land Treatment of Petroleum Hydrocarbon
Contaminated Soil
Order No. 90-148

File No. 90-60

removed to treatment facilities on site or disposed of at a legal disposal site. For the purpose of this requirement, a legal point of disposal is defined as one for which waste discharge requirements have been established by a California Regional Water Quality Control Board, and which is in full compliance therewith.

5. No condition of pollution or nuisance shall be caused by the handling, treatment or reuse of the wastes or from any excavation operation conducted in association with this land treatment operation.
6. Odors from the handling, treatment or reuse of these wastes shall not be perceivable beyond the limits of the property owned or controlled by the discharger. The discharger shall demonstrate, to the satisfaction of the Executive Officer, a positive method for odor control, prior to beginning a full-scale land treatment operation.
7. All required state and local health department permits and/or variances and air quality permits and/or variances shall be obtained by the discharger prior to commencing the land treatment operation.
8. During full-scale operation of the land treatment operation, a sampling and analysis program shall be implemented, in accordance with a Monitoring and Reporting program prescribed by the Executive Officer, to verify that complete degradation and transformation of the petroleum hydrocarbon is occurring to levels approved by the Executive Officer. Reporting of this data shall comply with the Monitoring and Reporting Section of this Order.
9. Maximum land treatment zone thickness shall not exceed 18 inches or the maximum depth of penetration of the aeration equipment, whichever is less, except with prior written approval of the Executive Officer.

C. The following General Provisions Shall Apply:

1. A copy of these requirements shall be maintained at the discharge facility and be available at all times to operating personnel.

General Waste Discharge Requirements
For Land Treatment of Petroleum Hydrocarbon
Contaminated Soil
Order No. 90-148

File No. 90-60

2. In the event of any change in name, ownership, or control of these land treatment facilities, the discharger shall notify this Board in writing and shall notify the succeeding owner or operator of the existence of this Order by letter, a copy of which shall be forwarded to the Board.
3. In the event the discharger is unable to comply with any of the conditions of this Order due to:
 - (a) Breakdown of waste treatment equipment,
 - (b) Accidents caused by human error or negligence,
 - (c) Other causes such as acts of nature,
 - (d) Facility operations,

The discharger must notify this Board by telephone within 24 hours of the incident and confirm it in writing within one week of the telephone notification.

4. In accordance with Section 13260 of the California Water Code, the discharger shall file a report with this Regional Board of any material change or proposed change in the character, location or volume of the discharge.
5. In accordance with Section 13267 of the California Water Code, the discharger shall furnish, under penalty of perjury, technical monitoring program reports; such reports shall be submitted in accordance with specifications prepared by the Executive Officer, which specifications are subject to periodic revisions as may be warranted.
6. Wastes discharged or reclaimed for reuse as soil backfill shall not contain any substance in concentrations toxic to human, animal, plant, or aquatic life.
7. Any off-site disposal of wastes shall be to a legal point of disposal and in accordance with the provisions of Division 7.5 of the Water Code. A legal point of disposal is defined in item A4 above.

General Waste Discharge Requirements
For Land Treatment of Petroleum Hydrocarbon
Contaminated Soil
Order No. 90-148

File No. 90-60

8. The Regional Board and other authorized representative shall be allowed:

- (a) Entry upon premises where a regulated facility or activity is located or conducted, or where records are kept under the conditions of this Order;
- (b) Access to copy any records that are kept under the conditions of this Order;
- (c) To inspect any facility, equipment (including monitoring and control equipment), practices, or operations regulated or required under this Order; and
- (d) To photograph, sample, and monitor for the purpose of assuring compliance with this Order, or as otherwise authorized by the California Water Code.

9. Following completion of the land treatment program on site, the discharger shall, implement a land treatment facility closure plan, which complies with the requirements of Article 8, Chapter 15, Division 3, Title 23, of the California Code of Regulations. As a minimum the plan shall include but not be limited to the following:


- (a) continue all operations necessary to maximize degradation of waste constituents within the treatment zone,
- (b) continue all ground water and unsaturated zone monitoring,
- (c) continue all operations in the treatment zone to prevent runoff from the site containing waste constituents, and
- (d) maintain the precipitation and drainage control systems.

General Waste Discharge Requirements
For Land Treatment of Petroleum Hydrocarbon
Contaminated Soil
Order No. 90-148

File No. 90-60

10. In accordance with Section 13263 of the Water Code, these waste discharge requirements are subject to periodic review and revision by this Regional Board.
 11. These requirements do not exempt the discharger from compliance with any other laws, regulations, or ordinances which may be applicable, they do not legalize these land treatment and disposal facilities and they leave unaffected any further restraints on those facilities which may be contained in other statutes or required by other regulatory agencies.
 12. An appropriate Health and Safety Plan for all assessment and mitigation activities at the site shall be filed with this Board prior to commencing any land treatment activities.
- E. The attached Monitoring and Reporting Program is made a requirement of the order.
- F. The Waste Discharge Requirements regulating a specific short term land treatment expire 365 days after the Executive Officer has determined the applicability of this Order to the specific project.

I, Robert P. Ghirelli, Executive Officer, do hereby certify that the foregoing is a full, true and correct copy of an Order adopted by the California Regional Water Quality Control Board, Los Angeles Region on October 22, 1990.


ROBERT P. GHIRELLI, D.Env.
Executive Officer

STATE OF CALIFORNIA
 CALIFORNIA REGIONAL WATER QUALITY CONTROL BOARD, LOS ANGELES REGION
 MONITORING AND REPORTING PROGRAM NO. 90-148-25
 FOR
 LAND TREATMENT OF PETROLEUM HYDROCARBON CONTAMINATED SOIL
 Golden Eagle Refinery, Carson
 [File No.90-60-25(92)]

The discharger shall implement this Monitoring and Reporting Program on the date of issuance of the Waste Discharge Requirements. The reports detailed in Order No. 90-148 shall be submitted as required.

The first monitoring report under this program is due on October 15, 1992. Thereafter, monitoring reports shall be submitted by the date in the following schedule:

<u>Reporting Period</u>	<u>Report Due</u>
January - March	April 15
April - June	July 15
July - September	October 15
October - December	January 15

I. GROUND WATER MONITORING

- A. Groundwater monitoring wells, when required by the Executive Officer, shall be located in suitable and accessible locations down gradient from the land treatment site to serve as receiving ground water monitoring stations. In addition, at least one monitoring well shall be established upgradient of the treatment site. A proposal for the selected well(s) shall be submitted for the Executive Officer's approval by September 15, 1992, and shall include construction details and precise location(s). The following shall constitute the ground water monitoring program for all required wells:

<u>Parameter</u>	<u>Units</u>	<u>Frequency</u>
Water Elevation (0.01 feet)	from Datum	Quarterly
Total Dissolved Solids	mg/l	Quarterly
Total Petroleum Hydrocarbon (EPA 418.1 and 8015 Mod.)	ug/l	Quarterly
Priority Pollutants (EPA Method 601 & 602)	ug/l	Quarterly
pH	pH units	Quarterly

- B. Monitoring wells installed on-site shall be sampled and analyzed for the constituents detailed in I-A. The wells shall

be perforated in the shallow and uppermost regional aquifers. Each well shall be installed in a manner that will ensure no cross contamination between the shallow and any regional aquifers.

- C. Construction details and location of any required extraction wells required for site mitigation shall be submitted for approval of the Executive Officer. The method of disposal of all extracted liquids shall be detailed.

II. LAND TREATMENT FACILITY SOIL MONITORING

A soil sampling grid shall be established for the land treatment site and the sampling locations shall be located where representative soil samples can be obtained. Soil samples shall be collected and analyzed for the following Parameters:

<u>Parameter</u>	<u>Units</u>	<u>Frequency</u> ¹
Bacteria Plate Count	Colonies/gm	Weekly ²
Total Hydrocarbons (EPA Method 8015)	mg/kg	Quarterly ³
Lead	mg/kg	Quarterly ³
Priority Pollutants (EPA Method 8020 & 8270)	ug/kg	Quarterly ³

1. In the event the land treatment is completed prior to the due date of the first monitoring report, then final verification samples shall be collected and analyzed in lieu of the sampling frequency approved by the Executive Officer.
2. Bacteria plate count and total petroleum hydrocarbons shall be monitored weekly after beginning full-scale land treatment.
3. A final sample shall be taken of the treated soil at the end of treatment and just prior to removal and reuse.

III. GENERAL PROVISIONS FOR SAMPLING AND ANALYSIS

- A All sampling, sample preservation, and analysis shall be performed in accordance with the latest edition of "Guidelines Establishing Test Procedure for Analysis of Pollutants," promulgated by the United States Environmental Protection Agency.

- B. All chemical, bacteriological, and bioassay analyses shall be conducted at a laboratory certified for such analyses by the State Department of Health Services, or approved by the Executive Officer. No changes shall be made in sampling points without prior approval of the Executive officer.
- C. All verification sampling require 72 hours written and verbal notice to the Board in order for staff to participate in the sampling.
- D. The discharger shall maintain all sampling and analytical results, including strip charts, date, exact location, and time of sampling, date analysis were performed, name of analyst, analytical techniques used, and results of all analysis. Such result shall be retained for a minimum of three years. This period of retention shall be extended during the course of any unresolved litigation regarding this discharge or when requested by the Regional Board.

IV. SPECIFIC REPORTING REQUIREMENTS

- A. The following technical reports shall be filed with the Board:
 - 1. A "Petroleum Hydrocarbon Contamination Removal Report", shall be submitted within 15 days of removal of contaminated soil, verifying that all contaminated soil has been removed for land treatment, and including all soil verification data supporting the nature and extent of removed soil and nature and extent of contaminated soils to remain in place.
 - 2. A "Land Treatment Completion Report" shall be submitted within 15 days of completing land treatment, verifying that biodegradation is complete for the land treatment zone. The report shall include all data collected to date verifying that cleanup levels have been met.
 - 3. A "Final Project Completion Report" shall be submitted within 15 days of completing all final verification sampling, summarizing the final hydrocarbon contamination levels of the land treated soils, including laboratory analysis data, and indicate the quantity and the final disposition of the land treated material. A statement, signed by a responsible official of the discharger, shall be included stating that the land treatment was completed in accordance with the requirements and provisions of Order No. 90-148 and all other

Monitoring and Reporting Program
Golden Eagle Refinery, Carson
Land Treatment

File No. 90-60-25(92)

- signed statements required by Order No. 90-148 shall also be included.
- B. Each of the three technical reports submitted shall contain the following minimum information:
1. Quantity of waste material treated during the reporting period.
 2. Analytical results from any of the ground water monitoring, as required, land treatment zone soil sampling and soil monitoring in the excavated areas.
- C. All technical reports prepared for submittal to the Board shall be signed by either a California registered professional engineer, a registered geologist, or certified engineering geologist.
- D. Discharger shall submit a statement of the actions undertaken or proposed, together with a timetable, to bring the discharge back into full compliance with the requirements at the earliest time.
- E. In reporting the monitoring data, the discharger shall arrange the data in tabular form so that the data, the constituents, and the concentrations are readily discernible. The data shall be summarized to determine compliance with waste discharge requirements and, where applicable, shall include receiving ground water observations.
- F. Monitoring reports submitted to the Regional Board shall be signed by:
1. In the case of corporation, principal executive officer at least the level of Vice President or his duly authorized representative, if such representative is responsible for the overall operation of the facility from which discharge originates;
 2. In case of partnership, a general partner;
 3. In case of sole proprietorship, the proprietor;
 4. In the case of a municipal, state or public facility, either a principal executive officer,

5. It appears that the City analysis format was followed. The disagreement appears to be in the "Buildout" analyses where the "Project" is analyzed prior to the "Buildout Traffic". Since the "Buildout Projects" are not approved, there may be justification for presenting the data as reflected in the study. Overall, the order of analyses may not be critical in this case, since the mitigations are based on the total "Buildout" traffic. Whether the "Project" or "Buildout Traffic" is added first should not be pertinent.
 - a. If the project in Table D (page 29) is an "approved" project, it should be treated as such in the analyses and not grouped with the other projects.
6. The with and without Del Amo Extension did not appear to account for any redistribution of existing traffic (i.e. at Figueroa/Del Amo). It is very unlikely that no existing traffic will reroute to use the proposed Del Amo Extension. If recounting of existing traffic is considered, the with Del Amo Extension analyses will need to be revised.
7. Why does 23 to 27 percent of the project traffic enter the Torrance Boulevard driveways, but only 10 to 12 percent leave this way? If there are internal connections between the Torrance driveways and Golden Eagle Drive/Freeman Street, they should be shown (i.e. Exhibit 2).
8. In Tables 5 and 6, why do the ICU values improve with the addition of "Buildout Traffic" (i.e. Figueroa/Carson and Figueroa/Torrance)?
9. The diversion related to Alternative 1 was included in the analyses. There is some question regarding people diverting to Carson (as stated on page 12) since it is approximately one mile to the south and the traffic is attempting to go north. Some added explanation may be appropriate.

Monitoring and Reporting Program
Golden Eagle Refinery, Carson
Land Treatment

File No. 90-60-25(92)

ranking elected official, or other duly authorized
employee.

Each report shall contain the following completed declaration:

" I declare under penalty of perjury that the foregoing is true
and correct.

Executed on the day of _____ at _____

_____ (Signature)

_____ (Title)"

Ordered by

Robert P. Ghirelli

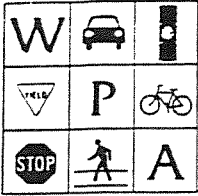
ROBERT P. GHIRELLI, D.Env
Executive Officer

Date: August 3, 1992



APPENDIX C: REVIEW OF GOLDEN EAGLE CENTER TRAFFIC STUDY
BY WESTON PRINGLE AND ASSOCIATES





REC - 1991

Weston Pringle & Associates

TRAFFIC & TRANSPORTATION ENGINEERING

November 27, 1991

Mr. Don Condliff
The Planning Center
1300 Dove Street, Suite 100
Newport Beach, CA 92660

Dear Mr. Condliff:

This letter presents a summary of our findings regarding our review of the traffic analyses of the Golden Eagle Center Specific Plan, located in the City of Carson. The purpose of this review is to provide a general evaluation of the overall process utilized rather than a detailed check of the analyses calculations.

We were provided the traffic impact reports for Specific Plans A and B, the related technical appendices and past/current comments from Salem Spitz, P.E. on the past/current studies (1/11/90, 1/23/90, 1/7/91 and 10/7/91). Our evaluation, comments and conclusions are based on these data.

The primary focus of our review was on the traffic study for Specific Plan A. It is assumed that the comments are also applicable to the Specific Plan B study. The overall process was evaluated with some spot checks of the detailed analyses.

In general, we found that the submitted traffic studies contained much of the information needed for inclusion in an EIR, however, it is difficult to determine the mitigation needs and potential unavoidable adverse impacts. Perhaps the information is available and just needs to be reformatted in the study, so that those evaluating the project can easily identify the impacts and benefits. Some of the analyses may also require revisions based on our findings.

A list of our specific comments are listed below:

1. A part of the confusion regarding the mitigations is comparing the executive summary (page ii) with the text (pages 12-15) and summary (pages 20-22). As an example, the executive summary shows seven impacted intersections for Alternative 1, while the text and summary identify ten intersections. It may be that only the executive summary needs revision.
2. We would disagree with the assumption that, "if private right-of-way acquisition is required, then mitigation is not practical."
 - a. If this is true, however, Tables 7, 8, 9 and 10 should show which improvements are not practical due to right-of-way needs. Are all improvements with a "*" not practical?
 - b. The summary on pages 21 & 22 identifies three intersections (Figueroa/Carson, Main/Carson and Vermont/Torrance) which cannot be mitigated. This should be reflected on Tables 3, 4, 5 and 6. (i.e. Table 3 shows Vermont/Torrance with "***", acceptable ICU/LOS not attainable; but the above three intersections do not have this designation.)
 - c. For the intersections where right-of-way is needed (other than the three in "b"), can it be assumed that none involve private right-of-way? Can these all be implemented by the project developer?
3. In the summary (page 22), it stated that, "Each of the fourteen study intersections are considered to fall under areawide mitigation ... Golden Eagle Center and area developments would participate in a fair share program to fund areawide improvements."

- a. Is this the mitigation for the Golden Eagle project, or are the improvements in Tables 7 and 8 also a requirement?
4. The report seems to indicate that there are major mitigations required as a result of the ambient traffic, Golden Eagle project and other area projects. A "fair share" contribution is recommended for the Golden Eagle project, which could be appropriate, however:
 - a. It may need to be more clearly identified that if this methodology is adopted, the "Plus Project Traffic" column in Tables 3, 4, 5 and 6 may result rather than the "With Mitigation" column, since there may not be adequate funds to implement any mitigations.
 - b. It is not known if the Golden Eagle "fair share" would fund a significant portion or a minor portion of the required mitigations. This is likely the reason that Salem Spitz has requested that cost estimates* of the improvements be prepared. The cost estimates* have been requested since the January 23, 1990 comments, so at the least there should be a reasonable explanation why they are not provided.
 - c. The cost estimates* may assist in determining the extent of street improvements which can be provided, and whether a few intersections will be adversely impacted by the project or all intersections will be impacted by the project. This is important in determining if there are any "unavoidable adverse impacts".

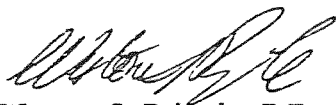
* We would assume that only very preliminary "order of magnitude" cost estimates would be required. We would view detailed cost estimates to be beyond the scope of requirements at this EIR stage.

10. Salem Spitz raised the question of the potential impacts of freeway ramp metering, which is a legitimate issue.
11. Three percent per year growth over seven years equals approximately 23 percent, if "compounding" is accounted for. This may not result in a significant difference in the overall analyses.

Based on our review of the traffic studies and the comments from Salem Spitz, it is our view that the traffic studies will require some modification. It appears that a majority of the necessary EIR information is contained in the study, but we would agree that the identification of the project mitigations and the resulting impacts/benefits are not clearly identified. The request for cost estimates for mitigations contained in an EIR is not a common practice based on our experience. However, given that this information could be useful to City Staff and has been requested since January 23, 1990, we do not find it to be an unreasonable request. The question of no redistribution of existing traffic, relative to the Del Amo Extension is a primary concern which would require revision of the calculations.

We trust that these analyses will be of assistance to you and the City of Carson. If you have any questions or comments, please call us.

Respectfully submitted,
WESTON PRINGLE & ASSOCIATES



Weston S. Pringle, P.E.
Registered Professional Engineer
State of California Numbers C16828 & TR565

WSP:SS
#911810



APPENDIX D: AIR QUALITY



EMISSION INVENTORY ASSUMPTIONS

EMISSION INVENTORY ASSUMPTIONS

Emission Factors - were based on EMFAC7EP emission factors provided by the South Coast Air Quality Management District's CEQA Air Quality Handbook. Taken from Table 9-5-J-3, emission factors were 7.05 for CO, 0.68 for NO_x, 0.13 for ROG, and 0.12 for PM₁₀ (grams/mile). Traveling speeds for Los Angeles County were taken from Table 9-5-F, extrapolated for year 1995.

Vehicle Miles Travelled (VMT) - provided by Linscott, Law, & Greenspan, Engineers, was 226,000 daily.

MICROSCALE ANALYSIS ASSUMPTIONS

MICROSCALE ANALYSIS ASSUMPTIONS

The CALINE4 line source emission computer model was utilized in this analysis to determine "hot spot" emission levels. Model inputs are provided on the following pages. Carbon monoxide levels were determined for two scenarios from information provided by Linscott, Law, & Greenspan, Engineers in traffic report dated July 1992.

Traffic Volumes - peak hour turning movement volumes were provided for project at buildout year 1995 and ambient + cumulative + project conditions on surface roadways; both scenarios included the Del Amo Boulevard Overcrossing.

Roadway Assumptions - Average speed was assumed to be 15 mph along all roadways at the intersection, consistent with recommendations by the California Air Resources Board and the California Department of Transportation (CALTRANS). A speed of 33 mph was used for the I-110 Freeway link (SCAQMD CEQA Air Quality Handbook Table 9-5-F). Roadway widths were determined through information provided in the traffic report. Widths utilized in the CALINE4 model assume 3 meters per side as required by the model.

Emission Factors - were taken from EMFAC7EP provided in the SCAQMD CEQA Air Quality Handbook. Fleet mix was determined to be 90.9 percent passenger and 9.1 percent trucks (Table 9-5-G). Emission factors utilized were 10.46 grams per mile (passenger), and 26.49 grams per mile (trucks) for the year 1995.

APPENDIX E: NOISE



APPENDIX

CUMULATIVE NO-PROJECT					
Roadway	ADT¹ (Veh./Day)	CNEL² @ 100 Feet	Distance to Contours (Ft.)³		
			70 dBA	65 dBA	60 dBA
<i>HAMILTON AVENUE</i>					
North of Torrance Boulevard	18,290	62.1	30	64	139
South of Del Amo Boulevard	26,900	63.8	39	83	179
<i>HARBOR FREEWAY (I-110)</i>					
North of Carson Street	177,950	77.0	291	627	1,350
North of San Diego Freeway	221,590	77.9	337	725	1,563
<i>FIGUEROA STREET</i>					
North of Carson Street	14,800	62.6	32	69	150
South of Torrance Boulevard	14,180	62.5	31	68	145
North of Torrance Boulevard	25,260	65.0	46	99	214
South of Del Amo Boulevard	35,860	66.5	58	125	270
North of Del Amo Boulevard	44,050	67.4	67	144	310
<i>MAIN STREET</i>					
North of Carson Street	49,410	66.5	58	125	269
South of Torrance Boulevard	47,580	67.7	70	151	326
North of Torrance Boulevard	45,550	67.5	68	147	317
South of Del Amo Boulevard	45,550	67.5	68	147	317
North of Del Amo Boulevard	43,224	67.3	66	142	306
<i>CARSON STREET</i>					
East of Figueroa Street	34,760	64.9	46	99	213
East of Main Street	41,960	65.8	52	112	241
<i>TORRANCE BOULEVARD</i>					
East of Harbor Freeway	35,180	66.4	57	124	267
East of Figueroa Street	17,750	63.4	36	78	169
West of Main Street	16,620	63.1	35	75	162
<i>SAN DIEGO FREEWAY (405)</i>					
West of Harbor Freeway (I-110)	310,740	79.4	422	909	1,958
East of Harbor Freeway (I-1)	269,960	78.8	384	827	1,783

1. ADT = Average Daily Traffic volume.
 2. CNEL = Community Noise Equivalent Level. Measured at 100 feet from roadway centerline except for Harbor Freeway and San Diego Freeway which are measured at 150 feet.
 3. Measured from roadway centerline. R/W means contour is located within the roadway right-of-way.

APPENDIX

CUMULATIVE + PROJECT					
Roadway	ADT¹ (Veh./Day)	CNEL² @ 100 Feet	Distance to Contours (Ft.)³		
			70 dBA	65 dBA	60 dBA
<i>HAMILTON AVENUE</i>					
North of Torrance Boulevard	21,300	62.8	33	71	154
South of Del Amo Boulevard	28,800	64.1	40	87	188
<i>HARBOR FREEWAY (I-110)</i>					
North of Carson Street	179,700	77.0	293	631	1,359
North of San Diego Freeway	225,100	78.0	340	733	1,579
<i>FIGUEROA STREET</i>					
North of Carson Street	22,200	64.4	42	91	196
South of Torrance Boulevard	21,100	64.2	41	88	190
North of Torrance Boulevard	35,000	66.4	57	123	266
South of Del Amo Boulevard	40,700	67.0	63	136	294
North of Del Amo Boulevard	46,300	67.6	69	149	320
<i>MAIN STREET</i>					
North of Carson Street	51,600	66.6	60	129	277
South of Torrance Boulevard	52,700	68.1	75	162	349
North of Torrance Boulevard	54,200	68.3	77	165	356
South of Del Amo Boulevard	54,200	68.3	77	165	356
North of Del Amo Boulevard	45,400	67.5	68	147	316
<i>CARSON STREET</i>					
East of Figueroa Street	39,300	65.5	50	107	231
East of Main Street	44,900	66.0	54	117	252
<i>TORRANCE BOULEVARD</i>					
East of Harbor Freeway	41,500	67.1	64	138	298
East of Figueroa Street	27,900	65.4	49	106	228
West of Main Street	22,900	64.5	43	93	200
<i>SAN DIEGO FREEWAY (405)</i>					
West of Harbor Freeway (I-110)	314,100	79.4	425	915	1,972
East of Harbor Freeway (I-110)	273,900	78.8	388	835	1,800
1. ADT = Average Daily Traffic volume. 2. CNEL = Community Noise Equivalent Level. Measured at 100 feet from roadway centerline except for Harbor Freeway and San Diego Freeway which are measured at 150 feet. 3. Measured from roadway centerline. R/W means contour is located within the roadway right-of-way.					

APPENDIX F: CONSENT ORDER 89/90-009



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STATE OF CALIFORNIA
HEALTH AND WELFARE AGENCY
DEPARTMENT OF HEALTH SERVICES
TOXIC SUBSTANCES CONTROL PROGRAM

In the Matter of,) Docket No. HSA 89/90-009
)
GOLDEN EAGLE REFINING COMPANY,) CONSENT ORDER
INC., 21000 South Figueroa)
Street, Carson,) California Health and
California 90745) Safety Code Sections
) 25355.5(a)(1)(C) and
) 25358.3

I. INTRODUCTION

1.1. Parties. This Consent Order is entered into by the California State Department of Health Services (DHS) and Golden Eagle Refining Company, Inc., (GERC or Respondent), a Delaware corporation doing business in California.

1.2. Site. This Consent Order addresses air, soil, surface water, and ground water contamination at the former Golden Eagle Refinery (Site) owned and operated by GERC and located at 21000 South Figueroa Street, Carson, California. The boundaries of the Site are more specifically identified in Exhibit 1 which is attached and incorporated herein by this reference.

1.3. Jurisdiction. This Consent Order is entered into by DHS pursuant to its authority under California Health and Safety Code Sections 25355.5(a)(1)(C) and 25358.3(a). GERC knowingly and intelligently waives any right it may have to a
///

1 hearing or determination prior to the execution of this Consent
2 Order.

3 1.4. Exhibits. All exhibits attached to this Consent
4 Order are incorporated herein by reference.

5 1.5. Purpose. In entering into this Consent Order, it
6 is the objective of the parties to ensure that any release or
7 threatened release of any existing hazardous substances (also
8 referred to as contaminants or contamination) to the air, soil,
9 surface water, and ground water at or from the Site are
10 investigated and appropriately remedied.

11 1.6. Denial of Liability. GERC's execution of this
12 Consent Order shall not be construed as an admission of any
13 liability for the conditions at the Site or a waiver of any
14 immunity from liability or defense to liability which it may have
15 under Federal or State statutory or common law. Nothing in this
16 paragraph is intended or shall be construed to limit DHS' right
17 to enforce this Consent Order through appropriate proceedings.
18

19 II. BACKGROUND

20 2.1. Site Chronology.

21 2.1.1. Golden Eagle Refinery. The Site is
22 located on the western edge of the City of Carson, California,
23 just east of the Harbor Freeway (Interstate 110) and about one
24 mile south of where the Harbor Freeway meets the San Diego
25 Freeway (Interstate 405). The approximately seventy-six (76)
26 acre property is surrounded by Torrance Boulevard to the north,
27 Figueroa Street to the west, Main Street to the east, and 212th
28 Street and residential property to the south. Presently, the

1 surface structures (buildings, processing equipment, storage
2 tanks, etc.) and the subsurface structures (storage tanks, pipes,
3 etc.) have been dismantled and removed from the Site. The Site
4 remains undeveloped and no facilities exist on site, except for a
5 flare station near and an asphalt cap over the landfill area.
6 The Site may be divided into four areas based on past activity:
7 the large tank farm, refinery, landfarm, and landfill.

8 2.1.2. Large Tank Farm.

9 2.1.2.1. Julian Petroleum Company constructed
10 and operated the original tank farm in 1922, which occupied much
11 of the northern portion of the current Site boundaries. Thirteen
12 (13) above ground storage tanks existed on the Site then. The
13 large tank farm stored the petroleum products of other oil
14 companies including, but not limited to, the Douglas Refinery and
15 Sunset Oil. The Douglas Refinery was separately situated just
16 north of the Site on Torrance Boulevard.

17 2.1.2.2. Golden Eagle Refining Company, Inc.,
18 purchased the Site in 1958 including, but not limited to, the
19 large tank farm. The aboveground tanks were dismantled and
20 removed in early 1985.

21 2.1.2.3. Bioaugmentation was initiated at the
22 large tank farm area in January 1986 pursuant to a variance
23 issued by DHS and waste discharge requirements (WDRs) issued by
24 the Los Angeles Regional Water Quality Control Board (RWQCB).
25 Bioaugmentation is the use of bacteria to consume and thereby
26 reduce the amount of petroleum hydrocarbons at the Site.

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1 2.1.3. Refinery.

2 2.1.3.1. Sunset Oil constructed a four
3 thousand barrels per day (4 MBD) refinery on the Site in 1945.
4 The production of kerosene, fuel oils, and gasoline gradually
5 doubled to eight thousand barrels per day (8 MBD) as a second
6 train was added in 1948.

7 2.1.3.2. Golden Eagle Refining Company, Inc.,
8 purchased the Site in 1958 including, but not limited to, the
9 refinery. Production of leaded gasoline ceased in 1965 when the
10 refinery began to produce aviation fuel (JP-4 and JP-5). The
11 refinery stopped the refining of crude oil on November 22,
12 1984. The two underground storage tanks were removed under Los
13 Angeles County Fire Department supervision and removed off-site
14 with other refinery structures. Approximately three hundred and
15 ten (310) cubic yards of hydrocarbon contaminated soil were
16 excavated in January 1985 and bioaugmented on-site pursuant to
17 WDRs issued by RWQCB and reports reviewed by DHS. The refinery
18 structures were demolished and removed in early 1985.

19 2.1.4. Landfarm.

20 2.1.4.1. Golden Eagle Refining Company, Inc.,
21 purchased the Site in 1958 including, but not limited to, the
22 area used for landfarming. Approximately twenty (20) acres of
23 the southern portion of the Site was used to landfarm oily
24 sludges from 1946 to 1970. Oil farming involves land disposal of
25 tank bottom sludges consisting of variable mixtures of petroleum,
26 water, sand, and other sediments. The sludges were spread on the
27 ground, allowed to dry, and then disced into the soil.

28 ///

1 2.1.4.2. Bioaugmentation was applied to
2 several areas of the landfarm in October 1986 pursuant to a
3 variance issued by DHS and WDRs issued by RWQCB.

4 2.1.4.3. Approximately one hundred and
5 eighty-two (182) cubic yards (fourteen manifests with thirteen
6 cubic yards each) of lead contaminated soil were excavated and
7 hauled to Petroleum Waste, Incorporated, in October 1986.

8 2.1.5. Landfill.

9 2.1.5.1. Golden Eagle Refining Company, Inc.,
10 purchased the Site in 1958 including, but not limited to, the
11 area used for landfilling.

12 2.1.5.2. Berada Corporation utilized
13 approximately ten (10) acres of the northeast corner as a
14 Class III landfill, namely Gardena Valley Dump Number 5, between
15 January 1962 and September 1963. Deposited waste materials
16 consisted primarily of household refuse and demolition debris.
17 Refuse depth varies from thirty (30) to forty-five (45) feet
18 below ground surface. Presently, an asphalt cap covers the
19 landfill. A flare station has been installed to combust the
20 gases actively extracted from beneath the cap by a gas collection
21 system pursuant to permits issued by the South Coast Air Quality
22 Management District (AQMD) in January, 1990.

23 2.2. Site Contamination. Sampling and testing have
24 shown that the soil and ground water on portions of the Site
25 contain hazardous substances. Various levels of lead (Pb) and
26 petroleum hydrocarbons (up to 980 parts per million) are known to
27 still exist in the soil. Groundwater exists beneath the site in
28 unconfined conditions within a semiperched aquifer and in

1 confined conditions within deeper aquifers. Initial monitoring
2 was performed in August 1985 for the semiperched aquifer only,
3 with subsequent monitoring performed between April 1987 and April
4 1989. August 1985 data indicated trace levels, below Maximum
5 Contaminant Levels (MCLs), of chromium in four wells. Arsenic
6 was detected at trace levels below MCL's in two wells; and nickel
7 was also detected at low levels below MCL or Applied Action Level
8 (AAL), in one well. Volatile organic compounds and semivolatile
9 compounds were also detected in the semiperched aquifer during
10 the initial sampling event. 1,1-dichloropropane,
11 diethylphthalate, chlorobenzene, cyclohexane, cyclopentane,
12 dimethylbutane, isobutane, isopentane, methylcyclohexane,
13 methylene chloride, terpene, tetrahydrofuran and 4-chloro-3-
14 methylphenol have not been detected in subsequent events.

15 Compounds that have been detected in the same well more
16 than once include benzene, chromium, 1,2-dichloroethane,
17 ethylbenzene, lead, perchloroethylene, toluene,
18 trichloroethylene, vinyl chloride, xylene, and zinc. Of these
19 eleven (11) compounds, only seven (7) have exceeded MCLs more
20 than once: benzene, chromium, lead, trichloroethylene
21 1,2-dichloroethane, vinyl chloride, and xylene.

22 Monitoring of the underlying Gage aquifer did not begin
23 until April 1987. Compounds detected in the Gage include
24 chromium, lead, toluene, xylene, and zinc. All were reported at
25 concentrations below MCLs and/or AALs.

26 ///

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1 2.3. Health Risks. Some chemicals found in the soil or
2 ground water at the Site may cause adverse health effects at
3 sufficient exposure levels. Some of such adverse health effects
4 are described in Exhibit 2.

5 2.4. Potential Routes of Exposure. Contaminants are
6 currently limited to the soil and ground water at the Site. The
7 possible routes of exposure to these contaminants include soil or
8 ground water ingestion or dermal contact, and any combination
9 thereof. However, once the soil is agitated or the ground water
10 is exposed to the atmosphere, contaminants may volatilize from
11 the soil or ground water and thereby create an inhalation route
12 exposure.

13 2.5. Population Potentially Affected. The City of
14 Carson is zoned for mixed light industry, commerce, and
15 residence. The area surrounding the Site is zoned for light
16 industry except for the residences to the south. 212th Street
17 and residential property line the southern edge of the Site.
18 Approximately 110,000 people residing in the cities of Carson and
19 Torrance are within a three mile radius of the Site.

20 2.6. Regional Water Quality Control Board (RWQCB). GERC
21 has submitted information to the RWQCB pursuant to its
22 investigatory order and ground water jurisdiction. RWQCB had
23 issued Order No. 87-12 on February 17, 1987 specifying its
24 analysis of the ground water condition and the Waste Discharge
25 Requirements for the Site. The RWQCB Order required a thirteen
26 (13) well ground water monitoring program for the Site and a cap
27 and methane collection system for the landfill portion of the
28 Site. The cap and collection system have been installed and the

1 monitoring program is in operation. Formal written approval for
2 closure is pending from RWQCB.

3
4 III. CONCLUSIONS OF LAW

5 3.1. Hazardous Substances. The contaminants found on
6 the Site are hazardous substances as defined by California Health
7 and Safety Code Section 25316.

8 3.2. Responsible Parties. Respondent is a responsible
9 party as defined by California Health and Safety Code Section
10 25323.5(a).

11 3.3. Consent Order. This Consent Order (Order) complies
12 with the requirements of Health and Safety Code Section
13 25355.5(a)(1)(C). The presence of hazardous substances on the
14 Site constitutes an actual or threatened "release" as defined in
15 Health and Safety Code Section 25320.

16 3.4. Endangerment. Conditions at the Site, as described
17 in Section II, above, constitute an imminent or substantial
18 endangerment to the public health or welfare and to the
19 environment within the meaning of California Health and Safety
20 Code Section 25358.3; however, this finding shall not be
21 construed as a finding that there is an immediate danger to
22 public health.

23
24 IV. DETERMINATIONS

25 Based on the foregoing Background and Conclusions of
26 Law, DHS has determined that:

27 ///

28 ///

1 4.1. Respondent is a responsible party for the Site who
2 is required to take the actions ordered below to protect the
3 public health and safety and environment.

4 4.2. The actions set forth in this Order are necessary
5 to respond to the actual or threatened release of hazardous
6 substances from the Site.

7
8 V. INTERIM MEASURES

9 5.1. Fencing. GERC shall continue to maintain the
10 current fencing and restricted Site access to minimize the risk
11 of unauthorized entry.

12 5.2. Ground Water Monitoring. GERC shall maintain and
13 protect the Site monitoring wells from damage. GERC shall
14 continue annual ground water monitoring for metals (EPA 200.7)
15 and volatile (EPA 624) and semivolatile (EPA 625) organics
16 pursuant to WDRs issued by RWQCB. Should ground water
17 contamination be found during the annual monitoring, GERC shall
18 do further monitoring at the well and at least one up-gradient
19 and one down-gradient well where the specific metals and organics
20 detected during the annual monitoring were discovered. If such
21 further monitoring confirms contamination, GERC shall begin a
22 quarterly monitoring program or other monitoring program mutually
23 acceptable to GERC and DHS at the well and at least one up-
24 gradient and one down-gradient well where the contaminants
25 detected during annual monitoring were discovered. This
26 monitoring program attempts to establish the possibility of
27 ground water contamination stemming from the Site, to develop

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1 local ground water and contaminant characteristics and trends,
2 and to determine the need for ground water remediation.

3
4 VI. REMEDIAL INVESTIGATION (RI) AND FEASIBILITY STUDY (FS)

5 6.1 Remedial Investigation and Feasibility Study

6 (RI/FS) Objectives. The objectives of the Remedial Investigation
7 (RI) and Feasibility Study (FS) are to:

8
9 (a) Conduct activities that include analyses of all
10 data collected from the Site, review of the historical
11 operations at the Site, and identification of hazardous
12 substances handled, treated, stored, or disposed of at the
13 facility.

14
15 (b) Evaluate the known nature and extent of Site con-
16 tamination and identify additional investigative activity
17 necessary to determine the full nature and extent of air,
18 soil, surface water, and ground water contamination
19 associated with the Site.

20
21 (c) Identify all existing and potential migration
22 pathways, including the direction, rate, and dispersion of
23 contaminants originating from the Site.

24
25 (d) Identify remedial action objectives, including
26 potential remedial operable units and likely response
27 scenarios.

28 ///

1 (e) Develop data quality objectives which specify the
2 types of data needed to support decisions concerning the
3 selection of an appropriate remedial action.
4

5 (f) Identify potential applicable or relevant and
6 appropriate requirements (ARARs) of federal, state, and local
7 agencies.
8

9 (g) Develop a workplan necessary to complete the RI of
10 the Site.
11

12 6.2. Remedial Investigation.

13 6.2.1. Previous Site Characterization. DHS
14 recognizes that substantial work has been performed by GERC to
15 characterize the nature and extent of contamination at the
16 Site. GERC began investigating contamination at the Site in
17 March 1985 and has previously submitted the following reports and
18 documents which have been approved by DHS:
19

20 (a) "Environment Assessment of Demolition of the
21 Golden Eagle Refinery" by Bright and Associates, March
22 1985.
23

24 (b) "Site Characterization and Mitigation Plan for
25 Phase II Demolition of the Golden Eagle Refinery" by
26 Bright and Associates, August 1985.
27

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1 (c) "Summary Report of the Golden Eagle Refinery,
2 Volume I and II" by SCS Engineers, August 1989.

3
4 The completion of this previous work constitutes a partial RI as
5 defined in the National Contingency Plan (40 CFR Part 300).

6 6.2.2. Additional Site Characterization. The RI
7 of the Site shall include the following tasks:

8
9 (a) Gas associated with the landfill is currently
10 being collected and flared through a gas collection
11 system installed in connection with the landfill cap
12 pursuant to permits issued by AQMD. GERC will provide
13 DHS with the analyses of landfill gas samples from the
14 landfill.

15
16 (b) Elevated concentrations of total petroleum
17 hydrocarbons (TPH) exist on the Site in several surface
18 and near surface locations and at a depth of 65 feet at
19 MW-5 and a depth of 10 to 60 feet in the support
20 facilities area below two previous underground storage
21 tanks. GERC will provide DHS with any information as to
22 the source of the TPH contamination at those depths.
23 GERC will also provide verification and documentation of
24 the removal of the two underground storage tanks and the
25 handling of contaminated soil at those locations. GERC
26 will submit a final report for the bioaugmentation
27 conducted at the Site to reduce elevated hydrocarbons
28 which summarizes the data and conclusions of the work.

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GERC will also characterize any residual hydrocarbons which are hazardous under applicable waste criteria to the extent required by risk assessment analysis.

(c) GERC will provide copies of manifests for the 182 cubic yards of lead contaminated soils removed from the Site on October 20, 1986 and identify clean up levels and post excavation sample results.

(d) GERC will investigate, per the RI Workplan, the areas that historically supported the aboveground storage tanks in both the large and small tanks farms.

(e) GERC shall investigate, per the RI Workplan, the area that historically supported the processing area.

(f) GERC shall test, per the RI Workplan, for residual metal concentrations in the areas that historically supported landfarming.

(g) GERC shall submit a RI/FS Workplan in accordance with Paragraphs 6.2.3 and 6.3.2. of this Order.

(h) GERC shall submit the foregoing information in the RI report.

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1 6.2.3. RI Workplan. GERC has prepared and
2 submitted to DHS a detailed Workplan to complete the RI of the
3 Site including areas where there is a release or threatened
4 release of hazardous substances from the Site. The Workplan and
5 activities under the RI shall, at a minimum, conform to the
6 Comprehensive Environmental Response, Compensation, and Liability
7 Act (CERCLA) (42 U.S.C. 9601, et seq.); the National Contingency
8 Plan (40 CFR Part 300), as amended; and the U.S. Environmental
9 Protection Agency's "Guidance for Conducting Remedial
10 Investigations and Feasibility Studies under CERCLA" dated
11 October 1988, as amended; as well as any applicable state laws
12 and regulations. The Workplan shall contain the following
13 elements:

14
15 (a) Field Sampling and Laboratory Analyses
16 Plan,

17
18 (b) Health and Safety Plan,

19
20 (c) Quality Control and Quality Assurance
21 Plan, and

22
23 (d) Data Management Plan.
24

25 DHS shall approve, partially approve, or disapprove the RI
26 Workplan within 30 days after execution of this Order. Failure
27 to approve, partially approve, or disapprove the RI Workplan

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1 within this timeframe shall not be deemed to constitute approval
2 of the RI Workplan by DHS.

3
4 6.2.4. RI Report. The RI report shall be
5 submitted by GERC to DHS for review and approval in accordance
6 with the approved Workplan Schedule. The RI report shall
7 summarize the results of the RI specified in Paragraph 6.2.1 and
8 6.2.2. of this Order including reduction and interpretation of
9 all data and information generated and/or compiled during any
10 additional site work.

11 6.3. Feasibility Study (FS).

12 6.3.1. FS Objectives. The FS shall cover the
13 following items:

14
15 (a) A summary of the existing and potential
16 contaminants for which remedial action may be
17 required;

18
19 (b) A description of the alternative remedial
20 actions which will be evaluated;

21
22 (c) A list of the technologies which will be
23 screened for each alternative remedial action
24 described in (b) above;

25
26 (d) A description of factors which will be
27 considered in screening and analyzing each

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1 alternative remedial action technology, including,
2 but not limited to, effectiveness, public health
3 assessment reliability, and timeliness;
4

5 (e) A list of the criteria for screening and
6 analyzing the alternative remedial action
7 technologies; and
8

9 (f) A description of all pilot studies, bench
10 tests, or other activities which will be performed
11 to evaluate each alternative remedial action
12 technology.
13

14 6.3.2. FS Workplan. Within forty-five (45)
15 calendar days from the effective date of this Order, GERC shall
16 prepare and submit to DHS a detailed Workplan to complete the FS
17 of the Site including any areas where there is a release or
18 threatened release of hazardous substances from the Site. The
19 Workplan and activities under the FS shall, at a minimum, conform
20 to the Comprehensive Environmental Response, Compensation, and
21 Liability Act (CERCLA) (42 U.S.C. 9601, et seq.); the National
22 Contingency Plan (40 CFR Part 300), as amended; and the U.S.
23 Environmental Protection Agency's "Guidance for Conducting
24 Remedial Investigations and Feasibility Studies under CERCLA"
25 dated October 1988, as amended; as well as any applicable state
26 laws and regulations. DHS shall meet with GERC to discuss the FS
27 Workplan within 30 days after submittal of such workplan to DHS.

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1 6.3.3. FS Report. The FS report shall be
2 submitted by GERC to DHS for review and approval in accordance
3 with the approved Workplan schedule. The FS report shall
4 summarize the results of the FS specified in Paragraph 6.3.1. of
5 this Order including reduction and interpretation of all data and
6 information generated and/or compiled during the FS. The FS
7 report shall cover the following subjects relating to the Site:

- 8 (a) Description of Current Situation;
9 1. Site Background Information
10 2. Nature and Extent of Release
11 3. Objective of Remedial Action(s)

12 (b) Screening of Remedial Action

13 Technologies;

- 14 1. Technical Criteria
15 2. Remedial Action Alternatives

16 Developed

- 17 3. Environmental and Public Health
18 Criteria
19 4. Other Screening Criteria
20 5. Cost Criteria

21 (c) Analysis of Remedial Action Alternative;

22 and

- 23 1. Technical Feasibility
24 2. Environmental Evaluation
25 3. Institutional Requirements
26 4. Public Health Evaluation
27 5. Cost Analysis

28 (d) Recommended Remedial Action.