

AGENDA

**ENVIRONMENTAL COMMISSION
REGULAR MEETING**

**701 EAST CARSON STREET
EXECUTIVE CONFERENCE ROOM, 2ND FLOOR
CARSON, CALIFORNIA 90745**

Wednesday, March 6, 2013 – 6:30 PM

1. **CALL TO ORDER**
2. **PLEDGE OF ALLEGIANCE**
3. **ROLL CALL**
4. **AGENDA POSTING CERTIFICATION**

In accordance with the Americans with Disabilities Act of 1990, if you require a disability related modification or accommodation to attend or participate in this meeting, including auxiliary aids or services, please call the City Clerk's office at 310-952-1720 at least 48 hours prior to the meeting. (Government Code Section 54954.2)

5. **AGENDA APPROVAL**

6. **MINUTES APPROVAL**

- a. February 6, 2013

7. **NEW BUSINESS**

- a. Carson Master Plan of Bikeways
- b. Southern California International Gateway (SCIG) Final EIR, Response to Comments
- c. Website Development

8. **UNFINISHED BUSINESS**

- a. None

9. WRITTEN COMMUNICATIONS

1. None

10. ORAL COMMUNICATIONS

- a. Audience
- b. Commission
- c. Staff

11. ADJOURNMENT

Upcoming Meetings

April 3, 2013

May 1, 2013

June 5, 2013

July 3, 2013

**MINUTES
ENVIRONMENTAL COMMISSION
February 6, 2013**

6:30 PM

CALL TO ORDER: 6:30

PLEDGE OF ALLEGIANCE: Chair Members

ROLL CALL: Planner Saied Naaseh called the roll as follows:
Present: Commissioners: Boyer, Hopson,
Jimenez, Love, Taylor, and Pinon.
Absent Mack

Staff Present: Planner Saied Naaseh

SECRETARY'S REPORT

Planner Naaseh reported that in accordance with the Americans with Disabilities Act of 1990, if you require a disability related modification or accommodation to attend or participate in this meeting, including auxiliary aids or services, please call the City Clerk's office at 310-952-1720 at least 48 hours prior to the meeting. (Government Code Section 54954.2)

AGENDA APPROVAL

Commissioner Love moved, seconded by Commissioner Jimenez, to approve the Agenda as submitted. Motion carried, 5-0 (Commissioner Taylor arrived later)

MINUTES APPROVAL

None.

UNFINISHED BUSINESS

None.

NEW BUSINESS

- a. Planner Naaseh requested the commission to reflect on years past and provide input on the type of projects the commission would like to work on for 2013. The commission provided the following comments:
 - A booth at Earth Day
 - Energy conservation measures for mobile homes through Southbay Environmental Services
 - More joint meetings with the Planning Commission, they are helpful in obtaining information



- Shell ethanol project
- Energy independence measures such as (develop an “environmental” link at city’s website):
 - Alternative vehicles
 - Mass transit
 - Updates on legislation
- Develop a relationship with Tesoro to ensure they follow up with Shell’s commitments

b. Planner Naaseh updated the commission on the HEAL grant and the commission provided the following comments:

- Involve large businesses to provide funding to implement the ATP
- Provide a safe route from the Wilmington area to the Rancho Dominguez Preparatory School

ORAL COMMUNICATIONS

- Commission
 - Asphalt sidewalk at Figueroa and 228th
 - Update on the cleanup of the AT&T site
 - Status of previous minutes
- Staff Naaseh
 - Noted he will process the time sheets for this meeting and check on the stipend for the December 2012 meeting.

AJOURNMENT

At 7:15 pm, the meeting was adjourned to Wednesday, March 6, 2013, 6:30 pm.

CHAIRPERSON

ATTEST:

SAIED NAASEH, ASSOCIATE PLANNER



CITY OF CARSON

STAFF COMMUNICATION TO
THE ENVIRONMENTAL COMMISSION

NEW BUSINESS

March 6, 2013

SUBJECT: Carson Master Plan of Bikeways

REQUEST: To Update the Commission Regarding the Carson Master Plan
of Bikeways

I. Introduction

A draft proposal of bicycle infrastructure improvements were reviewed by the public at a "Community Workshop" that was held on January 26, 2013. At the meeting, participants were asked to vote on which proposed segments of the plan should be prioritized within the Draft Comprehensive Master Plan of Bikeways, which will be made available for public review and comments in March/April 2013.

II. Background/Analysis

As part of the Master Plan of Bikeways project, the City is organizing a community bicycle event, Tour de Carson, on Saturday, April 13. The event will have a food truck, bike safety sessions, free prizes to promote bicycling, and a bicycle tour to evaluate the proposed bicycle improvements within the Draft Comprehensive Master Plan of Bikeways.

For individuals who could not attend the workshop on January 26, you are encouraged to join the Tour de Carson event on April 13 to give your thoughts on the draft Master Plan. In addition to the bicycle tour, the event will also offer fun educational sessions for bicycle safety, bike anatomy, maintenance and more by the Sheriff's Station, Los Angeles County Bicycle Coalition, and other community organizations. Younger riders will have a "little tikes" corner to learn bicycle safety on a designated safety course.

Staff expects to recommend adoption of the master plan to the Planning Commission in May or June. Staff will provide the commission with the draft bike lanes exhibit at the meeting.

III. Recommendation

That the Environmental Commission discuss the HEAL grant and provide input.

IV. Exhibits

None

Prepared by: _____


Saied Naaseh, Associate Planner

ITEM NO. 7A



CITY OF CARSON

STAFF COMMUNICATION TO
THE ENVIRONMENTAL COMMISSION

NEW BUSINESS

March 6, 2013

SUBJECT: Southern California International Gateway (SCIG) Final
Environmental Impact Report (FEIR), Response to Comments
REQUEST: To update the Commission Regarding SCIG FEIR

I. Introduction

On January 31, 2012, the City of Carson provided comments in the Draft Environmental Impact Report (DEIR) for the SCIG to the Port of Los Angeles. A copy of this letter was provided to the Environmental Commission. The City's fourteen comments on the DEIR generally included a discussion of impacts to land use, traffic, air quality, health, and noise.

II. Background/Analysis

In a letter dated February 22 2013, Port informed the City of the availability of the FEIR that includes the Response to Comments identified in the January 31, 2012 letter. The Port's response did not provide additional information regarding on the City's questions and comments. In fact, their standard response to all our comments, City of Long Beach comments, and Keck School of Medicine of USC comments was:

This comment refers to a chapter or section of the DEIR that was recirculated. No response is necessary per CEQA Guidelines Section 15088.5(f)(2).

The only change to the DEIR is to require a Conditional Use Permit (CUP) for the proposed use, intermodal container transfer facility.

III. Recommendation

That the Environmental Commission discuss the FEIR Response to Comments grant and provide input.

IV. Exhibits

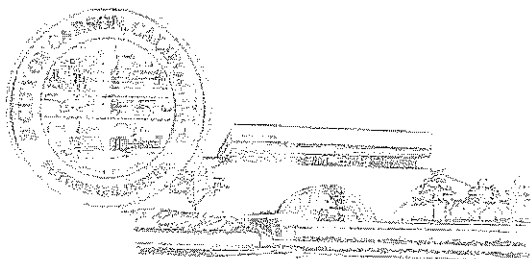
1. City of Carson Letter Dated January 31, 2013 and Response to Comments.

Prepared by: _____

Saied Naaseh, Associate Planner

ITEM NO. 7B





CITY OF CARSON

January 31, 2012

Mr. Christopher Cannon, Director
 Environmental Management
 Port of Los Angeles
 425 S. Palos Verdes Street
 San Pedro, CA 90731

Re: City response to the Southern California International Gateway (SCIG) Draft Environmental Impact Report (Draft EIR)

Dear Mr. Cannon:

In response to the Port of Los Angeles public notice, please accept the following comments to the Draft Environmental Impact Report for the Southern California International Gateway Project. Based on evaluation of the Draft EIR, city staff believes that additional analysis and discussion are needed to address the anticipated environmental impacts of the proposed intermodal container rail facility. The City of Carson appreciates the opportunity to provide comments as a means of improving the relationship between this and other port related projects with the surrounding communities.

- 111-1 1. In addition to the Long Beach and Wilmington communities, Carson will also be impacted by the approximately 2 million truck trips generated by the proposed SCIG facility. However, the Draft EIR does not discuss potential impacts to Carson, including but not limited to residents and businesses located east of Alameda Street between the 405 Freeway and Dominguez Street. The Draft EIR should analyze project and cumulative noise impacts, air quality impacts and health risks within Carson and identify mitigation measures to reduce potential adverse impacts to Carson residents and businesses;
- 111-2 2. The overriding assumption used for the SCIG traffic impact analysis is that the truck trips that currently occur between the port terminals and the Hobart Yard rail facility would be eliminated and replaced with shorter truck trips between the port terminals and SCIG, which would thereby eliminate site-generated truck traffic north of the SCIG facility. This premise appears to be valid if it can be assumed that all of the truck trips originate and end in the port area. It is likely, however, that many of the trucks that drop off containers at SCIG at the end of the truck driver's shift would depart SCIG with a non-port destination and thereby impact the roadways north of the SCIG site; e.g., Alameda Street. The Draft EIR traffic analysis does not address the impacts of these truck trips that do not travel directly between the port terminals and SCIG.



- 111-3 3. The Draft EIR assumption that SCIG will greatly reduce truck trips to the Hobart Yard appears to be flawed in that Hobart Yard will still exist if SCIG is built. The Draft EIR should evaluate whether the capacity that will be opened up at Hobart Yard by building SCIG will be filled with additional domestic freight truck trips to Hobart Yard before assuming a reduction in truck trips;
- 111-4 4. The Draft EIR appears to use the wrong baseline by comparing future emissions with levels from 2005 (seven years ago) and does not properly disclose or offer mitigation measures for expected impacts of the project based on current emission levels;
- 111-5 5. For some impacts such as cancer risk, the Draft EIR concludes that the project will have no adverse impacts, even though the project will have greater health risks than would occur without the project. To properly and empirically assess the true health risks, a "health impact assessment" study must be prepared to adequately establish a "community health condition" baseline of the existing number of asthma and respiratory and cancer clusters that may exist today within the SCIG residential environs inclusive of Carson;
- 111-6 6. Regarding air quality impacts associated with nitrogen dioxide which are associated with asthma and other respiratory systems, the Draft EIR states that the project will cause nitrogen dioxide levels over a broad area that are substantially worse and many times over than the federal health standard, however, it provides no viable mitigation early in the project implementation to address nitrogen dioxide impacts;
- 111-7 7. Zero-emission technologies such as hybrid electric trucks can be deployed early in the start up of the project; however, the proposed project conditions do not require the deployment of zero-emission technologies. Additional analysis is recommended to determine the feasibility of utilizing zero-emission technologies;
- 111-8 8. The SCIG project does not appear to implement the Port of Los Angeles 2006 Clean Air Action Plan goal of 95% Tier 4 locomotives by 2020. Further, instead of requiring the cleanest locomotives near the SCIG proposed rail yard environs, the Draft EIR states it would credit locomotive emission reductions anywhere in the four county South Coast Air Basin to meet the modest emission reduction goals it does set;
- 111-9 9. Regarding noise analysis, the Draft EIR is flawed in that it used the "108 model" which is no longer recommended for use by either the FHWA or Caltrans. Use of the "108 model" has potentially resulted in inaccurate estimates of noise levels based on traffic volumes and inaccurate barrier effect analyses;



111-10

10. Regarding alternatives to the proposed project, the Draft EIR must specifically explain why the amount of near-dock capacity being proposed cannot be built inside the ports via empirically proven data that evaluates an "on-dock" alternative. The development of an "on-dock" intermodal container transfer facility would minimize adverse significant air quality and noise impacts to the residents adjacent to or near the proposed SCIG facility including those residents living in Carson east of Alameda Street;

111-11

11. Regarding the cumulative impacts, the Draft EIR does not evaluate the Intermodal Container Transfer Facility (ICTF) operated by the Union Pacific Railroad Company. A Notice of Preparation and Initial Study was published in compliance with CEQA in January of 2009 for their "intermodal container transfer facility modernization and expansion project". The initial study identified that the projected diesel truck trips using their expanded facility (which is expected to also use Alameda Street and Sepulveda Boulevard) would double to 2.2 million trips per year and could adversely affect volume to capacity ratios at local intersections thereby causing significant impacts. The SCIG Draft EIR fails to mention the cumulative impacts associated with this project along with other port-related projects (i.e. the Schuyler Heim Bridge Replacement and SR-47 Expressway expansion project);

111-12

12. Carson Municipal Code Section 9141.1(Industrial Zones Uses Permitted) requires the submittal of a conditional use permit application for the development of an "intermodal container transfer facility". The ICTF operated by BNSF obtained a conditional use permit from the city of Carson. The proposed SCIG project appears to be very similar to the ICTF and should be required to obtain the same entitlements. The Draft EIR should be amended to reflect the requirement to obtain a conditional use permit from the city of Carson;

111-13

13. The Draft EIR should be amended to address mitigation measures for traffic impacts on Sepulveda Boulevard and Alameda Street. The cumulative impacts of the SCIG project should be addressed to provide for the fair share funding of the widening and reconstruction of Sepulveda Boulevard from Alameda Street to the east Carson jurisdictional limit. The City recommends that a mitigation measure be included directing the preparation of a traffic mitigation agreement with the city of Carson;

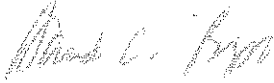
111-14

14. The SCIG project will contribute an increase in the number of trains that would travel along the Alameda Corridor on a daily basis. The Port of Los Angeles has previously noted that the Alameda Corridor Transportation Authority will be responsible for mitigation associated with this increased activity. The city of Carson believes that each project contributing to this cumulative impact should not be allowed to completely defer or deflect responsibility to another agency or entity. The City recommends that a mitigation measure be included to require active participation in the formulation and implementation of mitigation measures addressing cumulative impacts along the Alameda Corridor.



Thank you for the opportunity to provide comment. We are prepared to meet with the BNSF Railroad Company and the Port of Los Angeles staff to discuss how this proposed project can provide the necessary mitigation to allow for a successful intermodal rail facility. If you have any questions on this matter please feel free to phone Sheri Repp Loadsman, Planning Officer or Zak Gonzalez II, Associate Planner at (310) 952-1761.

Sincerely,



David C. Biggs
City Manager

cc: Mayor and City Council
Cliff Graves, General Manager, Economic Development
Victor Rollinger, City Engineer, Development Services
Environmental Commission



CITY OF CARSON

STAFF COMMUNICATION TO
THE ENVIRONMENTAL COMMISSION

NEW BUSINESS

March 6, 2013

SUBJECT: Website Development

REQUEST: To initiate the process to develop a website that is directly related to the improvement of the environment

I. Introduction

At the February 6, 2013 meeting, the Environmental Commission determined that one of the goals for 2013 is to develop a website for environmentally related issues. The potential information that could be included in the website was promotion of alternative vehicles, mass transit, and energy conservation.

II. Background/Analysis

Staff would like to initiate the development of this website by soliciting ideas from the commission. A good way to get started on this initiative would be to visit other websites from other cities to determine the preferred format and the desired information as it relates to Carson.

III. Recommendation

That the Environmental Commission introduce ideas on the content of the website that is directly related to the improvement of the environment.

IV. Exhibits

None

Prepared by: _____

Saied Naaseh, Associate Planner