



**RESPONSE TO COMMENTS  
DOMINGUEZ TECHNOLOGY CENTRE  
FINAL ENVIRONMENTAL IMPACT REPORT  
SCH# 89010150**

Prepared For:  
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## 1.0 INTRODUCTION

Section 15088 of the California Environmental Quality Act (CEQA) Guidelines requires that a written response be prepared for each comment received on a Draft EIR. A number of comments were received during the public review period for the Dominguez Technology Centre Draft EIR and, in conformance with state and city procedures, a response to each comment has been prepared.

The following Response to Comments volume of the Final EIR is composed of three components including:

- A list of agencies and individuals commenting on the Draft EIR.
- Copies of the original written transmittals from commenting agencies and organizations.
- Responses which are keyed to each specific comment on the original transmittals.

Other comments and revisions not identified by written correspondence, but through public hearings and/or meetings with City staff are identified in 5.0 ADDITIONAL PUBLIC COMMENTS AND PLANNING COMMISSION MINUTES.

## 2.0 LIST OF COMMENTING AGENCIES AND ORGANIZATIONS

1. Laurence S. Wiener, Assistant City Attorney
2. County of Los Angeles, Department of Public Works
3. County of Los Angeles, Fire Department
4. Los Angeles Unified School District
5. California, Business and Transportation Agency, Department of Transportation
6. California Regional Water Quality Control Board, Los Angeles Region  
(December 19, 1989)
7. County of Los Angeles, Department of Health Services/Environmental Health/  
Health Facilities Bureau of Environmental Protection
8. County Sanitation Districts of Los Angeles County
9. Southern California Association of Governments
10. State of California, Department of Conservation
11. Gary Colboth

12. Planning Consultants Research
13. City of Compton (January 16, 1990)
14. California State University, Dominguez Hills (December 22, 1989)
15. County of Los Angeles, Department of Health Services/Environmental Health/-  
Health Facilities/Bureau of Environment Protection
16. County of Los Angeles, Office of the Sheriff
17. Rapid Transit District (November 8, 1989)
18. Kevin Ennis/Internal Memorandum to Sheri Repp
19. California Regional Water Quality Control Board, Los Angeles Region  
(December 11, 1989)
20. California State University, Dominguez Hills
21. Rapid Transit District (October 12, 1989)
22. Carson Park and Recreation Department
23. City of Compton (February 7, 1990)
24. Department of Transportation/District 7 (January 26, 1990)
25. City of Compton (February 23, 1990)
26. Southern California Gas Company
27. Department of Transportation (December 6, 1989)
28. Department of Transportation (February 28, 1990)
29. Concerned Citizens of Carson/Committee on the Dominguez Technology Centre  
(September 4, 1990)
30. Associated Students/California State University, Dominguez Hills (March 22, 1990)
31. Petition Regarding Specific Plan 2-89 (September 4, 1990)

### 3.0 RESPONSE TO COMMENTS

City of Carson, Laurence S. Wiener, Assistant City Attorney, January 9, 1990

1-1 California Government Code Section 15084(d)3 indicates that the lead agency has the option of accepting a Draft Environmental Impact Report (EIR) either prepared by an applicant, a consultant retained by an applicant or any other person. When the lead agency is using a Draft EIR that has been prepared by a consultant or another person, the lead agency must subject the draft to the agency's review and analysis. The Draft EIR which is sent out for public review must reflect the independent judgment of the lead agency. These procedures have been followed in completing the Dominguez Technology Centre Draft EIR.

1-2 CEQA section 21092.1 provides that recirculation of information included in an EIR is required only "when significant new information is added to an environmental impact report" between the time of the Notice of Completion and its certification. The information provided through the comment and response process for the Dominguez Technology Centre and included in this "Response to Comments" consists primarily of corrections to or clarifications of information already contained in the Draft EIR. None of these corrections or clarifications involves the addition of new information that would be considered "significant" environmentally, requiring recirculation of the information under section 21092.1. Instead, the corrections or clarifications are typical of the refinement of the information in a Draft EIR that should and does occur routinely in the ordinary course of public review.

1-3 A new subsection is hereby added to the Introduction of the Final EIR on Page 57 as follows:

#### Areas of Controversy

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

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

- the width of Central Avenue
- limitation of industrial uses along Central Avenue
- location of bike paths and sidewalks along Central Avenue
- adequacy of traffic mitigation
- recycling

- site development standards (i.e., number of parking spaces, special discretionary permitted uses, and truck loading and maneuvering)
- on site recreation facilities
- a mandatory Transportation Demand Management Program (TDMP)
- the establishment of raised, landscaped medians
- child day care

Following the Areas of Controversy section, a section shall be added summarizing the alternatives section as follows:

Summary of Alternatives

The alternatives section found on page 136 of the Draft EIR (page 161 of the Final EIR) describes a range of reasonable alternatives to the project which can feasibly attain the basic objectives of the project. These alternatives include a variety of land use mixes.

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

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

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

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

The "no project alternative" reduces impacts to traffic, noise, air quality, potential aesthetics, natural resources and facilities. Since no impacts to the environment would result from no development, no mitigation measures would be required. However, the no project alternative would not implement the General Plan, provide industrial park facilities or employment and provide the City with additional sales tax revenue and other revenues.

1-4 The Specific Plan/EIR was circulated as a joint document. The characteristics of the project and the statement of objectives are thoroughly discussed in the Specific Plan on page 6 and 7 and are visually shown in Exhibit 6 of the Specific Plan document.

1-5 The following information is hereby added to the Final EIR in the Authority and Intended Use section of the EIR Draft on page 57 (page 59 and 60 of the Final EIR):

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

| <u>Agency</u>   | <u>Required Discretionary Approvals</u>   |
|---|---|
| City of Carson  | Street Improvement Permits<br>Landscape Plan<br>Tentative Tract Maps<br>Development Agreement<br>(optional - not required)<br>Grading Permits<br>Site Plans<br>Precise Plans and<br>Erosion, Siltation, Dust Control Plan<br>Specific Plan Approval |
| Los Angeles County Flood District   | Drainage Improvement Plan   |
| California Department of Fish and Game  | 1601-1603 Permit (Alteration of Streambed)  |
| Southern California Air Quality Management District                                 | Rule XV and SCAQMD policies   |
| California, Department of Business and Transportation, Department of Transportation | Freeway Encroachment Permits  |
| California State University, Dominguez Hills  | University Master Plan  |
| Los Angeles County Solid Waste Management Plan                                      | Recycling Programs  |

|  |  |
|--|--|
| Los Angeles County Fire Department                 | Fire and Building Codes for construction<br>Water Mains<br>Hydrants, etc.                    |
| Los Angeles County Sanitation Districts            | Sewer Permits<br>Wastewater Discharge Permits  |
| Los Angeles County Sheriff Department              | Safety and Protection Approvals  |
| Department of Conservation-Division of Oil and Gas | Oil Well Operations and Abandonment Procedures   |
| City of Compton                                    | Eminent Domain Approval  |
| Los Angeles County Department of Public Works      | Street Improvement Permits<br>Underground Tank Permits<br>Industrial Waste Discharge Permits |
| Southern California Gas Company                    | Possible Relocation of Major Gas Line  |
| California Regional Water Quality Control Board    | Waste Discharge Requirements   |

1-6 Sentence 1 in paragraph 3 on page 71 of the Draft EIR is hereby revised to read, "Two significant seismic events in the project vicinity have occurred." One seismic event resulted in minimal damage to the West Dominguez Oil Field, while the second seismic event did not result in any damage (see page 82 of the Final EIR).

1-7 A footnote is hereby added to the Draft EIR on page 71 as follows (page 81 of the Final EIR):

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

Add a footnote number 1 following sentence 1 of paragraph 5 on page 71 of the Draft EIR (page 81 of the Final EIR).

1-8 The Infrastructure Facilities Plan (see Exhibit 13 in the Specific Plan) is hereby added as a mitigation measure, as recommended in the comment.

1-9 The increase in noise levels on Central Avenue is from 0 dBA to 63 dBA. However, as stated in the Draft EIR, Central Avenue has not been extended north of University Drive but is designated in the City's Circulation Element. The projected noise level of 63 dBA does not violate the City's noise standard and no sensitive land uses will be located immediately adjacent to the Central Avenue extension. University personnel have indicated the area immediately adjacent to the street will be surface parking. Since no noise standard is exceeded and no sensitive noise receptors are located near the roadway, the noise increase is not significant.

1-10 The project site is located in the Long Beach/Downey Subregional Area, one of several highly urbanized subareas in the Growth Management Plan (SCAG: February 1989). The job/housing balance performance goal for the Long Beach/Downey subregion for 1984 to 2010 is 1.65. In the Growth Management Forecast, this subregion has the following characteristics:

|           | <u>Housing</u> | <u>Employment</u> | <u>Job/Housing</u> |
|-----------|----------------|-------------------|--------------------|
| 1984      | 400,000        | 482,600           | 1.21               |
| 1988      | 414,600        | n/a               | n/a                |
| 2010      | 503,500        | 632,200           | 1.26               |
| Increase: | 103,500        | 149,600           |                    |

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

The estimated city's job/housing balance is now 1.74, based on employment of 42,200 and 24,286 housing units for 1989. The city's Housing Element projects a need for 430 dwelling units per year. If the city reaches that goal annually from 1984 - 2010, approximately 11,200 units would be added. In comparing the project's employment with this housing projection, the "incremental" job/housing ratio is 1.24. While the city's jobs/housing balance ratio is slightly higher than the subregion, the SCAG policy is for the subregion as a whole. The city currently has no adopted jobs/housing balance.

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

"Projects which would add jobs or housing in a local jurisdiction within the job/housing balance performance goals are handled by the normal

permitting process. Nevertheless, local jurisdictions have the responsibility for assuring compatibility of land uses when approving new developments."

1-11 The following mitigation measures are hereby added to the Draft EIR on page 120 (page 139 and 140 of the Final EIR):

2. No building shall be located closer than 100 feet to University Drive to provide adequate visual screening and a buffer between the residential uses to the south and the project site.
3. Loading facilities, mechanical equipment and communication equipment shall be designed to minimize exposure to public view and shall be screened by landscaping, buildings or walls.
4. Permanent outdoor storage shall be allowed onsite if screened appropriately according to city standards.
5. Parking areas shall be screened from public streets by landscaping, berms or walls.
6. The Landscape Concept (Exhibit 17) proposed in the Specific Plan is also hereby added as a mitigation measure. A detailed summary of the landscape concept is included in the Specific Plan on page 50.

1-12 An archeological records search and walk over survey was conducted by an archaeological resource specialist in July 1989. The study concluded that no significant impacts to archaeological and paleontological resources will occur as a result of this project. Although unlikely, subsurface resources may be present even though the presence of these resources is not visible. The potential for unearthing archaeological resources during grading/excavation operations is not highly probable because of prior agricultural and oil operations, but could occur because the grading concept plan indicates maximum cuts of 38 feet in some areas onsite. Thus, the mitigation measure requesting further analysis during the earthmoving stage was included in the Draft EIR. The above discussion is hereby added to the final EIR on page 142.

1-13 The following footnote is hereby added to the paragraph under the Fire and Emergency Services Impact section on page 123 of the Draft EIR (page 144 of the Final EIR).

- 1 Source: Los Angeles County Fire Department, November 1989.

A phone consultation with the Los Angeles County Fire Department, Inspector Danny Moss, was the source of the information cited on page 123. Subsequently, the Fire Department also provided the comments in letter 3.

See Response 3-2.

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

1-14 The last sentence of paragraph 2 of the Impacts section on page 129 of the Draft EIR is omitted and hereby replaced in the Final EIR on page 152 with the following sentence:

The reference to 11,849 tons per day is an error. The solid waste projection generated by the project is hereby revised from 11,849 tons per day to 8,270 tons annually in the Final EIR.

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

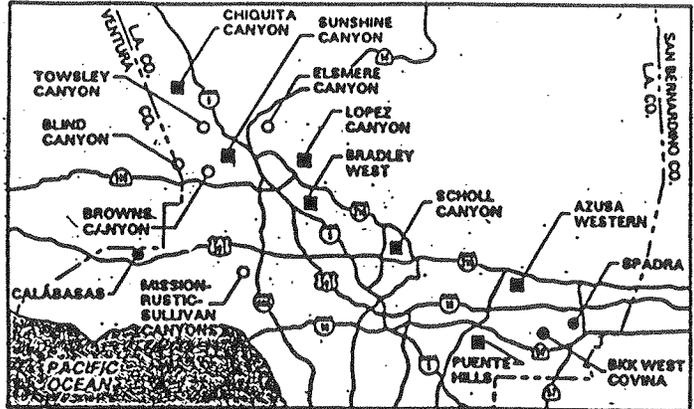
Add the following paragraph and attached exhibit to the Impacts section on page 129 of the Draft EIR (page 153 of the Final EIR) following paragraph 2:

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

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

AB 939 (Sher) created a new six-member integrated waste management board to oversee waste reduction and recycling programs throughout the state. The legislation requires cities and counties to reduce and recycle 25

**L.A. COUNTY TRASH SITES**



■ Existing sites proposed for expansion.   ● Existing sites, No expansion planned.   ○ Potential sites.

**Existing Landfill Sites**

|                 | Current tons per day | Projected closure | Operator     |
|-----------------|----------------------|-------------------|--------------|
| Azusa Western   | 1,500                | 1990              | Private firm |
| BKK West Covina | 9,000                | 1995              | Private firm |
| Bradley West    | 2,500                | 1992              | Private firm |
| Calabasas       | 3,000                | 2005 to 2009      | County       |
| Chiquita Canyon | 3,000                | 1991              | Private firm |
| Lopez Canyon    | 4,000                | 1992              | Los Angeles  |
| Puente Hills    | 12,000               | 1993              | County       |
| Scholl Canyon   | 2,600                | 2004              | County       |
| Spadra          | 2,800                | 1998 to 2000      | County       |
| Sunshine Canyon | 4,000                | 1991              | Private firm |

Note: Officials are seeking permission to expand most existing landfills. Small landfills in Burbank, Whittier, Palmdale and Lancaster each receive less than 300 tons of garbage a day.

**Proposed Landfill Sites**

|                                 | Potential capacity     |
|---------------------------------|------------------------|
| Blind Canyon                    | 140 million tons       |
| Browns Canyon                   | 100 million tons       |
| Elsmere Canyon                  | 225 million tons       |
| Mission-Rustic-Sullivan canyons | 25 to 250 million tons |
| Towsley Canyon                  | 235 million tons       |

Note: An environmental impact report on the five proposed dump sites could be completed by early next year. Depending on daily tonnage of garbage, the expected life of these landfills ranges from 20 to 80 years.

Source: Los Angeles County Sanitation Districts and private landfill firms. Tonnage rates reflect current estimates and can vary from month to month. A change in daily tonnage rates could delay or hasten some dump closures.

**L.A. COUNTY TRASH SITES DOMINGUEZ TECHNOLOGY CENTRE**

NOTE: LOS ANGELES TIMES, AUGUST 23, 1989, TRASH: L.A. COUNTY FACING IMMINENT CRUNCH ON SITES FOR NEW LANDFILLS

percent of their waste by 1995 and 50 percent by the year 2000. Local governments are to prepare and submit comprehensive programs to the board for approval and implement comprehensive programs to manage waste. The local plans must have the following elements:

- . A waste characterization element which identifies the amount and types of waste generated in the local agency's jurisdiction.
- . Source reduction, recycling and composting elements which identify the measures the local agency will take to reduce, recycle and compost waste.
- . A household hazardous waste element, which identifies how the local agency will collect and dispose of household hazardous wastes.
- . A solid waste facilities capacity finding which identifies the landfill space the local agency has available in the next 15 years.

1-15 Following Table 25 of the Draft EIR on page 131 (preceeding Table 28 of the Final EIR on page 156), add the following paragraph:

Southern California Gas Company has indicated that the project will have no significant adverse impact on service levels in the project vicinity.<sup>1</sup>

Add the following footnote:

<sup>1</sup> Source: Letter from Southern California Gas Company, Central Division, Jim Sinclair, Technical Supervisor, May 18, 1989.

1-16. The following significant adverse impacts are not mitigated, or are only partially mitigated, to a level of insignificance by the recommended mitigation measures. A Statement of Overriding Considerations is required for these items. While the city may choose differing reasons for deciding the benefits of the project outweigh the impacts for these items, some reasons for doing so are included in the discussion.

1. Biology. The Reyes Ravine is shown as a blueline stream on the USGS topography maps, which indicates the Department of Fish and Game may have jurisdiction over any grading in that area. While the mitigation measures and state law requires the applicant obtain a 1601 - 1603 permit, grading of the area in itself is considered a significant impact which cannot be avoided to assure public safety and proper drainage onsite. All mitigations required by the Department of Fish and Game are binding conditions for the project, with any disagreements subject to a formal Departmental negotiation process. While grading will impact an "intermittent blueline stream,"

it is usually dry during most of the year. The ravine includes no significant biological resources and the public safety benefits of grading outweigh leaving the ravine in its natural state. Additional erosion would also occur if the ravine were left in its natural state.

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

The improved level of service at the Wilmington/SR-91 interchange reflects additional traffic analysis completed by DKS Associates since issuance of the Draft EIR. The Final EIR will include all subsequent traffic analyses/memorandums prepared by DKS Associates. The cumulative traffic impacts in the project area are considered the more important issue in ranking of the two items discussed above.

1-17

The primary impacts resulting from each project alternative are traffic impacts. The range of trips is included in each alternative and is shown in Table 26 in the Draft EIR (Table 29 of the Final EIR). As listed, the total trips in the project alternatives range from 37,023 to 48,505. The air quality and noise impacts for each project alternative are proportional to the stated traffic impacts for each project alternative. CEQA requires only a reasonable discussion of alternatives to foster informed decision making and public participation. Since the General Plan designates the site as industrial, these alternatives are appropriate. An alternative analysis need not be at the same level of specificity as that for the project. A matrix, which compares the alternatives is included on the following page (Table 29, page 163 in the Final EIR).

## PROJECT ALTERNATIVES

| <u>Description</u>    | <u>Project</u> | <u>Alt. 1</u> | <u>Alt. 2</u> |
|-----------------------|----------------|---------------|---------------|
| Total S.F. (millions) | 4.7            | 4.7           | 4.0           |
| Floor area ratio      | .45            | .45           | .38           |
| Total trips (ADT)     | 43,700         | 48,505        | 37,023        |
| Total employment      | 13,836         | 14,626        | 11,748        |

### Environmental Impacts Compared to the Project

|  |        |        |        |
|--|--------|--------|--------|
| CO emissions (tons/year)                     | 706    | 644    | 489    |
| Organic gases (tons/year)                    | 79     | 71     | 54     |
| Nitric Oxide (tons/year)                     | 135    | 129    | 98     |
| Daily water demand<br>(thousands of gallons) | 261    | 234    | 194    |
| Daily sewage flow<br>(thousands of gallons)  | 235    | 236    | 198    |
| Solid waste (tons/year)                      | 8,270  | 7,719  | 7,433  |
| Natural gas (mcf/year)                       | 113    | 113    | 98     |
| Electricity (mwh/year)                       | 32,882 | 35,015 | 26,472 |

NOTE: The "No Project" alternative assumes no additional development occurs onsite and the existing oil and nursery operations generate insignificant demands in comparison to the three projects listed above.

1-18 The project site is zoned for industrial development and is one of the last remaining large undeveloped industrial sites in the City of Carson. This project is an infill project consistent with the General Plan and other feasible sites of comparable size in the area are not available. See Response 12-4 for further discussion on availability of alternative sites.

1-19 The following material is added to paragraph 5, page 137 of the Draft EIR (page 164 and 165 of the Final EIR):

This alternative is considered the second most environmentally superior. Each alternative discussion indicates statements that the alternatives should not be rejected on environmental grounds and should be considered in the review process. The Draft EIR designated the "no project" alternative as environmentally superior. As stated above, Alternative 2 is the second most environmentally superior because of the reduction in total trips.

1-20 A list of cumulative impacts is included in the traffic section of the Draft EIR on page 99 (page 108 of the Final EIR), which includes areawide and regional projects. Each project's location is shown on Exhibit 26. A

quantitative summary of cumulative traffic, air quality and noise impacts is provided in the Draft EIR and a qualitative summary of other cumulative impacts is provided on page 141 of the Draft EIR (page 169 of the Final EIR).

As shown in Table 12 on page 99 of the Draft EIR (page 110 of the Final EIR), the four cumulative projects evaluated in the traffic study generate a total of 3,035 daily trips. For comparison purposes, the four cumulative projects utility demands are:

|  | <u>4-Cumulative Projects</u> | <u>Specific Plan</u> |
|--|------------------------------|----------------------|
| Electrical (MWH/year)                        | 6,184                        | 32,882               |
| Natural Gas (MCF/year)                       | 47.4                         | 112.2                |
| Daily Water Demand<br>(thousands of gallons) | 261                          | 261                  |
| Daily Sewage Flow<br>(thousands of gallons)  | 160                          | 235                  |
| Solid Waste (tons/year)                      | 6,834                        | 8,270                |

1-21 A discussion of cumulative impacts is contained in the air quality section of the Draft EIR on page 84, in the traffic section on page 100 and in the cumulative impact section of the Draft EIR on page 142 (page 100 and 109 and 170 respectively in the Final EIR).

1-22 The following material is added to the end of the first paragraph at the top of page 143 in the Draft EIR (page 170 in the Final EIR):

Cumulative air quality conditions are monitored and regulated by the California Air Resources Board (CARB), by the Air Quality Management District and by the Southern California Association of Governments (SCAG).

Cumulative traffic impacts are mitigated by the recommended circulation improvements. The school district is responsible for formulation of master facilities plans and providing educational facilities and services within the district's boundaries. When districts are facing crowded conditions, they may levy impact fees on new development and the Compton Unified School District may exercise those powers if cumulative conditions warrant.

The following material is added to paragraph 4 on page 143 of the Draft EIR (page 171 in the Final EIR):

As projects are submitted, the City will review the impacts of each development to ensure that adequate services are provided to the development. The City shall plan for the expansion and/or construction of service facilities through General Plan, Master Plans and Specific Plans.

There are no additional project-cumulative impacts, due solely to the project, which are not discussed as individual impacts, and mitigations are provided for these items. The impacts of cumulative projects (Table 12 in the Draft EIR - page 99) are included in the traffic, air quality and noise analysis because the trips generated by those projects are included in the traffic modeling completed for the Draft EIR, and mitigations are proposed for the cumulative traffic impact.

The project is providing its fair share of mitigation by providing circulation improvements for the project (Mitigation measures 1 - 7 in the Draft EIR), and participating in its fair share of circulation improvements for cumulative traffic impacts (Mitigation measures 8 - 11). In addition, the applicant is developing a funding mechanism for cumulative traffic improvements, as required by Mitigation number 12 in the Draft EIR. The fair share contribution will be jointly determined by the City and the developer based upon a traffic share/funding analysis.

The Air Quality Management District is adopting specific mitigation measures, as individual rules and regulations, as mentioned in the Air Quality section, (p. 82) of the Draft EIR, to comply with federal and state air quality standards for ambient air quality by the year 2007 (page 91 of the Final EIR). These rules and regulations will apply to the project and to all other cumulative projects. Rule XV (ride sharing programs) is one of many measures included in the AQMP plans which has already been adopted.

If a specific mitigation measure for cumulative projects is required, it would need to be adopted by the City and consistent with SCAG regional plans. For example, the following mitigations may be appropriate:

1. All cumulative projects subject to environmental review shall be reviewed by the city and SCAG for conformance with the Regional Mobility Plan, the Air Quality Management Plan, the Growth Management Plan and the Regional Housing Needs Assessment.
2. All cumulative projects subject to environmental review shall be reviewed by the city and the service provider for consistency between master facility plans, projected service demands and project demands at buildout.

With respect to cumulative traffic and circulation impacts, the discussion on page 143 of the Draft EIR (page 170 of the Final EIR) is limited because, as noted, cumulative impact traffic conditions were included in the traffic impacts section of the Draft EIR. The mitigation measures imposed on or incorporated into the project to deal with traffic impacts, mitigate for the "existing plus cumulative plus project" condition. Nonetheless, as the discussion on page 143 notes, traffic is a regional problem, that will continue

continue to be a regional problem in the foreseeable future, even with the mitigation measures proposed for this project. No one project can mitigate against the regional growth impacts that the greater southern California region is experiencing. As for "Cumulative Public Service Impacts," again, the discussion on page 143 of the Draft EIR is intended simply to acknowledge that, regionally, the impacts of growth go beyond traffic and related impacts (e.g., air quality and noise), and include impacts on the infrastructure of any community: sewer systems, water delivery systems, schools, and the like. As for measures to mitigate for public service impacts, the traditional approach, indeed the approach that has been mandated by recent legislation (e.g., Government Code section 66000 et seq.), has been to require a project only to mitigate for its direct impacts on public services, rather than attempt to require a project to mitigate for impacts caused by other developments. The Draft EIR did not include a discussion of other approaches because the City may not legally require this project to solve problems created by other projects, rendering such measures infeasible under CEQA definitions.

County of Los Angeles, Department of Public Works, Carl L. Blum, Assistant Deputy Director, November 29, 1989

- 2-1 Change the word sewer to solid waste on page 128, paragraph 1 of Existing Conditions in the Draft EIR (page 151 in the Final EIR).
- 2-2 See response 1-14.
- 2-3 Add the following paragraph to paragraph 2 of the Impacts section on page 129 of the Draft EIR (page 154 of the Final EIR):  
  
The project will comply with all recycling programs adopted by the City under AB 939. See Response 1-14.

County of Los Angeles, Fire Department, Joseph Ferrara, Chief Forestry Division, Prevention and Conservation Bureau, November 8, 1989

- 3-1 This comment is hereby added in the Draft EIR to the Fire and Emergency Services Existing conditions following paragraph 1 on page 123 (page 144 of the Final EIR).
- 3-2 The county Fire Department has indicated the fire protection for the area appears adequate. Subsequent review of building plans and the issuance of occupancy permits will assure that fire services continue to be adequate for development within the project site. It is not unusual for agencies to include "qualifications" to their assessment of service availability contingent on continued funding capabilities. Further projections of fire service availability and timing of equipment needs would be speculative and beyond the scope of analysis required for this project.

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

- 3-3 This comment is hereby added as a mitigation measure in the Fire and Emergency Services sections in the Draft EIR on page 123 (page 145 in the Final EIR).

Los Angeles Unified School District, Building Services Division, Robert J. Niccum,  
Director of Real Estate, December 8, 1989

- 4-1 The initial statement in the Draft EIR was a typographical error; and the proper conclusion was that the project does not have any significant direct impact on schools. Since the project does not propose housing, this conclusion is proper. As stated in response 1-10, the project is located in a SCAG subregional area which is job poor, rather than job rich in relationship to the jobs/housing balance performance goal for the Downey/Long Beach subregion. Future employees at the project site may either enroll their children in schools near their place of employment or seek housing closer to their place of employment. (The Tustin Unified School District recently indicated that only 55 students enrolled by employment-related transfers into their district; which has a total enrollment of 10,557.) Employees seeking to move closer to the project site may enroll their children in either public or private schools or replace current students enrolled within the district if their families are buying existing housing.

When new housing opportunities are available, they may create additional demands on the school system. Presumably, most of these new projects are also subject to the environmental review process and the impact of the additional housing upon the school districts can be assessed directly. However, if future employees purchase new housing in the district, the districts have declared they are facing overcrowding and are collecting fees from new projects, which will include the Dominquez Technology Centre. These fees are designed to mitigate the impact of new housing on school facilities.

- 4-2 See Response 1-10.
- 4-3 This comment is hereby added to the Schools Existing Conditions section in the Draft EIR following paragraph 1 on page 132 (page 156 of the Final EIR).
- 4-4 Circulation improvements will be made to the Avalon Boulevard/University Drive intersection which will improve traffic flow. Pedestrian safety will be assured by sidewalks, the existing traffic signals and crosswalks designed to city standards.

California Business and Transportation Agency, Department of Transportation,  
December 18, 1989

- 5-1            These items are included in the Existing Conditions as well as in the Impacts section of the Traffic section. The method used to develop these assumptions can be found in the Traffic Study Appendix.
- 5-2            The comment is noted and hereby added to the Draft EIR as mitigation measure No. 14 on page 109 (page 126, as mitigation measure number 13, of the Final EIR).
- 5-3            The comments are hereby added to the Traffic Impacts, first paragraph of the Draft EIR on page 106 (page 126, as mitigation measure number 14, of the Final EIR).

California Regional Water Quality Control Board, Los Angeles Region, John L. Lewis,  
Unit Chief, Technical Support Unit, December 18, 1989

- 6-1            The comment is noted.

County of Los Angeles, Bureau of Environmental Protection, Jack Petralia, Director  
December 15, 1989

- 7-1            The collection of waste by private waste haulers refers to solid waste, not sewage. The word "sewage" will be changed to solid waste in sentence 3 within paragraph 1 of existing conditions of the Draft EIR on page 128 (page 151 of the Final EIR).
- 7-2            The projected volume of refuse from the project and its effect are discussed in the Public Services section of the Draft EIR on pages 128 and 129 (page 152 of the Final EIR). See Response to Comment 1-14.
- 7-3            See Response 2-3 and 1-14.

County Sanitation Districts of Los Angeles County, Gregory C. Delaney, Project Engineer  
Financial Planning & Property Management Section, November 13, 1989

- 8-1            References to Los Angeles County Sanitation District will be changed to Los Angeles County Department of Public Works. All edits requested by the District are included in the Final EIR.
- 8-2            This comment is hereby added to the Solid Waste Existing Conditions section paragraph 1 sentence 2 on page 128 of the Draft EIR (page 149 of the Final EIR).
- 8-3            See Response 1-14.

- 8-4 The subject letters will be included in the addendum and appended to the letter from the County Sanitation District (letter 8) in the Final EIR. The applicant agrees to notify the County Sanitation District of Los Angeles of each phase of construction and a copy of the approved specific plan will be forwarded to the District.
- 8-5 This comment is hereby added to the Wastewater Existing Conditions section following the fifth paragraph near the bottom of page 126 of the Draft EIR (page 149 of the Final EIR).
- 8-6 This comment is hereby added to follow paragraph 1 on page 127, of the Draft EIR (page 149 of the Final EIR).

Southern California Association of Governments, Anne Baker, Director, Environmental Planning, January 4, 1990

- 9-1 The comment is noted. The regional plans referred to in this comment are the air quality, growth and mobility plans. The air quality section of the Draft EIR (pages 82-84) summarizes the goals and policies of the Air Quality Management Plan (page 91 of the Final EIR). The jobs/housing goals of the Growth Management Plan are discussed in Response 1-10. The Regional Mobility Plan does not include local arterials, but does encourage adoption of transportation demand management programs.
- 9-2 The jobs/housing balance is discussed in the population/housing employment section of the Draft EIR on pages 116-118, (page 134-135 in the Final EIR) and in Response 1-10.
- 9-3 A voluntary transportation demand management program is required by mitigation measure 1 of the Draft EIR on page 106 (page 127 of the Final EIR). A mitigation measure related to the funding of circulation improvements is included as mitigation measure number 13 on page 109 of the Draft EIR (No. 17, page 127 of the Final EIR).
- 9-4 The comment is hereby added to the Draft EIR as a mitigation measure on page 109 (page 126 of the Final EIR).
- 9-5 Congestion resulting from the project plus cumulative projects is considered a significant adverse impact prior to mitigation. The only intersection that will result in an unavoidable adverse impact after mitigation is the Wilmington Avenue/SR-91 Eastbound ramp during p.m. peak hour. In order to alleviate congestion at intersections, a voluntary transportation demand management program is a mitigation measure included in the traffic section of the EIR.

- 9-6 AB 3180 requires public agencies to report on or monitor the implementation of impact mitigation measures, not the applicant.

State of California, Department of Conservation, Dennis J. O'Bryant, January 5, 1990

- 10-1 The Geology Impact section in the Draft EIR indicates that the project site may be subject to peak ground acceleration in excess of 0.38g. during major earthquakes. The source of this information is the Geotechnical Report prepared by Converse Consultants in May 1989. The Department of Conservation is concerned that ground acceleration may reach a magnitude of 0.7g. The department's comments on ground deformation should not be construed to imply no mitigation measures are available to mitigate potential impacts of ground deformation. The comments point out the difficulty in projecting where deformation may occur. When warranted, mitigations which may be used for taller buildings for ground deformation include concrete mat foundations, post-tension slab or continuous footings and separate floor pad construction techniques.

The Draft EIR indicates that construction of structures must meet all Uniform Building Code requirements to mitigate seismic hazards. The Department of Conservation is concerned that UBC requirements may not be sufficient for the maximum ground acceleration expected. Therefore, the following mitigation measure shall be added to page 73 of the Draft EIR (page 82 of the Final EIR):

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

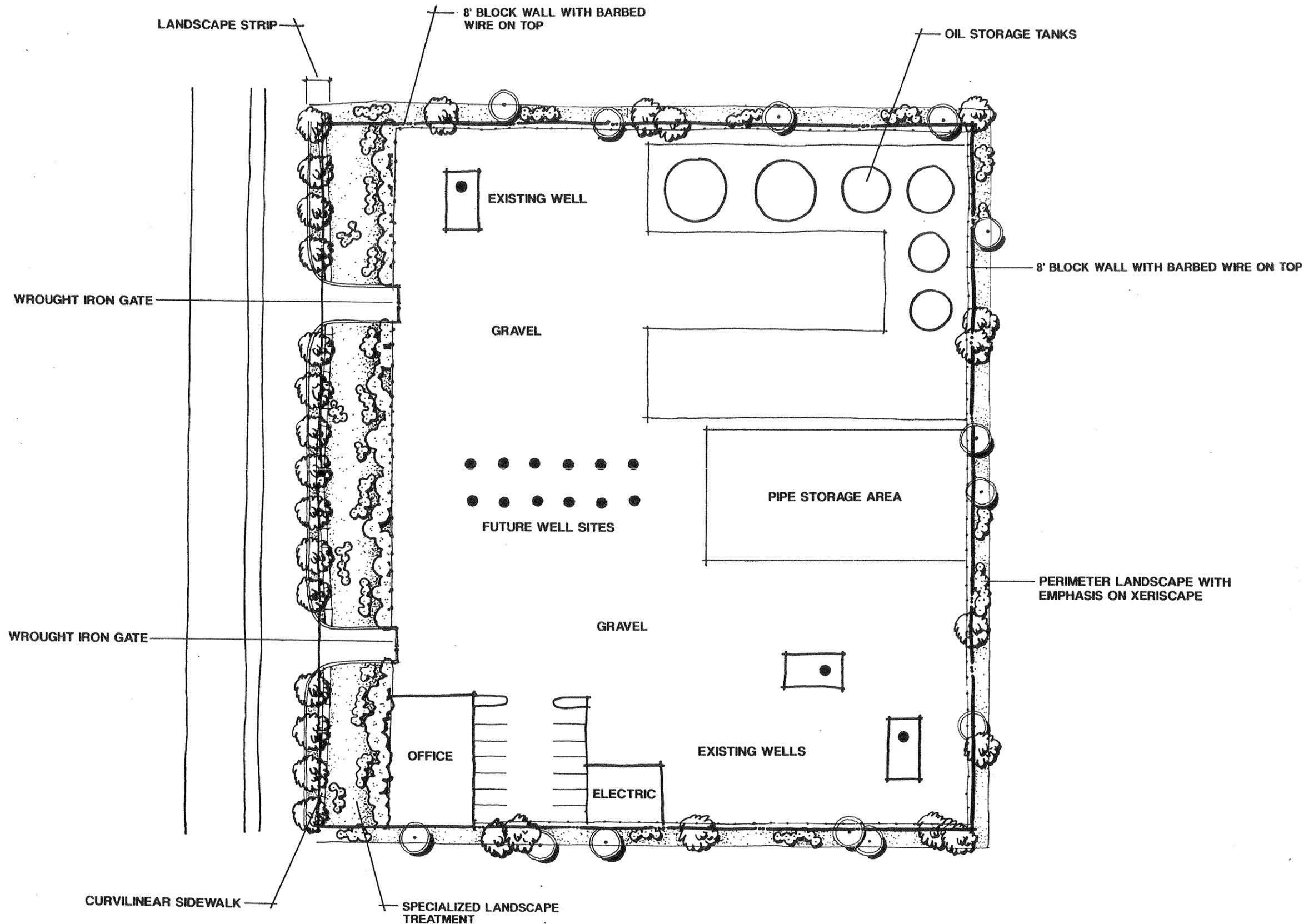
- 10-2 This comment is hereby added to the Geologic Hazards following the half paragraph at the top of page 71 in the Draft EIR (page 80 in the Final EIR).

- 10-3 See Response 10-1.

- 10-4 This comment is hereby added to the Land Use Mitigation Measures section in the Draft EIR following on page 68 (page 76 and 77 in the Final EIR). See Response 10-1 to 10-3. The applicant shall comply with reabandonment procedures authorized by the State Department of Conservation Division of Oil and Gas Supervisor. If buildings are sited over abandoned wells, an adequate gas venting system will be provided.

- 10-5 The proposed project does not eliminate the extraction of oil resources, but consolidates these operations to three specific locations noted on Exhibit 17 as Specialized Landscape Treatment Areas and conceptually illustrated on the exhibit following this page.

# DOMINGUEZ TECHNOLOGY CENTRE CONCEPTUAL PRODUCTION AND DRILLING SITES



NOTE: THIS EXHIBIT IS FOR ILLUSTRATIVE PURPOSES ONLY. FINAL PLANS SHALL BE SUBMITTED TO THE CITY FOR ADMINISTRATIVE DESIGN REVIEW.

- 10-6 This comment is noted.
- 10-7 This comment is added as a mitigation measure to the Draft EIR on page 68 (page 77 in the Final EIR).
- 10-8 Such provisions are included under Special Treatment Areas on page 53 and shown on Exhibit 23. The comments provided by the Department of Conservation relate to the operation of the oil production and drill sites (described as Special Treatment Areas in the specific plan) and individual well sites. Safety shutdown devices for individual wells are already operational and will be installed at all well sites. All oil wells with pumping units will be surrounded by a six foot chain link fence with three strings of barbed wire, in accordance with Department of Oil and Gas regulations. All oil wells not in operation will be properly abandoned in accordance with state regulations. The oil production and drill sites will include suitable gates for vehicular access, protective grades to retain any potential spillage and landscaping which cannot be scaled to enter the site over the fencing. For the oil production and drill sites, fencing will be eight feet high gated block wall around the entire site with barbed wire on the inside of the face. Only one oil production and drill site currently occurs onsite and two additional oil production and drill sites may be developed in the future.
- The siting of all future buildings will comply with city regulations for interior and exterior noise levels.
- 10-9 The comment is noted. The applicant acknowledges the Department of Conservation's jurisdiction and authority to regulate oil operations, as stated in Section 3106 of the Public Resources Code.

Gary Colboth, December 12, 1989

- 11-1 CEQA guidelines require an EIR to discuss a range of reasonable alternatives to the project. These alternatives are discussed on pages 136 through 138 of the Draft EIR (page 161 of the Final EIR). A jobs/housing balance discussion is included in the Draft EIR on pages 116 to 118 (page 134 in the Final EIR). The Carson Housing Element addresses housing issues. Please see Response 1-10, which will be added to the Final EIR.
- 11-2 See Traffic/Circulation on pages 96-115 and Air Quality on pages 82-95 of the Draft EIR (page 105 and 91 in the Final EIR).
- 11-3 See the following sections of the Draft EIR for the following subjects:  
Dust, Dirt - Air Quality on pages 82-95 (pages 91-104 in the Final EIR)  
Noise - Acoustic Environment on pages 112-115 (pages 129-133 in the Final EIR)

Fire, Smoke - Public Services on page 123 (pages 144-145 in the Final EIR) Corresponding pages in the Final EIR are 91, 129, and 144 respectively.

Fugitive dust emissions are discussed further in Response 12-35. Concerns related to toxic issues are addressed in Response 12-55. Additional response to noise along Central Avenue is provided in Response 1-9. City noise standards require all vibrations due to machinery be controlled onsite and not extend beyond the property. All issues related to fire issues are addressed in the Draft EIR, Response 1-13 and the oil production safety procedures.

- 11-4 Seismic hazards are discussed in the Draft EIR under Geologic Hazards beginning on page 69 (page 78 in the Final EIR). The material in Response 10-1 will be added to the Final EIR.
- 11-5 See the Population/Housing/Employment discussion on pages 116-118. Please see Response 1-10, which will be added to the Final EIR.
- 11-6 A footnote will be added to the Final EIR on page 103. The source of this information is a survey completed by Pasadena Research Institute in January 1989, titled Watson Industrial and Office Centers: Engines of Economic Growth; Page 23.
- 11-7 The text in the Draft EIR is revised: 48 percent to 40 percent in paragraph 2 on page 94 (page 103 in the Final EIR).
- 11-8 The traffic generation rates are based on the generation rates methodology presented in the traffic study (Appendix 2).
- 11-9 The California State University Master Plan was analyzed in the traffic cumulative analysis found on pages 99 and 100 of the Draft EIR. Forecast trip generations resulting from cumulative projects are shown on Exhibit 27.
- 11-10 During early consultation with the City's consulting traffic engineer, the 405/Wilmington intersection issues and the train traffic at Alameda were not determined to be in the area of project impact. Therefore, these issues were not addressed in the Draft EIR.
- 11-11 SCAQMP regulations (Rule XV) require mandatory Transportation Demand Management (TDM) programs only for businesses employing over 100 persons. However, the project has gone beyond the SCAQMP requirement in implementing a voluntary TDM. It has been proven that companies using a TDM program have lower projected traffic trips up to 15 percent even if the program is voluntary. An example of an area that has reduced ADTs through a voluntary TDM is the Irvine Spectrum.

- 11-12 The environmental analysis was coordinated with RTD. RTD concerns are addressed in Response 21-1 and 22-2. Both responses will be added to the Final EIR.
- 11-13 Truck traffic is currently prohibited on Central Avenue south of University Drive. A fence along University Drive will be provided.
- 11-14 Normal City review procedures will be utilized for subsequent development review.
- 11-15 Height limitations will now conform to the existing Carson Zoning Ordinance for industrial zoned property. The Specific Plan is revised.
- 11-16 Please see Mitigation Measure 3 on page 126 of the Draft EIR on page 148 of the Final EIR.
- 11-17 All storm water/drainage issues are discussed in the Hydrology section on pages 74-77 of the Draft EIR (page 83 in the Final EIR). Two retention basins are planned to be located onsite to accommodate all drainage flows under peak conditions.
- 11-18 As indicated on page 127 of the Draft EIR (page 149 of the Final EIR, additional parallel sewer lines will be constructed by the applicant to accommodate additional flows on a phased basis.
- 11-19 Safety concerns preclude the development of the retention basins onsite as recreational facilities. The basins are dry most of the year.
- 11-20 A reasonable range of alternatives to the project have been analyzed on pages 136-138 of the Draft EIR (page 161 in the Final EIR) which include the following:
1. No Project
  2. Increase of Office Uses
  3. Reduced Project Square Footage

See Response 1-3 and 1-17, which will be added to the Final EIR.

Planning Consultants Research, Gregory J. Broughton, Principal, Bruce Lackow, Project Manager, January 16, 1990

- 12-1/12-2 See response 1-5. The commentor is correct that it is anticipated that a development agreement will be approved for the Dominguez Technology Centre, and in that event this EIR will be consulted for that approval. That possibility is cited in the combined Specific Plan and EIR (e.g., on page 150 of the "Implementation" section), although not on the precise page quoted in the comment. Admittedly, as well, the approval of a development

agreement for the Dominguez Technology Centre would be a discretionary act, and subject to CEQA. However, the conclusion of the commentor that "the interested public review this Draft EIR in light of the D.A. action" is inaccurate.

The record of the proceedings before the City's Planning Commission, for example, clearly shows that "the interested public and Responsible Agencies" have understood from the document as a whole that a development agreement is under consideration, since their comments have been addressed most pointedly to that possibility. There likewise has been no suggestion from any other interested person, or any Responsible Agency, either that that possible was something they were unaware existed, or that the possibility would have significantly influenced their review of the Draft EIR.

Additionally, the comment reflects an apparent misunderstanding of the role of a development agreement. A development agreement essentially represents a commitment on the part of the City not to "change the rules of the game" over time, meaning that it will exercise its future discretion consistently with the specific plan. In that sense, a development agreement simply represents a commitment to the implementation of the Specific Plan. Every project EIR assumes that the approval for which the EIR is being prepared will be implemented, and that the approval represents a commitment to that implementation, under the conditions expressed through the mitigation measures. This situation is no different.

Finally, it should be noted that, in any event, the comment simply would go to the ability of the Draft EIR to support the City's approval of a development agreement, and not to the adequacy of the EIR for purposes of the City's approval of the Specific Plan. In the development agreement involves a degree of concern for potential environmental impacts beyond those assessed in the Draft EIR, that can be the subject of public comment in the context of the City's deliberations on the development agreement.

In discussions with the author, the fiscal impact of the project was cited as an area in which the development agreement limited the city's options and changes the future impacts of the project. The example cited was that the city would commit to a development agreement in which commitments are made whether the fiscal revenues are available or not because of the Gann Initiative. Our response was if the Gann limit was reached, the city has the option of a voter referendum for authorization to use the revenues. The development agreement primarily assures continued entitlement for the project in exchange for public benefits, as initially improved, and binds both parties to perform as stated in the agreement.

12-3

The definition of significance is found in the CEQA Guidelines, Section 15002 (g), and 15382. The use of the terminology within the Draft EIR is consistent with the guidelines.

12-4 Based on the statement of the housing/balance performance goals, it appears it would be inappropriate to consider a project alternative for the project site which includes housing, since the SCAG subregional area for the project is employment poor, not housing poor. While comments 11 - 5 have advocated housing on either this site or additional housing on other sites within the city of Carson, there is no mandate based on the SCAG job/housing policies and goals to do so. If the city were to designate additional land for housing within the city, or initiate zone changes to higher density to afford more housing opportunities for employees in or near the city, those actions and subsequent projects would be subject to their own environmental documentation.

A qualified real estate brokerage firm, Collins Fuller was asked to identify any potential alternate sites in the project vicinity. The firm indicated there are no alternative sites of sufficient size for sale for the project in the South Bay region. The only available acreage for sale, all of which is removed from the project area and all parcels are zoned for office uses are:

1. Mann property at Long Beach/I-405 (17 acres)
2. Zellman property at Long Beach/I-405 (15 acres)
3. Union Pacific property at Long Beach/I-405 (20 acres)

This response and Response 1-17 shall be added to the Final EIR.

12-5 No sites of sufficient size are available within the general area. It will be noted in the appropriate section of the Final EIR on page 161.

12-6 No General Plan Amendment is required since the Specific Plan now proposes Central Avenue as a 100-foot right-of-way (ROW). See Response 12-1.

12-7 The list of cumulative projects included in the traffic analysis was developed in coordination with both the City of Carson Consulting Traffic Engineer and the City of Carson Department of Planning staff. The staff identified all known significant projects within an approximate one-mile radius which may generate future significant traffic impacts. The list includes projects within the City of Carson, the unincorporated portion of the County of Los Angeles (Rancho Dominguez) adjacent to the project site, the City of Compton and California State University Dominguez Hills.

There are no known projects within the City of Long Beach that would impact the study area of this project. The closest portion of the City of Long Beach is approximately two miles away and has no significant development projects. Current major projects in that city are located primarily in the downtown area more than seven miles from the project site.

All development projects in the adjacent jurisdictions of Torrance and Gardena would be located at least three miles from the project site and therefore should not be included in the cumulative projects analysis. See Response 1-20, which will be added to the Final EIR.

12-8 The analysis of cumulative impacts need not be at the same level of specificity as the impacts of the project. See Response 1-20.

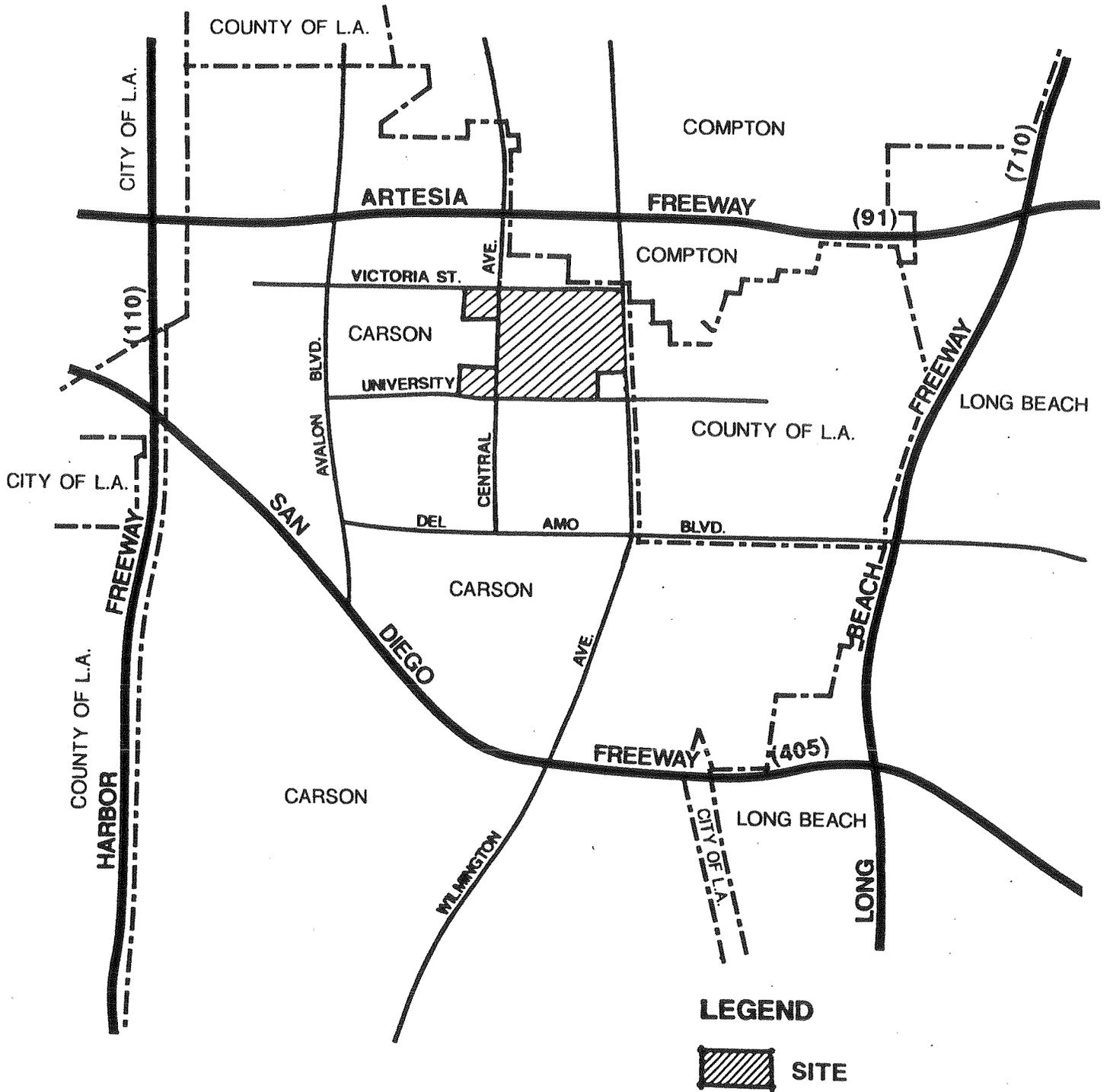
12-9 The exhibit following this page, (Exhibit 31) Jurisdictional Boundaries, illustrates the geographical relationship of the project site to other jurisdictions.

12-10 A formal market feasibility study was not prepared in conjunction with the Specific Plan. Watson Land Company and Carson Estate Company jointly discussed pertinent economic and demographic information. The market overview included the identification of major planned and proposed projects and a telephone survey of existing industrial uses within the market area. This information, combined with the two companies extensive knowledge and experience in the South Bay market area, was used to formulate the proposed development program.

The proposed development program is based on the two companies' assessment of short and long term market demand. Because of the long term nature of this project, the proposed development program seeks to provide the developer with sufficient flexibility to respond and adapt to changing market conditions. However, this needed market flexibility has been guided by important public policy objectives which have been incorporated into the Specific Plan.

12-11 The project alternatives section evaluates the impacts of alternate project "mixes." The Draft EIR evaluates the project as proposed.

12-12 The conditions proposed for the specific plan limit the project to 100,000 square feet of support commercial uses. Since many employees will walk to these support commercial facilities, they are estimated to primarily serve local employees. Trip generation rates for support commercial uses are often discounted by as much as 40 percent due to their special operational characteristics and due to the fact that much of their patronage is derived from pass-by trips which are already on the roadway system. The actual reduction in commercial trips for this project will likely be greater than 40 percent because nearly all trips will be internal to the project or linked to the home-to-work commute. Many support commercial uses operate with limited hours and are not open on weekends when onsite employee use is minimal. If the support commercial uses are a portion of a large in-line shop complex, each use may occupy only 1,000 - 2,000 square feet. Larger support commercial uses, like office supplies, primarily serve a local market. The primary environmental concern related to support commercial uses has

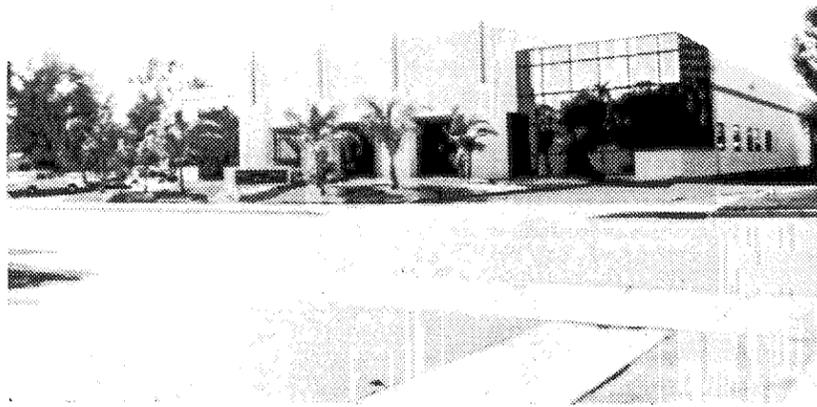


**JURISDICTIONAL  
BOUNDARIES  
DOMINGUEZ  
TECHNOLOGY CENTRE**



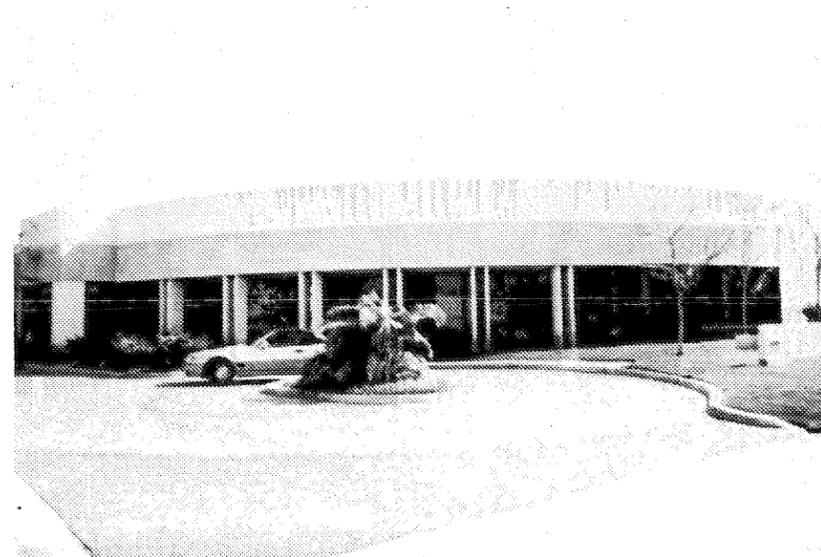
been the potential of additional trips. However, the traffic consultant has indicated that 100,000 square feet of local serving commercial uses could be accommodated within the project without deterioration in service levels.

- 12-13 See Response 12-12.
- 12-14 The Development Standards for height, setback and parking (including the ten percent increase) will be revised to reflect the City of Carson's Zoning Ordinance (in effect at the time of project approval) for the type of use proposed.
- 12-15 These provisions for developer review provide opportunities for consistency and continuity across the project. The City retains its normal review authority for administrative design review.
- 12-16 See Response 12-14.
- 12-17 No rendering was included in the Specific Plan, however numerous examples were provided during the Public Hearing process. As this project is a continuation of Dominguez Technology Centre, building designs will be similar to those existing in the first phases of development. Exhibit 32, Representative Architectural Styles, following this page, provides examples of the type of architecture planned for this project.
- 12-18 Visual inspection of the existing buffering scheme on University Drive does effectively demonstrate the adequacy of the landscaping plan for the Dominguez Technology Centre. This project is the final phase for the Technology Center and the established buffering scheme will be retained.
- 12-19 There is no criteria in the Human Resources Code which would require such an increase in the surrounding land use analysis. Expansion of the area as requested would show only a very minimal variation from the exhibit presented in the Specific Plan.
- 12-20 Exhibit 33, Traffic Study Intersections, in the complete traffic report in the Technical Appendix shows all intersection locations. A copy of this exhibit is included following this page.
- 12-21 Truck routes are designated and enforced by the City.
- 12-22 Although the EIR and Specific Plan state that a voluntary TDM plan will be part of the development, individual employers within the Dominguez Technology Centre with 100 or more employees will be required to provide a plan to respond to the South Coast Air Quality Management District (SCAQMD) Regulation 15. Those employers will be required by law to submit a plan to the SCAQMD and verify its effectiveness annually. The threshold of 100 employees may be even lower by the time phase one of

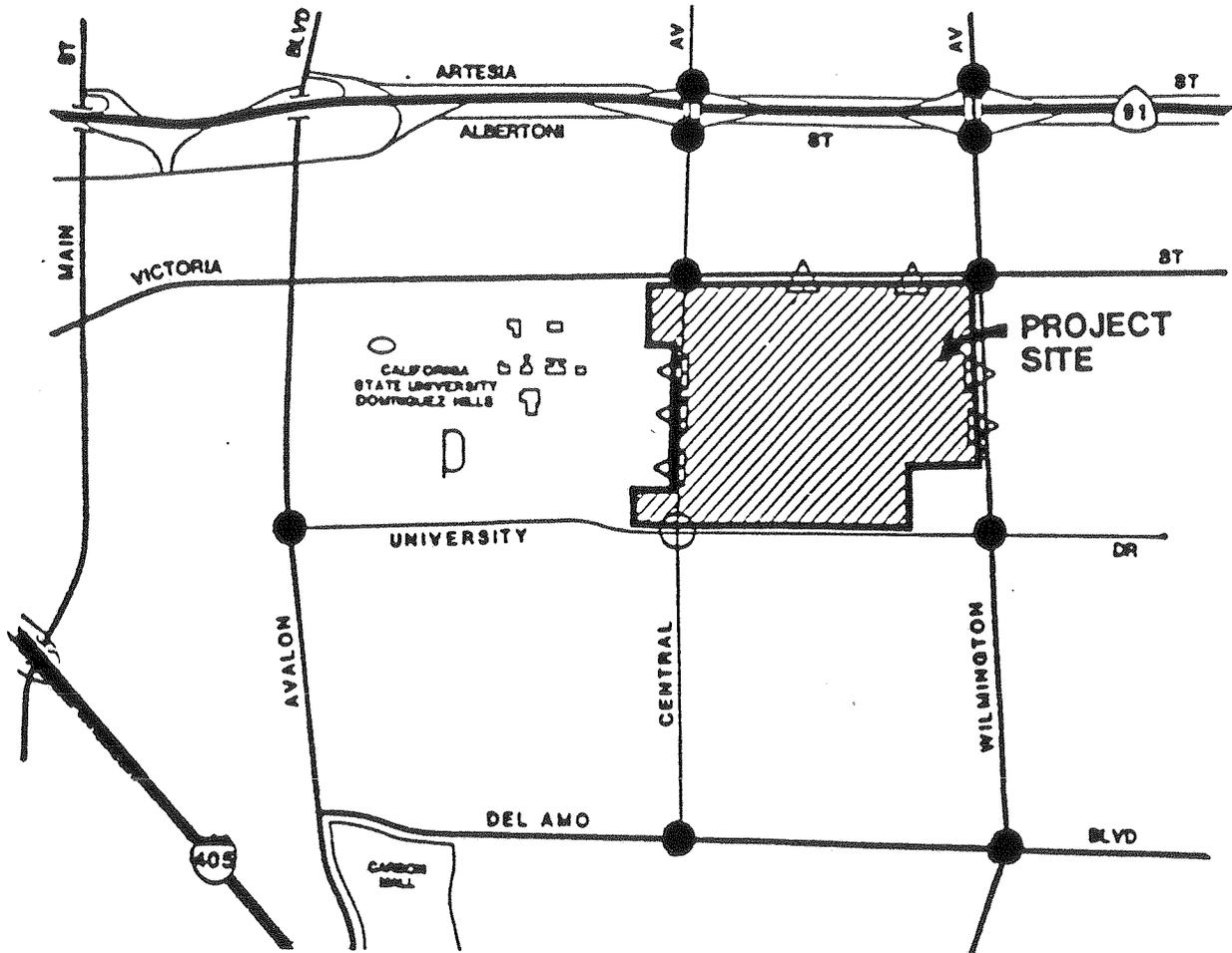


# DOMINGUEZ TECHNOLOGY CENTRE

## REPRESENTATIVE ARCHITECTURAL STYLES



NOTE: THIS EXHIBIT IS FOR ILLUSTRATIVE PURPOSES ONLY. FINAL PLANS SHALL BE SUBMITTED TO THE CITY FOR ADMINISTRATIVE DESIGN REVIEW.



-  ACCESS POINT
-  UNSIGNALIZED
-  SIGNALIZED

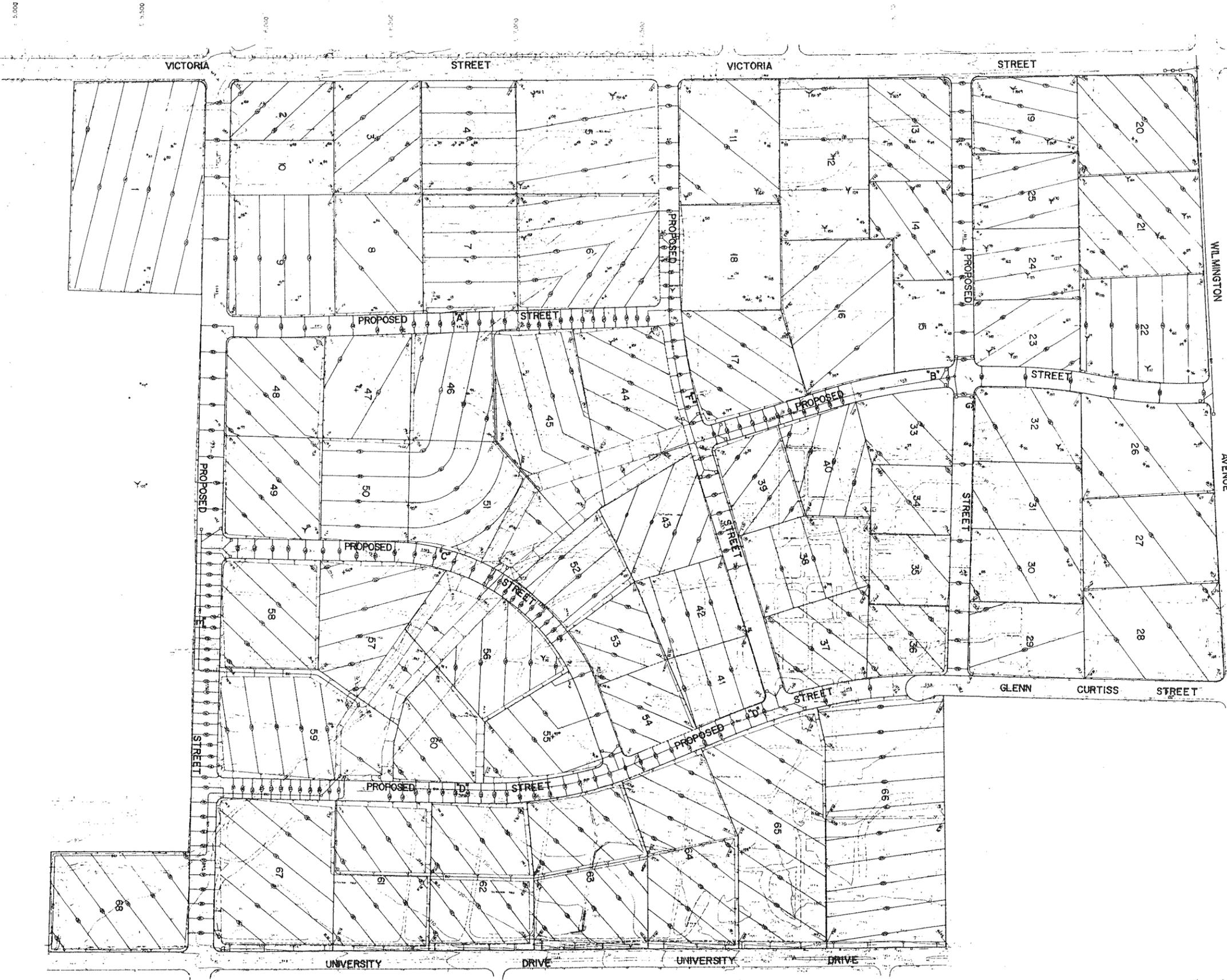
**TRAFFIC STUDY  
INTERSECTIONS  
DOMINGUEZ  
TECHNOLOGY CENTRE**

the development is implemented, thereby increasing the number of businesses which must submit a mandatory plan.

No documentation is available which indicates the relative effectiveness of voluntary versus mandatory TDM Plans, although many active plans were created on a voluntary basis.

- 12-23 The evaluation of project impacts for all topical sections of the Draft EIR has occurred for a proposed project of 4.7 million square feet. All service agencies were consulted in evaluation of the project impacts and the development assumptions were clearly stated.
- 12-24 A minimal grading approach is planned for the Dominguez Technology Centre and grading will be substantially balanced onsite. Due to the minimal grading approach, impacts will be insignificant. The rough grading plan is included as an exhibit following this page.
- 12-25 Utilities will be underground, except for high voltage transmission lines.
- 12-26 Compatibility with surrounding land uses is discussed in numerous sections of the Specific Plan/EIR.
- 12-27 There are retention basins planned for drainage area A, as indicated in Exhibit 13 of the Specific Plan.
- 12-28 The drainage impacts from the project were analyzed and mitigated in accordance with the Storm Drainage Plan prepared for this project.
- 12-29 The comment is noted and the Department of Fish & Game will coordinate with other agencies, if needed, when the 1601 - 1603 permit applications are filed.
- 12-30 The ravine bottom does not contain a riparian wetland, as determined by the biological consultant through a field analysis.
- 12-31 The biotic/habitat surveys are based on two days of intensive field investigation which was completed on August 6, 1989.
- 12-32 The comment is correct. Appropriate changes will be made on page 90 in the text of the Final EIR.
- 12-33 Other stations more removed from the project site are Lynwood, Whittier and the Hawthorne stations. The North Long Beach Monitoring Station is six miles southwest of the site.
- 12-34 Local pollutants disperse at further distances from the site. The analysis is appropriate.

# DOMINGUEZ TECHNOLOGY CENTRE ROUGH GRADING PLAN



|   |   |  |                    |                  |
|---|---|--|--------------------|------------------|
|  | <b>ROUGH GRADING PLAN</b>               |  | DATE: 2-19-90      | SCALE: 1" = 100' |
|   | <b>DCA</b> Dalcin Cummins<br>Associates |  | DRAWN BY: J. DAVIS | PROJECT NO.: 240 |
| 1000 Camino del Rio<br>San Diego, CA 92108  |   |  |                    |                  |

- 12-35 Fugitive dust emissions were calculated on page 90 of the Draft EIR (page 99 of the Final EIR).
- 12-36 The air quality analysis for the project was estimated for 1992. Ambient concentrations are obtained from SCAQMD. All assumptions conform to the CALINE4 methodology and are listed in the work sheets in the Technical Appendices of the Final EIR. As stated, the one-hour CO state or federal standard is exceeded near the project site; the project's local air quality impacts are not significant but the regional/cumulative impact is significant because the ambient air quality standards are exceeded for existing and future conditions.
- 12-37 See the summary of impacts. The short-term construction impacts on air quality are regarded as significant prior to mitigation. Existing ambient CO air quality standards are exceeded but the project's emissions are not significant with mitigation; all air quality impacts are regarded as insignificant.
- 12-38 The retail components of the project are assumed to be local serving and support retail. The customer base will draw primarily from the adjacent University and Dominguez Technology Centre. Nearly all tripmaking will therefore consist of "pass-by" traffic which does not add any new trips to the external roadway system. The tripmaking due to the retail component is included, as it is part of the 4.7 million square feet assumed in the analysis.
- 12-39 The project trip generation estimates are based upon rates developed via surveys of local projects with similar characteristics. The guidelines of the Institute of Transportation Engineers (ITE) state that locally developed rates are generally preferred over published rates which were developed from studies throughout the country. Three major developments were surveyed, one for each type of land use. These projects were chosen due to their sizes, proximity to the project site and land use characteristics.
- The trip generation estimates used in the DKS traffic analysis are broken down into three land use types: office, technology and industrial/distribution. The locally measured rates for the first two land uses (office and technology) are nearly identical to ITE and other published rates. The industrial rates used in the analysis are lower than published rates. This reflects the different characteristics and operating patterns of the local developments relative to industrial projects in other parts of the county. All published studies show that industrial trip rates are lower than either office or technology rates.
- 12-40 Project buildout is anticipated over a 10- to 15-year period, between 1991 and 2004, depending on market conditions.

12-41 The intersections in the study are located within the jurisdictions of Carson, Compton, Los Angeles County and the State of California (Caltrans).

The 11 key study intersections were chosen in coordination with the City of Carson Consulting Traffic Engineer and represent the locations most likely to be impacted by the project. The intersections included in the analysis fall within an approximate one mile radius of the project site, which is the general guidelines used to determine EIR traffic study boundaries.

12-42 Identification of short- or long-term impacts to the mainline freeway system due to one project is generally not feasible because freeway travel is regional in character rather than local. For example, the shortest trips on the freeway system are generally several miles in length and have origins and destinations over a wide geographical area. The forecasting of future impacts is therefore conducted by the California Department of Transportation (Caltrans) and the Southern California Association of Governments (SCAG).

Route Concept Reports (RCR) are prepared by Caltrans in cooperation with local and regional agencies. The Route Concept Reports are planning documents which describe the Department's basic approach to the development of each route. The objective of the effort is to provide a better basis for the development of the State Transportation Improvement Program (STIP) and for the determination of the appropriate concept for future highway projects.

The Los Angeles Regional Transportation Study (LARTS) model is used by Caltrans to develop the year 2010 traffic projections on each route. This model uses the SCAG socioeconomic data, which incorporates each city's growth trends for the region, as the base for its projections. The base data developed by SCAG includes growth trends and important projects within each city such as the Dominguez Technology Centre in Carson.

The long-range traffic forecasts and improvements recommended by Caltrans as part of the Route Concept Reports for SR-91, I-405 and I-110 are described below along with a summary of the traffic volume to be added to each Route by the Dominguez Technology Centre. Note that Caltrans defines the acceptable Level of Service on freeway facilities as "FO" which equates to congested peak hour operation up to one hour in length. Freeway segments forecast to operate at Levels F1, F2 and F3 are considered deficient and require improvement.

#### Route 91

Route 91 is the closest freeway to the project site (less than one-half mile to the north) and will be the primary regional transportation facility used by project-related traffic. The San Diego Freeway

and the Harbor Freeway, which are both more than two miles from the project site, also will be utilized by project-related traffic although the number of trips on each freeway will likely be less than on Route 91 and the traffic will be more widely distributed over several ramps.

The Draft Route Concept Report for Route 91, which was prepared in February, 1989, states that with no improvements the segment of Route 91 west of Central Avenue will operate at an acceptable level of service but that the segment to the east will operate at level F1. The improvement proposed by Caltrans in the RCR is to add one lane in the westbound direction for the segment from Central Avenue to the Long Beach Freeway (Route 710). It is stated in the report that "the improvements will significantly reduce the duration of congestion which would be experienced if no improvements were made. How the added capacity is to be utilized (mixed flow or HOV facility) will be determined during the Environmental Impact Statement (EIS) process for the improvement."

The RCR for Route 91 includes the following traffic volume projections for the facility through the year 2010:

| Freeway Segment  | Existing<br>Peak Hour<br>Volume | 2010<br>Peak Hour<br>Volume |
|------------------|---------------------------------|-----------------------------|
| I-110 to Central | 20,450                          | 17,800                      |
| Central to I-710 | 26,320                          | 20,120                      |

Caltrans forecasts illustrate a 13 percent decrease in volume of Route 91 west of Central Avenue and a 24 percent decrease east of Central Avenue between today and 2010. According to Caltrans staff, this decrease in forecast volumes is due to the opening of the Century Freeway (I-105) which will parallel Route 91.

This traffic volume forecast includes growth in all jurisdictions and projects such as the Dominguez Technology Centre. The project is anticipated to add approximately 720 peak hour vehicle trips to the freeway west of Central Avenue and 1330 trips east of Central Avenue (via both the Central Avenue and Wilmington Avenue ramp systems). With the anticipated traffic reduction due to the completion of the Century Freeway in 1993, the new freeway volume is lower than 1989 volumes (even with the DTC traffic).

## San Diego Freeway (Route 405)

The San Diego Freeway is located more than two miles south of the project site. Some project-related traffic will utilize the freeway, although it is not possible to forecast the precise level of tripmaking without the use of a regional model such as LARTS or SCAG's travel model. It is estimated that between five and fifteen percent of project traffic will utilize the freeway, which equals 240 to 720 vehicles during the peak hour. These vehicles will access the freeway at various points including the Avalon Boulevard ramps, the Wilmington Avenue ramps, via Route 710 and via Route 110.

The Draft Route Concept Report for the San Diego Freeway indicates an existing level of service FO within the City of Carson. The RCR forecasts a peak hour traffic volume increase on Route 405 within Carson of 2,870 vehicles by the year 2010 to a total of 20,780 vehicles (equal to a 16 percent increase over existing levels). Growth within Carson, including the Dominguez Technology Centre, would account for a portion of that increase while the remaining increase is related to growth outside the city.

Without improvement, the route is forecast to move to level of service F1 and F2 within the city by the year 2010. Caltrans RCR recommends an addition of two lanes in each direction from Avalon to the Harbor Freeway. With these Caltrans proposed improvements, the freeway is forecast to operate at level of service D south of Avalon Boulevard and level of service FO to the north.

A Route Development Plan (RDP) is the strategy towards the attainment of the Route Concept Report given different levels of funding. Currently, Caltrans is considering RDP projects on Route 405 from Route 710 to Route 110 which would include widening and restriping. With the above recommended improvements, the freeway would operate at acceptable service levels (LOS FO or better) with all increased traffic volumes including Dominguez Technology Centre traffic.

In summary, with Caltrans proposed improvements, the traffic generated by the Dominguez Technology Centre would not have a significant impact on the freeway. Without the improvements, the freeway is forecast to operate at an unacceptable service level and new traffic generated by all new development, including the Dominguez Technology Centre, would impact freeway congestion. Mainline freeway impacts due to this project will be minimized because the traffic will use several ramp systems for access and the added volume could therefore be controlled through ramp metering operations.

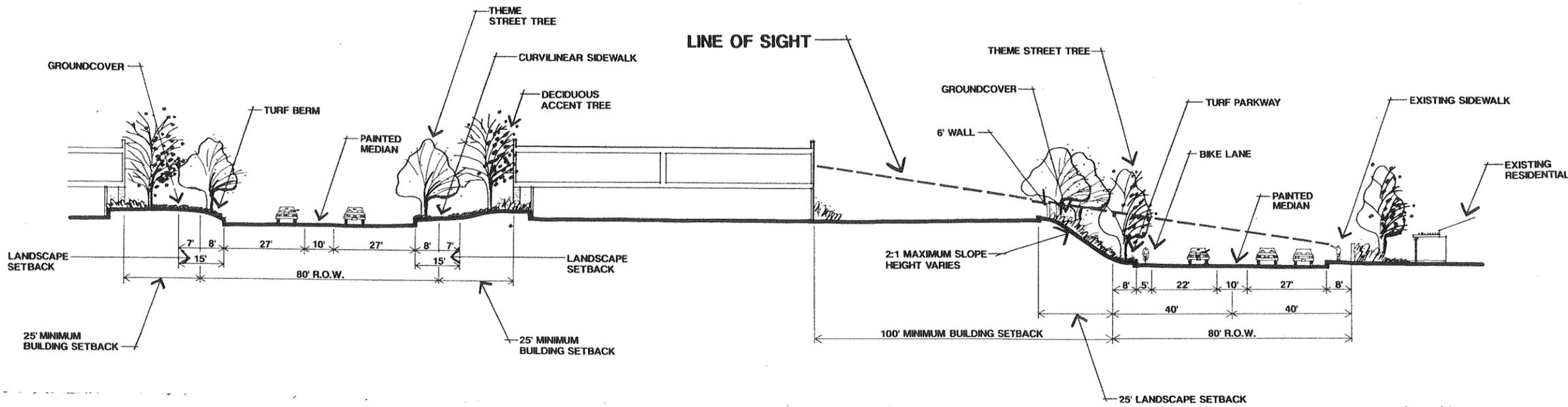
## Harbor Freeway (Route 110)

The Route Concept Report for the Harbor Freeway (Route 110) was prepared by Caltrans in 1985 and contains much less applicable information than the Route 91 or Route 405 RCRs. The report indicates existing level of service on Route 110 in the Carson area which ranges from D to F1 depending on direction and peak hour. The concept improvement for the segment of the freeway in the Carson area is to extend the proposed transitway from Route 91 to its existing proposed terminus at Route 105.

As with Route 405, future conditions are forecast to be generally unacceptable over most of its length (LOS F1 or worse). The addition of new traffic volume will impact freeway congestion, although the impact of the traffic related to this project will be spread out over several ramp systems. Much of the traffic on Route 110 due to the project will likely use the Route 91 ramps for direct access to surface streets. It is estimated that between five and fifteen percent of project-related traffic will utilize Route 110, which equals 240 to 720 vehicles during the peak hour. The impacts of this traffic on the freeway mainline can be controlled by ramp metering operations.

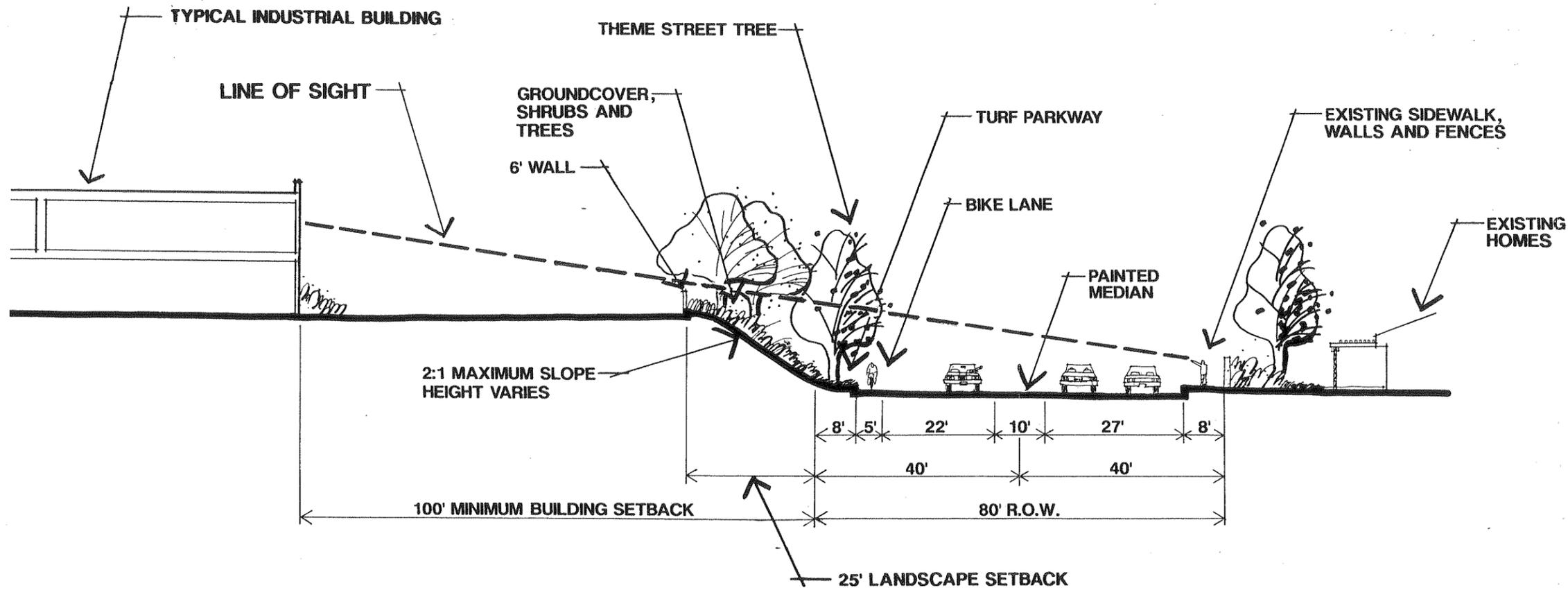
- 12-43 The output is not in day-night levels; no conversion was necessary. The FHWA model output is in CNEL levels.
- 12-44 Residential locations were selected as sensitive receptors.
- 12-45 Table 19 in the Draft EIR (Table 21 in the Final EIR) is based on the FHWA noise methodology, with all assumptions included in the technical appendices.
- 12-46 See Response 1-10.
- 12-47 No, the exact number of retail employers cannot be determined. Retail uses will be restricted to support uses only. See Response 12-10.
- 12-48 See Response 11-15. The project site can only be seen from the immediate area because of the builtout nature of the surrounding properties and the topography on the site. A line of sight exhibit is included following this page (Exhibit 35).
- 12-49 Edge treatment is part of the landscaping plan of the Centre and will visually enhance the area as well as provide a buffer from the surrounding land uses.

# DOMINGUEZ TECHNOLOGY CENTRE LINE OF SIGHT



**GLENN CURTISS STREET**

**UNIVERSITY DRIVE**



**LINE OF SITE DIAGRAM FROM THE  
SOUTHERLY SIDE OF UNIVERSITY DRIVE**

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

- 12-50 The factual and analytical basis was determined by consultation with the fire and sheriff departments. See Response 1-13.
- 12-51 The basis was determined in consultation with the water/sewer agencies and the City of Carson. Individual phone contracts were Brian Scanlon, Los Angeles County Public Works and John Foth at Dominguez Water Corporation (May 1989).
- 12-52 See Response 1-14.
- 12-53 The County Solid Waste Management Plan will list measures to reduce solid waste which shall be used by individual employers to implement waste minimization, resource recovery and recycling at their facilities.
- 12-54 No significant direct or secondary impacts are expected on local schools. See Response 4-1.
- 12-55 The following paragraphs are hereby added to paragraph one at the top of page 67 of the Draft EIR (page 72 of the Final EIR):

A clean-up operation began four years ago and will continue. Remedial work is continuing and clean-up operations will continue as oil operations are phased out. These operations are independent of the project and are not accelerated by the project. In addition, all idle wells which are not producing nor will be producing in the future, are being systematically abandoned. A copy of the Work Plan for the subject clean-up operation is included in the Technical Appendices.

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

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

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

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

The project is also being phased so development occurs first in areas where little oil operations have occurred. Areas in which more extensive oil operations have occurred will be developed in later phases. The remedial operations work must be completed whether this project is developed or not. This material will be added to the Final EIR, as well as Response 10-4, 10-8 and 10-9. An abandoned oil well exhibit follows this page (Exhibit 36). All wells were abandoned in accordance with the Department of Oil and Gas requirements in effect at the time of abandonment.

- 12-56 See Response 1-16 and 9-6.
- 12-57 The "no project" alternative does not implement the project objectives. See Response 1-3.
- 12-58 Alternative 1 contains 35 percent of office uses (page 162 in the Final EIR).
- 12-59 See Response 1-3 and the alternatives section of the Draft EIR on pages 136-138 (page 161-165 in the Final EIR).
- 12-60 Since the project consists of 288 acres, the project may absorb a substantial portion of the market demand for the area for industrial and technology land uses. The comment correctly states that the project may employ 14,000 employees at buildout. However, it would be speculative to assume that all 14,000 employees will work and live within the City of Carson, or that development of this parcel will automatically induce similar or complementary facilities. Since little or no vacant land occurs in the project vicinity, growth inducement of additional industrial/commercial land uses is unlikely. Indirect inducement of additional housing in the area is also speculative and unlikely for the same reasons.

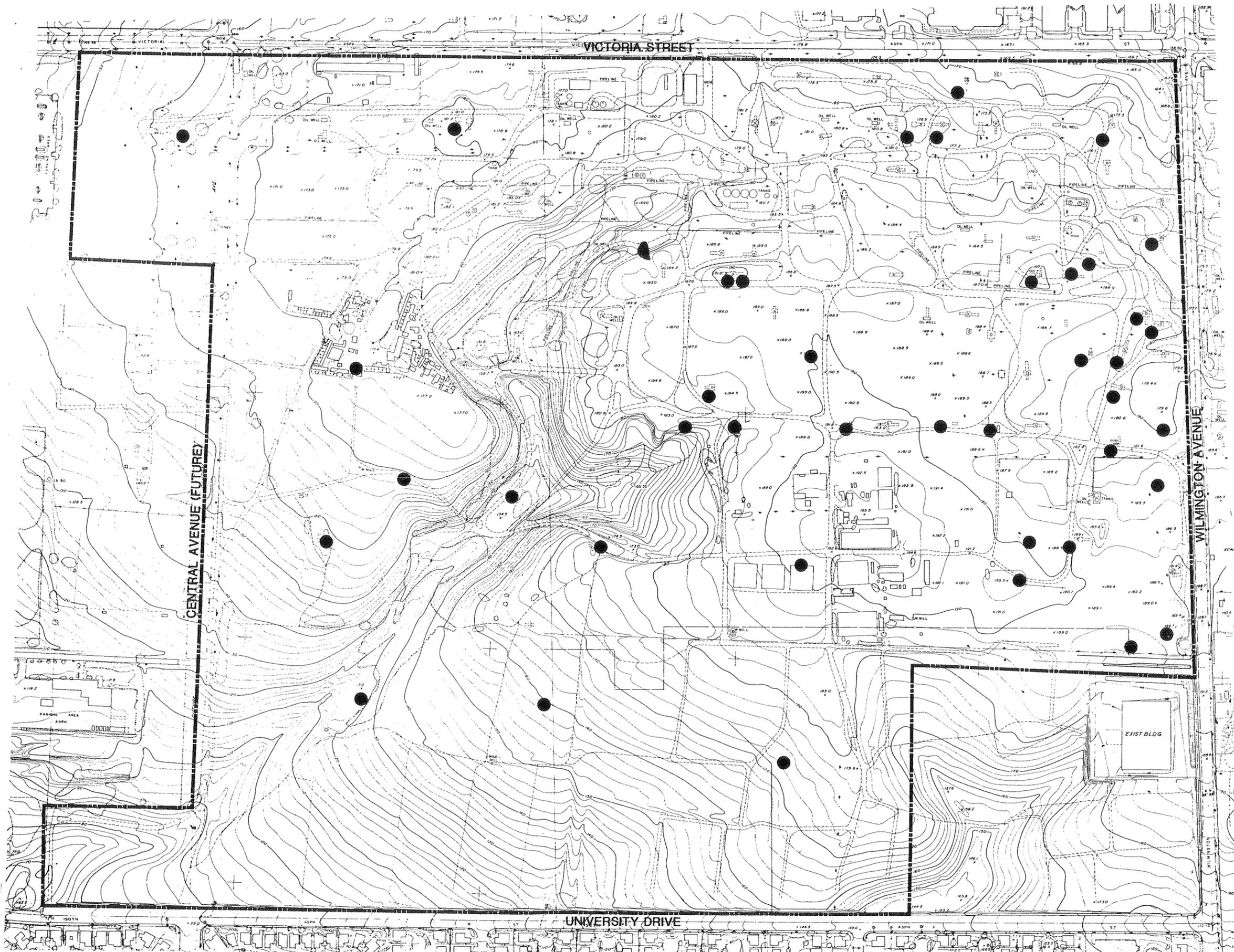
As indicated in Table C of the report, Watson Industrial and Office Centers: Engines of Economic Growth, Pasadena Research Institute (January 1989), page 24, the commuting distances of employees to Watson Industrial and Office Centers is as follows:

Number of Employees (Percent) Miles Per Employee

|              |                |              |
|--------------|----------------|--------------|
| 1,251        | 14.3           | 2.06         |
| 900          | 10.3           | 3.04         |
| 401          | 4.6            | 3.54         |
| 1,509        | 17.2           | 5.74         |
| <u>4,700</u> | 53.6           | <u>10.64</u> |
| 8,761        | Average = 7.47 |              |

# DOMINGUEZ TECHNOLOGY CENTRE ABANDONED WELL SITES

## LEGEND



12-61 The assumption is in error. The statement is being quoted without regard to the context. The traffic analysis for the project incorporated related projects located near the project site relevant to the geographical area in which project traffic may have a potential significant impact. The traffic model also incorporates the regional traffic by allowing for traffic both entering the analysis area, and leaving the analysis area (eg., cordons of the model). While there undoubtedly are or will be specific projects located outside of the project traffic model which are included in the regional traffic forecasts, it is beyond the scope of the analysis of this EIR to evaluate the regional impacts of those models. The thrust of the discussion in the Draft EIR is to acknowledge that cumulative projects do result in land use impacts, which may result in potential impacts, and which must be addressed in subsequent project submittals, general plan amendments etc.

Since the land use and traffic sections of the Draft EIR already evaluate potential land use impacts, it is appropriate for this section to deal with general cumulative land use impacts. As emphasized in the discussion, the secondary effects of cumulative land use changes (eg., air quality, traffic and noise) are evaluated in the modeling used in the Draft EIR.

12-62 The comment is noted; a revision would be subject to further environmental determination by the City.

12-63 Municipal costs were projected on the basis of actual costs per acre as published by the City of Carson in its Financial Report, 1986-87, page 4. All City costs except parks and recreation expenditures are included in the calculations since everything except parks would closely resemble the proposed new development site. Average costs were projected on the assumption that this project would generate costs similar to nearby industrial and commercial sites and the prior phase of this project (TRW).

12-64 The factual basis was the actual tax revenues per acre generated by Watson Industrial Office and Industrial Centers, similar type developments near the intersection of Wilmington Avenue and the San Diego (I-405) freeway in the City of Carson.

12-65 The Gann Act spending limits were taken into account in the study and assumed to remain in effect throughout the life of the project.

City of Compton, Office of the City Manager, Howard Caldwell, City Manager,  
January 16, 1990

13-1 The cumulative impacts of traffic due to development within the Cities of Compton and Carson have been addressed in the EIR. Following a field review of the area north of the SR-91 Freeway, a total of 300,000 square feet of new industrial development within the City of Compton was included

in the cumulative analysis. This represents existing structures which are currently unoccupied or partially occupied as well as planned structures.

- 13-2 The comment regarding recommendations for Central Avenue between University Drive and Victoria Street is noted. Wilmington Avenue will be constructed to full major highway standards (84 feet curb-to-curb within 100-foot right-of-way). City of Carson Planning Commission has recommended that Central Avenue be constructed to major highway standards between University Drive and Victoria Avenue. This recommendation is being carried through to the City Council for review and action.
- 13-3 See Response 13-1. The traffic impacts of the project do not result in any proposed changes to the Circulation Element of the City of Compton. Two intersections in the City of Compton were analyzed and mitigation measures are proposed.
- 13-4 As required by CEQA, the physical impacts of the project are required to be evaluated. The intersections of Wilmington Avenue/SR-91 are within the City of Compton. The project impact of these intersections has been evaluated and appropriate mitigation measures have been included in the Traffic section of the Draft EIR. (See pages 117-127 in the Final EIR.) No other physical impacts within Compton have been identified.
- 13-5 The Draft EIR does evaluate project impacts for surrounding land uses, including the unincorporated area of Los Angeles County east of the project site. The impacts of the project do not result in any proposed changes to the City of Compton Circulation Element. Beyond these two specific issues, there is no requirement to address the general plans of other jurisdictions.
- 13-6 The request for additional review time is noted. Additional responses to any further comments received from the City of Compton will be provided in the Final EIR. See Response 23-1 and 25-1.

California State University, Dominguez Hills, December 22, 1989

- 14-1 First, it should be noted that the letter addressed issues in the specific plan; not the Draft EIR. The comments noting support for the project and its mutually beneficial relationship to the University are noted.
- 14-2 The comments on the use limitations of University recreational facilities are noted. The project may include commercial recreational uses and the University retains control of demand on its recreational facilities through identification procedures, fees and if required, limiting access to the public.
- 14-3 The issues of use, height and setback have subsequently been discussed during public hearings and both parties are in agreement to resolve any outstanding issues during site plan review.

- 14-4 Willingness to recommend granting of an easement to the city is noted. The project is conditioned to pay its fair share for funding construction of Central Avenue.
- 14-5 The applicant has committed to building the bike path if the University provides the easement.
- 14-6 Preference for raised medians is noted. The final street configuration will be decided during specific plan review.
- 14-7 Concern for proper sizing of Central Avenue is noted. Central will be built to its current designation within a 100 foot right-of-way.
- 14-8 Comments regarding a child care center on campus developed as a joint venture between the University and the applicant are noted. This proposal would also reduce total vehicle miles traveled by both project and University employees.
- 14-9 Both proper access and sidewalks along Central Avenue will be reviewed when street improvement plans are submitted to the city.

County of Los Angeles, Department of Health Services, Environmental Health, Health Facilities, Bureau of Environmental Protection, Jack Petralia, Director, Bureau of Environmental Protection, December 22, 1989

- 15-1 See Response 1-14.
- 15-2 See Response 1-14.
- 15-3 See Response 2-3.

County of Los Angeles, Office of the Sheriff, Ed Padias, Captain, January 4, 1990

- 16-1 The standards suggested in the comment to reduce criminal impacts are hereby included in the Public Services section following paragraph 1 of Impacts on page 124 of the Draft EIR (page 146-147 of the Final EIR).
- 16-2 The comments on Central Avenue are noted, Central Avenue south of University is already designated as a non-truck route.
- 16-3 The recommendation that traffic lights for the seven primary project access locations is noted. All seven locations will be signalized. Glenn Curtiss and Wilmington currently is signalized. The City's Traffic Department shall specify signalization needs as warranted.

Rapid Transit District, Gary Spivack, November 8, 1989

- 17-1 Agreement that the project frontage along Victoria and Wilmington satisfies RTD's criteria is noted. The district's criteria for bus stops will be implemented by future street improvement plans.
- 17-2 As noted, RTD service policies do not encourage turns into a project area. Since no policy change is proposed, any redesign of the curb return radii is inappropriate.
- 17-3 A copy of the Final EIR will be made available for RTD.

City of Carson, Kevin G. Eniss, Assistant City Attorney, January 31, 1990

- 18-1 Most counties already have an airport land use commission, with powers to review land use decisions which may impact their operations. However, Los Angeles County did not create airport land use commissions and is now required by recent legislation to do so. The two primary concerns for land uses adjacent to airports are structure height and type of land uses. Land uses, such as industrial, are generally compatible, while residential and school uses are not. The approach/takeoff flight path, at lower altitudes, is protected by imaginary surfaces indicating height restrictions near their facilities and protection of their radar/approach guidance systems. Generally, since the Compton Airport runways are oriented east-west, flights ascending and descending will be coming from those directions, not from the south. Those portions of the project site north of Glenn Curtiss Street are approximately two miles from the Compton Airport. A copy of the Draft EIR was distributed to the County of Los Angeles and we have apprised the Aviation Division of the specific plan's availability.

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

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

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

California Regional Water Quality Control Board, John L. Lewis, Unit Chief, Technical Support Unit, December 1, 1989

19-1 The wastes discharged by the project are those common to all business centers and solid waste will generally be disposed of at Class II landfills. A few business operations may utilize processes requiring a Class I landfill (toxic and hazardous waste). The sewage flows will likely be typical of other office and commercial areas. The city and the fire department regulate all disposal of sewage and solid waste which may be classified as toxic or hazardous materials.

The projected sewage flow rate will range widely in magnitude. As indicated in the Draft EIR, the daily wastewater generation at buildout is estimated at 234,959 gallons daily and the solid waste projected is 8,270 tons annually. Service agencies do not anticipate a significant adverse impact on the sewer system and landfill capacity.

There is no indication that the cumulative impact of related projects upon area treatment plants is significant.

California State University, Dominguez Hills, David J. Karber, Vice President, Administration, January 4, 1990

20-1 The comments encouraging high technology/office and light industrial facilities adjacent to the University lands is noted. The applicant and the University are now in agreement that land use compatibility issues can be solved during site plan review.

20-2 The comments are noted. The conditions of approval require the applicant to build its fair share of Central Avenue and build the bike path if the University provides an easement.

20-3 Access to campus facilities will be assured by city review for all street improvement plans. The number of entrances along Central Avenue for the University will be finalized with preparation of street improvement plans.

RTD, Gary S. Spivack, Director of Planning, October 12, 1989

21-1/21-2 The project will provide ample parking onsite for employees and patrons, and employers will be required to implement Rule XV. Preferred parking areas for car pools and van pools will be identified prior to issuance of certificates of occupancy for major employers. Lighted bus shelters and bus pads will be provided upon RTD request when street improvement plans are prepared.

Sidewalks are planned along all major streets. The Transportation Demand Management program, which will be reviewed and approved by the City will include provisions for information racks, ride-share/transit coordinator and transit pass programs.

City of Carson, Howard B. Homan, Director, Parks and Recreation Department, January 5, 1990

(This comment was received on the Notice of Preparation, but is included to resolve the issues discussed.)

22-1 The landscape concept plan includes a similar plant palette to the initial development.

22-2 A bike path will be developed west of Central Avenue adjacent to the University. See Response 21-1.

22-3 The comments are noted and we agree that the project impacts on local parks is negligible. The project may include onsite private recreational facilities.

22-4 The Department's recommendation concerning the subdivision ordinance is noted and the Council will consider your recommendation.

22-5 Onsite recreational facilities will likely include health clubs and aerobics.

City of Compton, Department of Planning and Zoning, Robert R. Gavin, Planning Director, February 7, 1990

23-1 The improvements at the Central Avenue and Wilmington Avenue ramp systems are recommended as part of Phase 1 of the project. These improvements will be completed prior to occupancy of Phase 1 and will be funded on a fair-share basis.

23-2 The stated agreement that the City of Compton will use its condemnation power to acquire needed right-of-way at the Central and Wilmington SR-91 ramps is noted. The proposed mitigation measures recommended by

the traffic consultant are stated in the EIR document and Response 24-1. The recommended exclusive northbound right-turn lanes may require acquisition. However, until additional design plans are complete, the amount of right-of-way needed cannot be established.

The EIR shows that these improvements are required to reduce significant impacts to levels of insignificance. They are therefore included in the final list of recommended mitigation measures. Precise design related details will be developed during detailed design phases of project review.

CALTRANS, Gary McSweeney, January 26, 1990

24-1 Caltrans Route Concept Report for Route 91 indicates that freeway volumes on Route 91 are expected to decrease between now and the year 2010. This decrease is due to the completion of the parallel Century Freeway (Route 105) in 1993. See response to comment 12-42 for a more detailed discussion of freeway mainline impacts.

Further response to Caltrans letter is provided below.

The EIR traffic impact analysis includes consideration of ramp system impacts at both Central Avenue and Wilmington Avenue. The analysis includes forecast traffic from the Dominguez Technology Centre as well as other significant projects in the vicinity of the project site. Significant traffic impacts due to the project are forecast at each ramp system. Mitigation measures are proposed which, if implemented, would reduce the impacts to levels of insignificance at both the Central Avenue and Wilmington Avenue ramp terminal intersections. The proposed mitigation measures include:

- . Redesign the surface of the bridges at both Wilmington Avenue and Central Avenue to provide additional through lanes on the bridge as well as to lengthen the storage lanes for left turns in each direction. These mitigation measures will not require any additional right-of-way.
- . Add exclusive northbound right turn lanes at both Wilmington Avenue and Central Avenue where they intersect the east-bound on ramps. These mitigation measures will likely require additional right-of-way. The traffic study contains more detailed information on these mitigation measures.
- . Restripe the on- and off-ramps at the ramp terminal intersections to provide additional capacity for on- and off-freeway traffic. The ramp widths at the terminals range from 45 to 48 feet, which would accommodate up to four lanes if required to shorten queue lengths. It is assumed that signal timing

modifications will be made to ensure that any queues that form will occur on the ramps or surface streets rather than the freeway mainline, and the capacity analysis indicates that sufficient capacity will be available at the terminal intersections to allow sufficient green signal time on the ramps to prevent such queues.

Each on-ramp also contains one mixed flow lane which is controlled by ramp meters and one HOV lane. The traffic analysis utilized conservative assumptions and did not assume any of the traffic originating at the project to be carpools or vanpools which could utilize the HOV lane. The mandated Transportation Demand Management Program (required by the South Coast Air Quality Management District) will apply to this development and will result in a significant reduction in single occupant vehicles as well as an increase in the number of vehicles able to utilize the HOV lanes. A mitigation monitoring program is being proposed for the project and will include the following aspects:

Financing - The developer is currently working with both the City of Carson and the City of Compton to determine which fair share costs of roadway improvements will be allocated to each party. The City of Compton has already indicated a willingness to commit to condemn land in their city which is necessary to implement improvements to the intersections of Wilmington and Central Avenues at the SR-91 freeway eastbound on-ramps. (letter from Robert Gavin dated February 7, 1990)

Scheduling - All mitigation measures identified in the Final EIR which may impact Caltrans facilities, such as improvements at the Wilmington and Central Avenue interchanges with SR-91, must be implemented prior to occupancy of Phase I per the EIR and development agreement, except to the extent of the findings of the Statement of Overriding Considerations apply to implementation of the recommended improvements.

Implementation - The project developer, in coordination with the City, will obtain encroachment permits and all other necessary permits/approvals for any work completed within Caltrans right-of-way.

Monitoring - The implementation of all mitigation measures will be monitored via the mitigation monitoring program being developed concurrently with the Final EIR. This program will ensure that all mitigation measures are implemented according to the phasing schedule indicated in the Final EIR and in the development agreement.

City of Compton, Kenneth Hanson (Traffic Engineer) and Edmund F. Sotelo (Assistant City Manager), February 23, 1990.

25-1            The cities of Carson and Compton are currently working with the project

applicant to resolve the issue of access to the existing north side driveways and the proposed south side driveways along Victoria Street between Central Avenue and Wilmington Avenue. While the Planning Commission and Public Works Committee have endorsed the construction of raised medians along the segment of Victoria Street, the City of Compton has not made a final determination on the acceptability of a raised median along Victoria Street.

The realignment of streets F and G (as proposed by the City of Compton) to align with Sierra Drive and the exit drive from Daewoo Industries, is not possible due to the existence of the present and ongoing oil operation.

Construction of raised medians in conjunction with the currently proposed access plan for the Dominguez Technology Centre would result in the following impacts to the north side of Victoria Street;

- . Full access would be maintained for Sequoia Drive but Sierra Drive would be limited to right-turn-in/right-turn-out only due to its proximity to F Street. Traffic on Sierra Drive which currently turns left onto Victoria could utilize the driveway which connects the cul-de-sacs of Sierra and Sequoia to access the median opening at Sequoia. Traffic counts taken in February 1990 show that only 13 vehicles would be re-routed to the Sequoia Drive access during the peak hour of traffic. The industrial buildings adjacent to Sierra are about one-third to one-half occupied, so the total of 13 peak hour turning movements may be expected to increase to between 26 and 39 with full occupancy.
- . Seven driveways on the north side from Wilmington Avenue to Central Avenue would be limited to right-turn-in/right-turn-out movements. Peak hour traffic counts taken during February 1990 reveal that an average of only eight left-turn movements into and out of each driveway would be impacted during the peak hour of traffic. A total of 25 would be affected at the busiest driveway. This compares to an anticipated peak hour left-turn movement volumes at the intersections of Victoria Street/F Street and Victoria Street/G Street of 100 to 200 vehicles.
- . The intersections of Victoria Street/F Street and Victoria Street/G Street will be signalized and interconnected with adjacent signals. Traffic rerouted from the driveways on the north side of Victoria will be able to make U-turns at the two new signalized intersections (with the exception of some large trucks which may not be able to make the turns).

The changes to the access plan proposed by the City of Compton would open Sierra Drive to full access but would close Sequoia Drive to left-turn movement. Also, the existing 25 left-turn movement to/from the fifth driveway west of Wilmington would be re-routed around the back of the existing industrial building (via the parking/driveway area) to the fourth driveway west of Wilmington Avenue.

- 25-2 The Carson City Council shall determine the final alignment of the project's streets and driveways prior to approval of the vesting parcel map.

Southern California Gas Company, R.J. Garcia, Technical Supervisor, November 10, 1989

- 26-1 Final plans will be submitted for comment to Southern California Gas when available.

Department of Transportation, Gary McSweeney, IGR/CEQA Coordinator, December 6, 1989

- 27-1 Please note this letter is a response to the Notice of Preparation; not comments on the Draft EIR. All issues listed in items a-c are addressed in the Draft EIR.

- 27-2 The timing of each transportation related mitigation measure is included in the EIR document by project phase. The required mitigation monitoring program will track the implementation of each required measure before occupancy of each phase. Specific implementation responsibility will be determined as the project progresses through the approval process. In some cases, funding for cumulative mitigations, (eg. SR-91/Wilmington ramp terminal improvements) is not known to date.

Department of Transportation, Gary McSweeney, IGR/CEQA Coordinator, February 28, 1990

- 28-1 Please note that these comments are not directed to the Draft EIR, but to responses prepared by the traffic consultant on prior public comments.

- 28-2 Clarification of the purpose of the Route Concept Report and definition of FO service level are noted. Comments related to the LARTZ data are noted. Since the project is consistent with the General Plan and zoning, if approved by the city, all regional projections should be updated.

- 28-3 This comment has now been renumbered as 24-1. Caltrans position that the traffic reductions due to SR 105 does not impact the peak hour is noted. See Response 24-1 for further information on ramp system impacts.

The following mitigation measure is hereby added to the Final EIR:

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

Concerned Citizens of Carson/Committee on the Dominguez Technology Centre, September 4, 1990.

- 29-1 While the comment is noted, the City Council shall decide if the document is adequate for the project.
- 29-2 The City Attorney's office has reviewed both the DEIR and FEIR. Letters 1, 18 were received from their office.
- 29-3 All written comments from the City Attorney's office and from the subconsultant retained by the City to review the Draft EIR are included in the Response to Comments (Letters 1, 12, 18). We have provided full responses to each of these comments, which have been reviewed by City staff and which are also included in the Response to Comments.
- 29-4 See Response 29-1. The DEIR and FEIR include discussion of three project alternatives, as does Response 1-19.
- 29-5 The vehicle chosen for adding and clarifying the initial Draft EIR, a process agreed to by the City, was to response to all public and city comments in the Final EIR, which has been available for both Council and public review. The City also circulated the development agreement for public comment and a public hearing was held on September 11th.
- 29-6 The DEIR and FEIR include discussion of project alternatives, impacts and mitigation. The comment is general and no further response can be provided.
- 29-7 The City has issued a Negative Declaration for the Development Agreement, based on the extensive environmental documentation in the Final EIR. The commentor has recommended recirculation of the DEIR. This issue was raised previously and addressed in Response 1-2 and Response 12-1.
- 29-8 The objectives of the project are clearly listed on page 6 of the Specific Plan. Response 1-5 provides specifics on how the DEIR will be used. While market forces may change, the specific plan regulates what development may occur. Market forces are more relevant to the phasing of the project.
- 29-9 The comments provided by the traffic consultant are appropriate; pass-by trips are commonly recognized as appropriate methodology by all traffic engineers because it prevents double counting of trips on the circulation system. Since

the support commercial replaces proposed office, technology or industrial uses, it would also not be appropriate to count trips from retail commercial at freestanding commercial rates. The traffic study includes trips for 4.7 million sq. ft. and the support commercial will replace 100,000 sq. ft. of the 4.7 million sq. ft.

- 29-10 While the number of retail employees will range widely, depending on the type of retail developed, a general commercial factor is one employee per 350 square feet, which equates to only 286 employees for 100,000 sq. ft.
- 29-11 The selection of roadways to be studied and intersections to include in the EIR traffic analysis was made by the lead agency (the City of Carson). The preparers of the EIR relied upon the local expertise of the lead agency staff in determining roadways and intersections with potential impacts (letter from the City of Carson dated June 1, 1989 to DKS Associates listed the intersections to be studied).
- 29-12 See Response 29-11.
- 29-13 Although the response to comments noted that Caltrans own estimates show that daily freeway traffic will be reduced on SR-91 following opening of the Century Freeway, such estimates were not used in the technical EIR analysis. No reduction in existing daily or peak hour freeway traffic was assumed in the traffic study, therefore, all assumptions about future traffic on SR-91 represents the worst case.
- 29-14 The mitigation monitoring program and development agreement specify how development and mitigation measures will be implemented and serve as implementation tools. "Fair share" mitigation is an accepted and equitable source of funding. See Response 29-32.
- 29-15 Caltrans has included the improvement in its Route Concept Report and Route Development Plan. Please note that Response 12-42 states the project "would not have a significant impact on the (405) freeway." Although the lanes are needed for regional traffic projections, the freeway lanes are not a project mitigation measure.
- 29-16 The prior comment requests information of project volumes on Route 110, and the response provides them. The project volumes projected are not a significant preparation of the total freeway flow.
- 29-17 The city indicated that use of locally based trip generation rates would be the best option and that San Diego Association of Government (SANDAG) rates the next best option. This methodology is consistent with standard traffic

engineering practice, which recommends use of local data instead of generalized rates when the local data is available. Locally derived trip rates were in fact developed for all three project land uses (office, technology and industrial) and were compared in the traffic study to both SANDAG rates and rates developed by the Institute of Transportation Engineers (ITE). The local rates for office and technology uses are nearly identical to ITE and SANDAG rates, while the industrial rates are lower for the peak hours but similar on a daily basis.

The local rates were measured at existing developments in the City of Carson with nearly identical characteristics to the proposed land uses in the Dominguez Technology Centre. The industrial rates are based upon measurements taken at the Watson Industrial Center South, which was developed by the project proponent and therefore is very similar in character to the Dominguez Technology Centre.

Comment 29-17 states that other rates could have been utilized at minimum cost. In fact, the locally measured rates cost considerably more to generate. Choice of local rates was therefore clearly not based on cost, but on the perceived accuracy of the local estimates.

- 29-18 Appendix 2, Section 3, page 23 and Section 4, pages 32 and Figure 14 address Central Avenue design and coordination with California State University, Dominguez Hills. More detailed analysis of the relationship of University access and project access can only be conducted when the university master plan is refined and exact access locations are known.
- 29-19 The specific plan references the existing City parking standards. For example, see page 40, item 6B: "Off-street parking shall be provided for each phase of the project pursuant to the requirements of the existing Carson Municipal Code Section 9162. A ten percent (10%) reduction in the number of spaces may be approved by the Community Development Director."
- 29-20 The comment does not separate the issues of employees for the project, demand for additional housing caused directly by the project, and traffic generated by the project. Response 4 -1 includes discussion of project employees purchasing existing housing, enrolling students in districts of their place of employment if they live outside of the district, and project employee impacts on new housing. The response is appropriate and complete. The traffic study for the project is based on trips generated for project buildout for all 13,836 employees. The Pasadena Research Institute study did not show employee city of residence for current employees within the applicants prior projects.

- 29-21 The responses have stated the project site is designated for Industrial uses in the General Plan and the project site is located in a SCAG sub-region which is "job poor," not "housing poor." Considering a housing alternative on this site is not a reasonable alternative.
- 29-22 Response 1-10 discusses at length the SCAG job/housing policies, which are primarily a mitigation measure for air quality impacts. The response is appropriate because housing issues are discussed in the DEIR on pages 134 - 137.
- 29-23 A condition of the project is that Central Avenue shall be constructed within a 100 foot ROW prior to occupancy of Phase 2.
- 29-24 While a voluntary TDM is required, the Air Quality Management District's Rule XV is mandatory on all employers of 100 or more. The air quality analysis in the DEIR is complete and properly discusses what state standards are exceeded, and projects that local air quality impacts from cumulative traffic levels are not above the state standards. Specific mitigations for air quality and traffic issues are included in the Final EIR.
- A traffic share/funding analysis is definitive. The cost of stated traffic improvements is assigned to each project, proportional to the amount of traffic generated by the project at that location. The funding formula is implicit in the proportional share of traffic but the share will vary at each improvement location.
- 29-25 The fire department did not respond on the seismic issue. However, the DEIR includes a full discussion of seismic hazards on pages 78 - 86. Presumably, the comment is postulating that seismic events will trigger fire hazards from the existing oil wells onsite. Oil operations are equipped with automatic shut-off devices and the potential of fire hazards from oil well operations are virtually nonexistent. Oil will not flow without pumping units operating.
- 29-26 The oil production and consolidated drill sites are located in areas apart from the early development phases. The oil and gas lines will be located either in the public right-of-way and will not be located under or adjacent to buildings in the project site.
- 29-27 According to the terms of the Reyes oil lease on Dominguez Energy, L.P. and Unocal, the lessees are obligated to clean up any contamination resulting from the oil operation prior to the termination of the lease. They are also obligated and required to clean-up the oil contamination on any land released

for real estate development prior to the termination of the oil lease. All clean-up must comply with and meet all environmental laws and regulations from several regulatory agencies.

29-28 The fire department stated "fire protection serving the areas appears to be adequate." Their remaining comment emphasizes the funding sources are uncertain, which is true of any services funded by property tax revenues. Certificate of occupancies are not issued for new development unless adequate fire service is available.

29-29 The comment recommends a particular policy direction for Council, which they may consider by reviewing the comment. The Sheriff's Department and the City have not made such a recommendation.

29-30 Your recommendations for public recreation uses onsite is noted for Council review. The City has no exiting regulations which would require recreational uses within industrial projects.

29-31 While the University has expressed interest in a joint venture for developing a child day care facility, it is not solely an issue for this project but all projects, and the University, in the project vicinity. The developer and major employers are continuing to examine opportunities for child care facilities.

29-32 A "fair share" approach to funding circulation improvements is used widely by jurisdictions. The mitigation monitoring program will specify how each mitigation measure will be implemented. All outside agencies are consulted when mitigations are within their jurisdiction. Traffic improvements not constructed by the developer may also be implemented by the City's capital improvement programs.

The traffic analysis in the Final EIR is a phased analysis (see Table 20) so the level of service for each phase with mitigation is known. At buildout, the Wilmington/SR-91 ramp, with mitigation will be at acceptable city standards (level of service D and E).

29-33 Through truck traffic is currently not allowed on University Drive between Wilmington Avenue and Avalon Boulevard. No trucks are therefore legally allowed on those streets except to make local deliveries. The Dominguez Technology Centre Specific Plan and Development Agreement have no provisions which would change the non-truck designation of University Drive. The same is true for Central Avenue south of University Drive.

- 29-34 The DEIR and Response 1-14 quantify projected solid waste and provide appropriate mitigation measures. The applicant will construct additional local parallel sewer lines to assure capacity to the trunk lines. Mitigation measure number one on page 151 of the FEIR includes this requirement. The Sewer Concept is shown in Exhibit 16 of the specific plan.
- 29-35 The specific plan was revised so the project is now subject to height limits in the existing Carson Municipal Code.
- 29-36 Exhibit 20, Section B illustrates the Central Avenue landscape treatment, which includes a 15 foot landscape setback and a 25 foot building setback.
- 29-37 The University modified its initial position; see Response 20-1.
- 29-38 Central Avenue will have sidewalks on both sides (see Exhibit 10B and Exhibit 20 in the specific plan).
- 29-39 See Response 29-38, 29-37 and 29-36. We did not receive the letter from Mr. Witherspoon. The letter is now indexed as letter 30.
- 29-40 Opposition to approval of the EIR/Specific Plan are noted. The remaining comments are unsupported generalizations.

Associated Students/California State University, Dominguez Hills, March 22, 1990.

- 30-1 Support for the project as an industrial use is noted.
- 30-2 Recommendations for a 100 foot setback and a three story maximum along Central Avenue are noted. The specific plan now is subject to the existing height limitations of the City Municipal Code. Support commercial uses are proposed for both the interior and perimeter west of University Avenue. See Response 29-9.

The comments on the proposed street access are correct. The plan calls for three major access points on Central Avenue to the project. As currently proposed, each access road would be signalized where it intersects Central Avenue. It is assumed that at least one university master plan roadway would align directly with one Dominguez Technology Centre roadway, thereby creating a full four-way signalized intersection. The other two access points, as currently proposed, would form "T" intersection with Central Avenue. As stated in the EIR, the project proponent and the university must work with the City to reach a mutually agreeable plan for Central Avenue access treatment. Such a plan cannot be detailed at this time because University master plan access locations are not finalized.

- 30-3 Concurrence with Caltrans comments are noted. The project has clear traffic mitigation measures and is subject to a mitigation monitoring program.

Petition Regarding Specific Plan 2-89, September 4, 1990.

- 31-1 Letter 31 is a petition to the City Council and are not comments on the Draft EIR. However, since most issues in the petition are addressed in the FEIR, references to that material is included. The traffic analysis in the Final EIR fully evaluates the projected traffic impacts of the project. The Final EIR also includes ample discussion of project alternatives. See Response 29-17.
- 31-2 Opposition to the plan is noted. The mitigation measures proposed within the Final EIR are feasible and appropriate for the project. The Council shall decide whether the document is adequate in all respects, including the adequacy of the mitigation measures. The recommendation for approval of 3.5 million square feet is noted. However, the rationale for why this number was chosen is not clear. In fact, the DEIR considers an alternative project of 3.29 million sq. ft. and found both the benefits (employees and city revenues) and impacts would be correspondingly reduces compared to the project.
- 31-3 The recommendation to use "standard" traffic methodology is noted. See Response 29-17.
- 31-4 The project is now subject to the City's current parking and height limitation standards. Sidewalks on both sides of the street are not necessary because of the low levels of pedestrian activity associated with major business parks.
- 31-5 Central Avenue is now proposed as a 100 foot ROW; see Exhibit 10B in the Specific Plan. See Response 30-2. A bike path is proposed on the westside of Central Avenue along the University.
- 31-6 The recommendation for raised, landscaped medians on all streets bordering the project is noted. The project proposes raised medians on Central and University. Revised medians will be installed on Central Avenue and Wilmington Avenue. However, the project is required to build only a half-section.
- 31-7 See response to comment 29-33. The traffic study in the Final EIR is recommending Central Avenue south of University Avenue be posted for "no trucks."
- 31-8 Recommendations for child care, recreation, recycling and water reclamation are noted. See Responses 29-30, 29-31. The project shall comply with all state, county and city regulations regarding recycling of solid waste. The Final EIR includes mitigations to conserve water. However, reclaimed water for use onsite is not available.

INTERNAL MEMORANDUM

CITY OF CARSON

**TO:** Honorable Chairman and Members  
of the Carson Planning Commission

**FROM:** Laurence S. Wiener  
Assistant City Attorney

**SUBJECT:** Dominguez Technology Center EIR

DATE: January 9, 1990

1

GENERAL CONCERNS

I have reviewed the Dominguez Technology Center Environmental Impact Report ("EIR") for its legal adequacy. The EIR appears to have several significant problems. Primarily, I believe that the process by which the applicant prepared this EIR is likely to be considered inadequate. California Public Resources Code Section 21082.1 provides as follows: "[A]ny environmental impact report or negative declaration prepared pursuant to the requirement of this division shall be prepared directly by, or under contract to, a public agency." [Emphasis added]

I am informed that this EIR was prepared by a consultant under contract to the applicant, not the City. Therefore, the process by which this EIR was prepared violates Section 21082.1, and a court is unlikely to find that this EIR adequately complies with California Environmental Quality Act (CEQA) requirements. Technically, compliance can only be achieved by the preparation of a new EIR by the City or by a consultant under contract to the City. However, I recognize that the delay that would accompany such a process may be unacceptable. Therefore, if the City does not wish to prepare a second EIR, I recommend that an independent consultant be retained to analyze the technical adequacy of this EIR and cure any deficiencies discovered. Although such an independent review and revision would not technically comply with the requirements of Section 21082.1, a court will be much less likely to invalidate this EIR if the City has substantially complied with Section 21082.1 by commissioning an independent analysis.

Second, as discussed in the following section, I have several specific concerns regarding the text of the EIR. Unless these concerns are addressed, a court is likely to determine that the text of the EIR fails to substantially comply with CEQA requirements.

Before reviewing these concerns, it should be noted that responses to these concerns may require recirculation of the EIR for public review and comment. California Public Resources Code Section 21092.1 requires an EIR to be recirculated for review and comment by the public and other government agencies if "significant new information" is added to that EIR. Unfortunately, neither CEQA nor the courts have provided much guidance with regard to when new information will be considered "significant."

Honorable Chairman and Members of the Carson Planning Commission

January 9, 1990  
Page 2

However, as a general guideline, the Commission may assume that information will be considered new and significant if the information is not currently contained in the EIR and the information may influence a reasonable person's conclusion regarding the significance of this project's environmental impacts.

1-2

Although a final conclusion regarding the significance of new information cannot be drawn without evaluating that information, it appears likely that addressing the following concerns will require the addition of some significant new information.

SPECIFIC CONCERNS

For your convenience, I have set forth my specific concerns in list form. The order of these comments reflects the order in which they appear in the EIR. Please note that several of these items discuss significant deficiencies in the EIR, while others address technical matters that may be easily corrected.

(1) CEQA Guidelines Section 15123 requires "a brief summary of the proposed action and its consequences." The principal component of this summary is a list of the environmental impacts of the project and the mitigation measures proposed to address those impacts. This EIR contains that principal component. However, Section 15123 also requires that the EIR summary discuss "areas of controversy known to the lead agency including issues raised by agencies and the public; and issues to be resolved including the choice among alternatives and whether or how to mitigate the significant effects." The EIR addresses neither of these two requirements. (If no areas of controversy are known to the City, then the EIR should so state)

1-3

(2) CEQA Guidelines Section 15124 requires the EIR to include a project description that discusses "the project's technical, economic, and environmental characteristics, concerning the principal engineering proposals if any and supporting public service facilities." The project description is also required to contain a map showing the "precise location and boundaries of the proposed project" as well as a map showing the location of the project from a regional perspective. The description also requires a "statement of the objectives sought by the proposed project."

1-4

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Honorable Chairman and Members of the Carson Planning Commission

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Page 3

The components of the project description, other than the maps, are contained in the specific plan. However, the EIR itself does not contain these elements.

(3) Pages 56-57. CEQA Guidelines Section 15124 requires the EIR to include a list of agencies that are expected to use the EIR, and a list of approvals for which the EIR will be used. It appears that this EIR will be used by the United States Department of Fish and Game when that Department receives an application for a Section 1601 or Section 1603 stream alteration permit (see page 76). Therefore, the section of the EIR regarding intended uses of the EIR should note that the Fish and Game Department will use the EIR when considering an application for a stream alteration permit.

(4) Page 71. The third paragraph on this page notes that two significant seismic events in the project vicinity have resulted in damage to oil fields on the project site. However, the discussion of these events indicates that the second event caused no damage. This inconsistency should be clarified.

(5) Page 71. The discussion of geologic impacts which begins on page 71 states that a low potential exists for liquefaction. However, no explanation is given for this low potential. The EIR must state the basis for its conclusions. (See, Laurel Heights Improvement Association v. Regents of the University of California, 47 Cal.3d 376 (1988))

(6) Page 76. The list of storm drainage mitigation measures should include adoption of the Infrastructure Facilities Plan recommended by W.R. Lind. The storm drainage impacts discussion states that the increase in storm drainage runoff will be significant, but the impact will be mitigated to insignificance by adopting the Infrastructure Facilities Plan. Therefore, even though the Infrastructure Facilities Plan is part of the project, the Infrastructure Facilities Plan should be included as a mitigation measure. Furthermore, the plan should be identified as a mitigation measure proposed by the project applicant rather than a mitigation measure recommended by the EIR as a condition of project approval. (See, CEQA Guidelines Section 15126(c))

(7) Page 115. The discussion of noise impacts on page 114 states that the impact on Central Avenue ~~North of~~ University Drive will be significant. However, on page 115, the mitigation

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measures discussion concludes that "since long-term impacts are below state and federal standards, no long-term mitigation measures are required." This statement is incorrect. Mitigation measures are required whenever a significant impact is identified. Therefore, the discussion of noise impacts should include mitigation measures to mitigate the significant long-term noise impact that will occur on Central Avenue.

1-9

(8) Pages 117-118. The discussion of population/housing/employment does not discuss the impact of the project on housing demand. This should be addressed.

1-10

(9) Page 120. As discussed in comment 6, those mitigation measures that are proposed as part of the project to mitigate aesthetic impacts (e.g., the edge treatment that includes a landscape design) should be included under the list of mitigation measures.

1-11

(10) Page 122. The discussion of archaeological and historical resource impacts does not adequately address those impacts. The discussion is limited to two sentences and assumes that the reader understands how archeological or historical resources may be disturbed by the project. This assumption is inappropriate. The means by which the project may disturb archaeological or historic resources should be explained.

1-12

(11) Page 123. The discussion of impacts on fire and emergency services merely states the conclusion that "Fire Department officials indicate that the project will have negligible impacts on the Fire Department." As discussed in comment 4, conclusory statements are inadequate to support an EIR.

1-13

(12) Page 129. The discussion regarding solid waste impacts should reach a conclusion as to the significance of those impacts. This conclusion should be explained.

1-14

(13) Page 131. The discussion of impacts on natural gas resources should include a conclusion regarding the significance of those impacts. This conclusion should be explained.

1-15

(14) CEQA Guidelines Section 15126(b) requires that an EIR describe significant impacts that cannot be avoided through mitigation measures. In addition, the EIR should also discuss the implications of these impacts and the reasons why the project

1-16

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Honorable Chairman and Members of the Carson Planning Commission

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is being proposed, notwithstanding their effect. (See CEQA Guidelines Section 15126(b)) Although this EIR lists unavoidable adverse impacts, (See page 135) that list does not identify those unavoidable impacts which are significant. Furthermore, the discussion of unavoidable impacts does not adequately address the implications of those impacts or the reasons why the project is being proposed, notwithstanding their effect.

1-16

(15) The discussion of the alternatives is cursory and its adequacy is questionable. The California Supreme Court has stated that an alternative discussion will not be considered adequate unless "the selection and discussion of alternatives fosters informed decision-making and informed public participation." (Laurel Heights Improvement Association v. Regents of the University of California, 47 Cal.3d 376, 403-04 (1988)) During the past two years courts have been very stringent in applying this test.

Although this EIR generally explains that certain environmental impacts will be reduced under the alternatives proposed, there is little discussion regarding the magnitude or impacts of the reduction. Therefore, the sufficiency of the alternatives discussions contained in this EIR is questionable.

1-17

(16) The EIR's failure to include an alternative sites analysis also contributes to this EIR's vulnerability. CEQA requires that the EIR discuss a "reasonable range of alternatives." Courts have recently held that an alternative site, if available, will be considered part of the range of alternatives that must be discussed. (See, Citizens of Goleta Valley v. Board of Supervisors, 197 Cal.App.3d 1167 (1988) [Goleta I]) Furthermore, in Citizens of Goleta Valley v. Board of Supervisors, 89 DAR 14391 (December 5, 1989) [Goleta II] the court held that if there are ostensibly reasonable alternative sites that are not discussed as alternatives, then an EIR should contain a summary discussion regarding why such sites were not considered as alternatives.

1-18

This EIR contains neither a discussion of an alternative site nor an explanation about why no discussion is needed. I suggest that, at a minimum, the reasons for not discussing alternative sites should be explained.

(17) The EIR should contain a discussion of why alternatives were rejected in favor of the proposed project.

1-19

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(CEQA Guidelines Section 15126(d)(1)) Also, the EIR must identify the environmentally superior alternative between alternative 2 and alternative 3. (CEQA Guidelines Section 15126(d)(2))

1-19

(18) CEQA Guidelines Section 15130 requires the discussion of cumulative impacts to contain either "(A) a list of past, present and reasonably anticipated future projects producing related or cumulative impacts, including those projects outside the control of the agency, or (B) a summary of projections contained in an adopted general plan or related planning document which is designed to evaluate regional or area wide conditions." The cumulative impacts discussion in this EIR does not contain either of these two elements.

1-20

(19) The discussion of cumulative impacts is cursory. The EIR must contain a "reasonable analysis" of significant cumulative impacts. Currently, the EIR spends no more than one paragraph addressing two of the three identified significant impacts. A court is unlikely to consider such an analysis to be "reasonable."

1-21

(20) CEQA Guidelines Section 15130(b)(3) requires the EIR to examine reasonable options for mitigating significant cumulative impacts. However, the cumulative impacts discussion contains little or no examination of mitigation measures for two of the three cumulative impacts identified as significant.

1-22

CONCLUSION

Currently, this EIR suffers from several flaws that should be addressed. First, the City should address the failure to comply with Public Resources Code Section 21082.1. Ideally, the City should require an EIR to be prepared by a consultant under contract to the City. However, it may be possible to cure the violation of Section 21082.1 by engaging an independent consultant to review the adequacy of this EIR and cure any deficiencies discovered. Although the latter course would not comply with the letter of the Public Resources Code requirement, it may sufficiently comply with the intent of the requirement to protect the EIR from a successful challenge. In addition, as discussed above, this EIR is missing several important elements. Furthermore, the EIR's discussion is incomplete in several areas.

Honorable Chairman and Members of the Carson Planning  
Commission

January 9, 1990  
Page 7

For these reasons, I believe that the EIR, in its current form,  
would likely be found inadequate.

If you have any questions regarding this memorandum or  
the environmental evaluation of this project, please let me know.



**COUNTY OF LOS ANGELES  
DEPARTMENT OF PUBLIC WORKS**

900 SOUTH FREMONT AVENUE  
ALHAMBRA, CALIFORNIA 91803-1331  
Telephone: (818) 458-5100

THOMAS A. TIDEMANSON, Director

ADDRESS ALL CORRESPONDENCE TO:  
P.O. BOX 1460  
ALHAMBRA, CALIFORNIA 91802-1460

2

IN REPLY PLEASE  
REFER TO FILE.

November 29, 1989

Mr. Timothy O'Rourke  
City of Carson  
701 East Carson Street  
P.O. Box 6234  
Carson, CA 90749

Dear Mr. O'Rourke:

DOMINGUEZ TECHNOLOGY CENTRE

Thank you for submitting the Environmental Impact Report (EIR) regarding Dominguez Technology Centre. We have reviewed the EIR and have the following comments:

EIR: Solid Waste Disposal, Existing Conditions, Page 128.

In the statement: "Los Angeles County contracts with private waste haulers for sewer collection within the project vicinity," the word 'sewer' should be changed to 'solid waste'.

Impacts, Page 129.

With the estimated generation of 11,849 tons per day, the project will severely impact the existing solid waste management facilities in the County. The Puente Hills landfill will not be able to handle this level of additional waste. The current daily limit at the Puente Hills landfill is approximately 12,000 tons per day and the site is closing as early as 10:00 a.m. Substantial mitigation measures including waste reduction and recycling must be employed to address these concerns.

Mitigation Measures, Page 129.

It should be noted that AB 939 (Sher), which has been signed into law, replaced the State Waste Management Resource Recovery Act of 1972 with the California Integrated Waste Management Act of 1989. This act will require each City to prepare, adopt and submit to the County in which the City is located, a Source Reduction and Recycling Element (CISR&RE). The CISR&RE needs to include a program for recycling 25 percent of the waste stream and the management of solid waste generated within the City. As such, more active mitigation measures, such as recycling and waste reduction programs, need to be implemented on site.

P-6

**RECEIVED**  
DEC 01 1989

COMMUNITY DEVELOPMENT  
DEPARTMENT.

2-1

2-2

2-3

Mr. Timothy O'Rourke

- 2 -

November 29, 1989

General Comments:

This office has no current records of underground tank storage or industrial waste discharge for the subject site. Should these operations be employed, this office must be contacted for issuance of the necessary permit(s).

Any impacts that may affect the water quality of storm water runoff should be addressed and mitigated.

If you have any questions regarding these comments, please contact Mr. Ken Swanson of our Waste Management Division at (818) 458-3562.

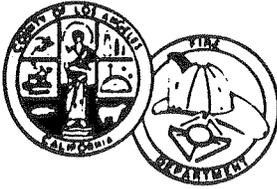
If you have any questions regarding the environmental reviewing process of this Department, please contact Ms. Charlotte Skidmore at (818) 458-4363.

Very truly yours,

T. A. TIDEMANSON  
Director of Public Works

*for Brian J. Smith*  
CARL L. BLUM  
Assistant Deputy Director  
Planning Division

CS:rg/80



# COUNTY OF LOS ANGELES

## FIRE DEPARTMENT

1320 NORTH EASTERN AVENUE  
LOS ANGELES, CALIFORNIA 90063

(213) 267-2481

P. MICHAEL FREEMAN  
FIRE CHIEF  
FORESTER & FIRE WARDEN

November 8, 1989

Timothy O'Rourke, Associate Planner  
City of Carson, Planning Division  
701 East Carson Street  
Carson, CA 90749

Dear Mr. O'Rourke:

**SUBJECT:** ENVIRONMENTAL IMPACT REPORT — (CITY OF CARSON)  
DOMINGUEZ TECHNOLOGY CENTRE — SPECIFIC PLAN #2-89  
(PROPOSED CORPORATE PARK WITH COMMERCIAL & INDUSTRIAL USES)

Our evaluation of the impact on fire protection and paramedic service for the proposed development is based on the current level of service available within the general area. With this in mind, additional manpower and equipment may be required as the need arises.

FIRE PROTECTION AND EMERGENCY MEDICAL SERVICE AVAILABILITY

The subject development will receive fire protection and paramedic service from the County of Los Angeles Fire Department. Fire Station #116, located at 755 East Victoria Street, is the jurisdictional engine company for this property.

| EQUIPMENT           | DISTANCE/MILES | TIME/MINUTES | MEN |
|---------------------|----------------|--------------|-----|
| Engine 116          | .75            | 1.3          | 3   |
| Engine 10           | 2.25           | 3.9          | 4   |
| Engine 95           | 3.5            | 6.0          | 4   |
| Truck 116           | .75            | 1.3          | 3   |
| Paramedic Squad 116 | .75            | 1.3          | 2   |

3-1

Note: Mileage computed to the intersection of Victoria Street and Central Avenue

PROJECT IMPACT ON SERVICES:

Fire protection serving the area appears to be adequate; however, limited tax revenues have created uncertainties as to whether the Fire Department will be able to continue current levels of service. Each additional development creates greater demands on existing resources. Consequently, the impact that this project will have on the adequacy of the Fire Department's level of service remains uncertain.

3-2

SERVING THE UNINCORPORATED AREAS OF LOS ANGELES COUNTY AND THE CITIES OF:

- |              |             |                  |                      |                      |                       |                  |
|--------------|-------------|------------------|----------------------|----------------------|-----------------------|------------------|
| YURA HILLS   | BRADBURY    | DUARTE           | LA CANADA FLINTRIDGE | MAYWOOD              | ROLLING HILLS         | SOUTH GATE       |
| ESIA         | CARSON      | GLENNDORA        | LAKEWOOD             | NORWALK              | ROLLING HILLS ESTATES | TEMPLE CITY      |
| BALDWIN PARK | CERRITOS    | HAWAIIAN GARDENS | LA MIRADA            | PALMDALE             | ROSEMEAD              | WALNUT           |
| BELL         | CLAREMONT   | HIDDEN HILLS     | LANCASTER            | PALOS VERDES ESTATES | SAN DIMAS             | WEST HOLLYWOOD   |
| BELLFLOWER   | COMMERCE    | HUNTINGTON PARK  | LA PUENTE            | PARAMOUNT            | SANTA CLARITA         | WESTLAKE VILLAGE |
| BELL GARDENS | CUDAHY      | INDUSTRY         | LAWNDALE             | PICO RIVERA          | SIGNAL HILL           | WHITTIER         |
|              | DIAMOND BAR | IRVINDALE        | LOMITA               | RANCHO PALOS VERDES  | SOUTH EL MONTE        |                  |

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 NOV 29 1989  
 COMMUNITY DEVELOPMENT  
 DEPARTMENT

Timothy O'Rourke, Associate Planner  
November 8, 1989  
Page 2

DESIGN AND CONSTRUCTION:

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

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

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

3-3

FORESTRY DIVISION:

The statutory responsibilities of the Forestry Division of the Los Angeles County Department of Forester and Fire Warden include vegetation, erosion, and the Los Angeles County Oak Tree Ordinance #88-0157.

The Forestry Division contact person for the project is Deputy Forester Mike Wilkinson.

If you have any additional questions, please feel free to contact me at (213) 267-2481.

Very truly yours,

P. MICHAEL FREEMAN



BY  
JOSEPH FERRARA, CHIEF, FORESTRY DIVISION  
PREVENTION AND CONSERVATION BUREAU

4

# Los Angeles Unified School District

LEONARD M. BRITTON  
Superintendent of Schools

Building Services Division

BONNIE R. JAMES  
Division Administrator

C. DOUGLAS BROWN  
Division Administrator

ROBERT J. NICCUM  
Director of Real Estate

J. MICHAEL DeLUCA  
Deputy Director of  
Real Estate

Environmental Review File  
Dominguez Technology Centre

December 8, 1989

Timothy O'Rourke  
Associate Planner, City of Carson  
701 East Carson Street  
P.O. Box 6234  
Carson, CA 90749

Dear Mr. O'Rourke:

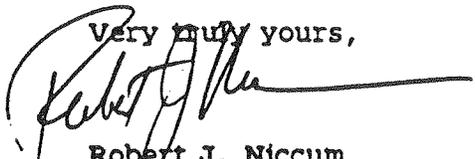
Re: Dominguez Technology Centre

Thank you for providing us the opportunity to comment on the environmental impact report for the above-referenced project. We agree with the statement on page 143 of the EIR, which concludes that "the project's contribution to cumulative impacts on schools in the area is likely significant." 4-1

Are there estimates of how many new families will be attracted to the immediate area as a result of the estimated 13,836 new jobs? Where will these families find homes? We would appreciate any information you have on this so that we can anticipate the resulting increase in school enrollments. Several of the schools in the immediate vicinity have sufficient capacity to accommodate new students. 4-2  
4-3

We are concerned about the increase in project related traffic at the intersection of Avalon Boulevard and University Drive. Please ensure that traffic signals, signs, and pedestrian crosswalk markings are provided according to City standards for pedestrian routes to school, and that adequate pedestrian walkways are provided in the vicinity of this intersection. 4-4

Very truly yours,



Robert J. Niccum  
Director of Real Estate

c: Donald Rector

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DEC 11 1989

COMMUNITY DEVELOPMENT  
DEPARTMENT

DEPARTMENT OF TRANSPORTATION

120 SO. SPRING ST.

LOS ANGELES, CA 90012

TELEPHONE (213) 620-3350

(213) 620-2376

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DEC 22 1989



COMMUNITY DEVELOPMENT  
DEPARTMENT

5

December 18, 1989

IGR/CEQA  
Early Consultation  
DEIR; Dominguez Technology  
Centre  
Vic. LA-91-R09.16

Mr. Timothy O'Rourke  
City of Carson  
Dept. of Regional Planning  
701 East Carson Street  
Carson, CA 90749

Dear Mr. O'Rourke:

Caltrans has reviewed the above referenced document. Based on the information received we have the following comments:

- \* The projects existing and future traffic volumes appear reasonable, and, all of the required calculations and assessments (both present and future) have been addressed.
- \* The cost of all mitigation measures identified in the report, (SR 91/Central Ave. and SR 91/Wilmington Ave.), as well as, the cost of any mitigations determined necessary by the Caltrans permit process, will be the responsibility of the developer.
- \* Any work or construction to occur within the State's right-of-way will require a Caltrans encroachment permit. If this is the case, we recommend early coordination with our Permits Branch to avoid any delays.

5-1  
5-2  
5-3

ORNIA REGIONAL WATER QUALITY CONTROL BOARD—  
 NGELES REGION

E PLAZA DRIVE  
 PARK, CALIFORNIA 91754-2154  
 '800



6

December 19, 1989

File: 700.322

Timothy O'Rourke  
 Associate Planner  
 City of Carson  
 P. O. Box 6234  
 Carson, CA 90749

DRAFT EIR - TECHNOLOGY BUILDINGS, LIGHT INDUSTRIAL USES, AND OFFICE  
 AND BUSINESS USES, DOMINGUEZ TECHNOLOGY CENTRE. SPICIFIC PLAN  
 #2-89: CITY OF CARSON

We have reviewed the subject document regarding the proposed  
 project, and have the following comments:

Based on the information provided, we recommend the following:

- We have no further comments at this time. 6-1
- The proposed project should address the attached  
 comments.

Thank you for this opportunity to review your document. If you have  
 any questions, please contact Eugene C. Ramstedt at (213) 266-7553.

JOHN L. LEWIS, Unit Chief  
 Technical Support Unit

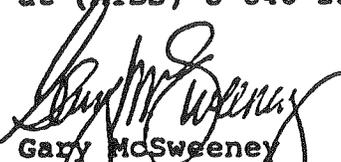
cc: Garrett Ashley, State Clearinghouse

(07-13-89)

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 DEC 22 1989

COMMUNITY DEVELOPMENT  
 DEPARTMENT

If you have any questions regarding this response, please call me at (MTSS) 8-640-2376 or (213)620-2376.



Gary McSweeney  
IGR/CEQA Coordinator  
Transportation Planning and  
Analysis Branch

cc: State Clearinghouse



COUNTY OF LOS ANGELES DEPARTMENT OF HEALTH SERVICES  
ENVIRONMENTAL HEALTH / HEALTH FACILITIES  
BUREAU OF ENVIRONMENTAL PROTECTION

2615 So. Grand Avenue, Room 450 in Los Angeles, CA 90007 in (213) 744-3251



7

December 15, 1989

Planning Division  
City of Carson  
P. O. Box 6234  
Carson, California 90749

Attention: Timothy O'Rourke, Associate Planner

Gentlemen:

**SUBJECT: DOMINGUEZ TECHNOLOGY CENTRE**

This is in response to your Notice of Completion for the Draft Environmental Impact Report (DEIR) for the above project.

**SOLID WASTE MANAGEMENT**

The DEIR (pg 128) states that the County of Los Angeles contracts with private waste haulers for the collection of refuse ("sewage" in the DEIR) in the City. This is not the case: All refuse collection activities in the City of Carson are regulated by the City. (In the unincorporated areas adjacent to the City, waste collectors are permitted by the County.)

7-1

The DEIR should have provided data regarding the projected volume of refuse from the project and the effect of this on available collection and disposal facilities.

7-2

Measures taken for waste reduction and recycling should be more specific. Recent legislation (AB 939), the California Integrated Waste Management Act of 1989, requires cities to prepare and implement recycling plans. The act also requires waste reduction or diversion to landfills - 25% by January 1995 and 50% by January 2000.

7-3

If you have any questions or wish additional information, contact our Solid Waste Management Program at 213-744-3261.

Very truly yours,

Jack Petralia, Director  
Bureau of Environmental Protection

J:Domtchct.eir

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DEC 19 1989

COMMUNITY DEVELOPMENT  
DEPARTMENT



# COUNTY SANITATION DISTRICTS OF LOS ANGELES COUNTY

1955 Workman Mill Road, Whittier, CA 90601-4998  
Mailing Address: P. O. Box 4998, Whittier, CA 90607-4998  
Telephone: (213) 699-7411, (213) 685-5217

CHARLES W. CARRY  
Chief Engineer and General Manager

8

November 13, 1989

File No: 8-00.04-00

Mr. Timothy O'Rourke  
City of Carson  
701 East Carson Street  
Carson, California 90745

Dear Mr. O'Rourke:

### Dominguez Technology Centre Specific Plan

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NOV 16 1989  
COMMUNITY DEVELOPMENT  
DEPARTMENT

The County Sanitation Districts received a Draft Environmental Impact Report for the subject project on October 27, 1989. We offer the following comments:

1. There are some errors in the statements concerning *Wastewater* under *Existing Conditions* and *Impacts* on pages 126 and 127. It appears there is some confusion regarding the responsibilities of the Sanitation Districts and those of the Los Angeles County Department of Public Works (DPW). Enclosed please find the pages with the errors highlighted and the suggested corrections written in red. 8-1

The Sanitation Districts are independent special districts providing water pollution control and solid waste management services under the authorization of the Sanitation Act of 1923. The Districts are not part of the County government. In regards to wastewater, the Sanitation Districts own, operate and maintain the major trunk sewers, lift stations and wastewater treatment facilities. DPW does own some local sewers which conveys wastewater to the Districts system. In addition, DPW also provides contractual service for operation and maintenance of local sewer lines for unincorporated territories or cities. There is no association between the County of Los Angeles and the Sanitation Districts, either administrative or financial. 8-2

2. A correction regarding *Solid Waste Disposal* under *Existing Conditions* on page 128 is needed; the rate for allowable waste per day at Puente Hills Landfill is 12,000 tons per day not 11,494 tons per day. Puente Hills Landfill limits incoming waste to 12,000 tons per day averaged over a six-day week, not to exceed 13,200 tons on any one day or 72,000 tons per week. 8-3

3. Enclosed please find copies of two previous letters sent by the Sanitation Districts commenting on the subject; however, these letters were not included among the correspondence in *Addendum 2* of *Appendices 1*. Please incorporate these letters in the report where appropriate. 8-4

4. Fifteen of the County Sanitation Districts have pooled their investment in wastewater treatment facilities. These fifteen Districts, known as the Joint Outfall Districts (JOD), are located in the central Los Angeles Basin and primarily serve the eastern and southern portions of the County. The JOD extend south and west from the San Gabriel Mountain foothills to the Palos Verdes peninsula, bounded to the east by San Bernardino and Orange counties and to the west by the 8-5

cities of Glendale and Los Angeles. The JOD have constructed an integrated network of facilities, known as the Joint Outfall System. The system consists of six treatment plants, over 1,000 miles of trunk sewer, 48 pumping plants and four submarine outfalls.

5. Because of the project's location, the flow originating from the proposed project would have to be transported to the Districts' sewer by local sewer which are not maintained by the County Sanitation Districts. The Districts own, operate, and maintain the main trunk sewer network which directly conveys wastewater flows to the treatment facilities. The City and/or the County Public Works Department are typically responsible for operation and maintenance of the local collection lines.

8-6

If you have any further questions, please contact the undersigned at (213) 699-7411, extension 2719.

Very truly yours,

Charles W. Carry



Gregory C. Delaney  
Project Engineer  
Financial Planning &  
Property Management Section

GCD:ms

Enclosure

ENVASSDORQUELTR



# COUNTY SANITATION DISTRICTS OF LOS ANGELES COUNTY

1955 Workman Mill Road / Whittier, California  
Mailing Address: / P. O. Box 4998, Whittier, California 90607-4998  
Telephone: (213) 699-7411 / From Los Angeles (213) 685-5217

CHARLES W. CARRY  
Chief Engineer and General Manager

September 28, 1989

File No: 8-00.04-00

Planning Division  
City of Carson  
701 E. Carson Street  
Carson, California 90745

Attn: Timothy O'Hanke  
Associate Planner

Gentlemen:

### Dominguez Technology Center Site Plan No. 2-89

The County Sanitation Districts received a Notice of Preparation of a Draft Environmental Impact Report for the subject project on September 11, 1989. The Districts have no objection to the project as proposed. All facilities in question either have adequate capacity to handle the expected flow, or will be expanded in the future to meet the community's needs. In addition to the comments the Districts previously submitted on the subject project to Mr. Robert Martinez (please see the attached letter dated March 24, 1989), we offer the following:

1. Any wastewater generated by the proposed project would discharge into the Del Amo Trunk Sewer, which is a 27-inch diameter vitrified clay pipe sewer line located in Del Amo Boulevard at Avalon. At this point the Del Amo Trunk Sewer has a capacity of 7.0 cubic feet per second (cfs). When last measured (3/11/89) the available capacity at this point of connection was under 4 cfs.
2. The wastewater will be treated at the Joint Water Pollution Control Plant (JWPCP) which is currently treating a wastewater flow of 379 million gallons per day (mgd). The JWPCP has a design capacity to treat 385 mgd.
3. The Sanitation Districts are empowered by the California Health and Safety Code to charge a fee for the privilege of connecting to the Sanitation Districts' sewerage system. This connection fee is required to construct an incremental expansion of the sewerage system to accommodate the proposed project which will mitigate the impact of this project on the present sewerage system. Payment of a connection fee will be required before a permit to connect to the sewer is issued.
4. A Districts' Permit for Industrial Wastewater Discharge may be required. The developers of the project will, therefore, be required to forward the final plans to the Districts so that a determination can be reached on this matter, prior to any construction. Further information on the permit may be obtained from the Sanitation Districts' Industrial Waste Section.

Planning Division, City of Carson

2

September 28, 1989

If you have any further questions, please contact the undersigned at (213) 699-7411, extension 2703.

Very truly yours,

Charles W. Carry



Paul A. Prestia  
Project Engineer  
Financial Planning &  
Property Management Section

PAP:jl  
Enclosure



8

*K. Martin*

## COUNTY SANITATION DISTRICTS OF LOS ANGELES COUNTY

755 Workman Mill Road, Whittier, CA 90601-4998  
Mailing Address: P. O. Box 4998, Whittier, CA 90607-4998  
Telephone: (213) 699-7411, (213) 685-5217

CHARLES W. CARRY  
Chief Engineer and General Manager

March 24, 1989

File No: 8-00.00-00

Mr. Robert L. Martinez  
W.R. Lind  
44 South Chester Avenue  
Pasadena, CA 91106

Dear Mr. Martinez:

Proposed Dominguez Technology Centre

This is in reply to your letter which was received on March 8, 1989. The Districts have no objection to the project as proposed. However, due to the magnitude of the estimated wastewater flow generated from the proposed development, the Districts request that we are notified prior to the commencement of each phase of construction. If and/or when the anticipated 4.757 c.f.s. wastewater flow materializes, the Districts may be required to relieve the Del Amo Trunk Sewer. If a master plan is available, at this time, for the subject project please forward a copy to the Districts. This information will aid the Districts in providing the necessary sewer capacity in a timely manner.

The Districts also offer the following reminder: The Sanitation Districts are empowered by the California Health and Safety Code to charge a fee for the privilege of connecting to the Sanitation Districts' sewerage system or increasing the existing strength and/or quantity of wastewater attributable to a particular parcel or operation already connected. This connection fee is required to construct an incremental expansion of the sewerage system to accommodate the proposed project which will mitigate the impact of this project on the present sewerage system. Payment of a connection fee will be required before a permit to connect to the sewer is issued.

If you have any further questions, please contact the undersigned at (213) 699-7411, extension 2703.

Very truly yours,

Charles W. Carry

Paul A. Prestia  
Project Engineer  
Financial Planning &  
Property Management Section

PAP:jm

cc: Dean Fuller

1. Landscape plans shall include automatic irrigation systems which ensure watering during early morning or evening hours to reduce evaporation losses.
2. The Building Department and the Planning Division shall review building plans for plumbing fixtures to ensure that water reducing measures are utilized (i.e., low-volume toilet tanks, flow control devices for faucets, etc.) as required by Title 24 of the California Administrative Code.
3. The use of drip irrigation systems should be considered in order to reduce water usage.

## WASTEWATER

### Existing Conditions

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

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

### Impacts

Project implementation will result in an estimated 234,959 gallons per day of wastewater generated from the site<sup>1</sup> (see Tables 22, 23). The exist-

---

<sup>1</sup> Based on 90 percent of water consumption.

ing <sup>DPW</sup> ~~Los Angeles County~~ sewer system is operating at maximum capacity. Additional parallel sewer lines will be constructed by the applicant to accommodate additional flows on a phased basis. With these additional improvements, an offsite main will be constructed in Central Avenue.

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

Table 22 ~~LOS ANGELES COUNTY SANITATION DISTRICT~~ DEPARTMENT OF PUBLIC WORKS  
DAILY WASTEWATER GENERATION

| Land Use         | Proposed Area (Sq. Ft.) | Daily Consumption (Gallons) |
|------------------|-------------------------|-----------------------------|
| Industrial       | 1,177,500               | 52,865                      |
| Technological    | 1,410,000               | 72,249                      |
| Office           | <u>951,500</u>          | <u>51,105</u>               |
| Daily Generation | 3,525,000               | 176,219                     |

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

Table 23  
CITY OF COMPTON DAILY WASTEWATER GENERATION

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

R.M.C., P.M.P., R.M., R.D.  
FAX: MIKE'S CITY (714) 261-2128

9



816 West Seventh Street, 12th Floor • Los Angeles, California 90017 ☐ (213) 236-1800 • FAX (213) 236-1825

EXHIBIT COMMITTEE

January 4, 1990

President  
Mike Antonovich, Supervisor  
Los Angeles County

Mr. Tom O'Roarke  
Associate Planner  
Community Development Department  
P.O. Box 6234  
Carson, CA 90749

First Vice President  
Christine Reed, Councilmember  
Santa Monica

Second Vice President  
John Flynn, Supervisor  
Ventura County

East President  
Tom Griffin, Councilmember  
Puera Park

Imperial County  
Abe Seabolt, Supervisor

Los Angeles County  
Deane Frana, Supervisor

Orange County  
Marrett Wieder, Supervisor

Riverside County  
Kay Cenkeros, Supervisor

San Bernardino County  
Jim Mikels, Supervisor

City of Imperial County  
(to be filed)

City of Los Angeles  
Tom Bradley, Mayor  
Los Angeles

Georgia Molina, Councilmember  
Los Angeles

Robert Farrell, Councilmember  
Los Angeles

City of Long Beach  
Clarence Smith, Councilmember  
Long Beach

Cities of Riverside County  
Jack Clark, Councilmember  
Riverside

Cities of San Bernardino County  
John Langville, Mayor  
Rialto

City of Ventura County  
John Mottin, Councilmember  
Santa Paula

Cities of Orange County  
Irwin Fried, Councilmember  
Yorba Linda

AT-LARGE DELEGATES

Sarah Bacharach, Mayor  
Rancho Palos Verdes

Robert Conroy, Mayor  
Laguna Beach

Judy Nisburger, Councilmember  
Moreno Valley

RECEIVED  
JAN 10 1990

COMMUNITY DEVELOPMENT  
DEPARTMENT

RE; Dominguez Hills Specific Plan

Dear Mr. O'Roarke:

On February 2, 1989, the Southern California Association of Governments (SCAG) adopted the Growth Management Plan (GMP 89) and the Regional Mobility Plan (RMP 89). These documents are integrally connected with the development of the Air Quality Management Plan (AQMP 89) for the South Coast Air Basin (adopted by SCAG and SCAQMD on March 17, 1989). Together, these plans make up the most comprehensive growth, mobility and air quality plans ever prepared for the Southern California region.

The project under review is considered a regionally significant project which has impacts on the region's ability to meet the policies and goals contained in the air quality, growth and mobility plans. For this reason, SCAG is providing the comments attached to this letter, and as a method of ensuring consistency between the project under review and the adopted regional plans.

9-1

Two important issues relating to the project deal with jobs/housing balance and transportation demand management concerns. The attached comments included here, have been generated by our growth management, transportation and environmental planning staff. These suggestions are not intended to be critical of the project, but rather to assist in ensuring that your project will not deter or preclude achievement of the adopted regional plans.

9-2

If you have any questions about these comments, please direct them to Mr. Phillip Fernando, or Mr. Todd Beeler of my staff at (213) 236-1800. Thank you for the opportunity to comment on this project.

Sincerely,

*Anna Baker*

Anna Baker  
Director, Environmental Planning

Attachment.

DELEGATES

Imperial County • Joande Vogel, Supervisor • Los Angeles County • Edmund Edrmas, Supervisor and Peter Schabarum, Supervisor • Orange County • Gaddi Vasquez, Supervisor • Riverside County • Melba Dunlap, Supervisor • San Bernardino County • Larry Walker, Supervisor • Ventura County • James Dougherty, Supervisor • Cities of Imperial County • Rancho Rodriguez, Councilmember • Westmorland • Cities of Los Angeles County • Vacant • C John Kanael, Mayor Pro Tem, Cypress • Cities of San Bernardino County • Larry Ridd • Richard Alatorre, Councilmember, Los Angeles • Michael Wee, Councilmember, Los Angeles • 253 • Vacant County • Richard Deisinger, Jr., Mayor, Corona • Cities of Orange County • Associate • Cities of Ventura County • Frank McDevitt, Councilmember, Ojai • Peter, Councilmember, Los Angeles • Long Beach 2nd Position Vacant • Vicky

COMMENTS

DOMINGUEZ SPECIFIC PLAN

1. The City should require that the applicant design a management strategy for funding the proposed Transportation Demand Management Programs. Such funding should be clearly identified prior to the issuance of any permits for the project. Also a fair share funding mechanism for mitigation measures should also be approved by the City prior to the issuance of any permits.

9-3

2. The City should require that the developer, through the City, secure the necessary agreements from CALTRANS regarding those mitigation measures that require the State's involvement.

9-4

3. In order to mitigate or avoid some of the impacts mentioned in the staff report, the approval of the TDM programs is considered vital, and is part of the compliance process for achieving air quality goals. Congestion at several intersections, as mentioned in the staff report, will cause major adverse impacts, unless TDMs are planned in advance.

9-5

4. Impacts have to be mitigated, and monitored by the applicant. There should be a record of such monitoring submitted by the applicant. This is required under State law, AB 3180 (Cortese).

9-6

7



STATE OF CALIFORNIA—THE RESOURCES AGENCY

*Amc, Dm, R, W, R, D*  
*Per: MICHAEL GUY 6/14/201-*  
GEORGE DEUKMEJIAN, *Contract 2-8*

DEPARTMENT OF CONSERVATION

DIVISION OF ADMINISTRATION  
DIVISION OF MINES AND GEOLOGY  
DIVISION OF OIL AND GAS  
DIVISION OF RECYCLING



1416 Ninth Street  
SACRAMENTO, CA 95814  
TDD (916) 324-3333  
ATES 484-2666

10

January 5, 1990

(916) 445-8733

Mr. Timothy O'Rourke  
City of Carson  
701 E. Carson Street  
Carson, CA 90745

RECEIVED  
JAN 11 1990

COMMUNITY DEVELOPMENT  
DEPARTMENT

Dear Mr. O'Rourke:

Subject: Draft Environmental Impact Report for the Dominguez  
Technology Centre, Specific Plan No. 2-89, SCH# 89010150

The Department of Conservation has reviewed the Draft Environmental Impact Report (EIR) for the Specific Plan No. 2-89, Dominguez Technology Centre project. We have the following comments on geotechnical and oil well issues.

GEOTECHNICAL

Strong Ground Shaking and Structure Design:

The primary geologic hazard at the project site is strong ground shaking from a major earthquake on the nearby Newport-Inglewood fault. The Draft EIR apparently has not evaluated the potential severity of ground shaking on the site using the most modern and accepted techniques. The Draft EIR indicates a maximum credible earthquake magnitude of 7 for the Newport-Inglewood fault, which is appropriate. However, the Draft EIR indicates a peak horizontal ground acceleration of 0.38g is expected at the site in the event of such an earthquake. This level of ground acceleration is too low and should be reevaluated.

10-1

The level of peak ground acceleration expected at a given site from a given earthquake source is generally estimated from seismic attenuation relationships developed from strong motion data recorded during previous earthquakes. The three attenuation relationships most commonly used in professional engineering geology/soils engineering practice are those developed by Seed and Idriss (1982), Campbell (1981), and Joyner and Boore (1981). Seed and Idriss (1982) allow modifications to the estimated accelerations due to various site soil conditions; the other relationships do not. The unmodified peak horizontal acceleration from a magnitude 7 earthquake on the Newport-Inglewood fault predicted for the site by all three attenuation relationships ranges between 0.65 and 0.7g. Use of the soil modification factors permitted by Seed and Idriss (1982) could reduce the peak acceleration to 0.52g. The U.S. Geological Survey published a detailed study of seismic ha 255 in the Los Angeles metropolitan

Mr. Timothy O'Rourke  
January 5, 1990  
Page Two

area in 1985 (Ziony, 1985). In the publication, attenuation relationships were presented which account for soil conditions common in the Los Angeles area (Joyner and Fumal, 1985). The use of these relationships indicate peak accelerations at the site of 0.56g for a magnitude 7 event and 0.46g for a magnitude 6.5 event on the Newport-Inglewood fault. The geotechnical report (Addendum 3) for the Draft EIR states that Seed and Idriss (1982) was used to obtain an estimate of 0.38g peak acceleration for the site. It is not clear how this value was derived, and, if it is to be used to characterize the site seismic shaking hazard, additional documentation should be provided in the Final EIR. 10-1

An accurate determination of the peak horizontal acceleration expected at the site is important to the seismic design of project structures. The Draft EIR indicates on page 28 that project construction "will meet or exceed" Uniform Building Code (UBC) requirements. The Draft EIR indicates on page 72 that mitigation for the impacts of strong shaking will include Building Department review of all building plans to "assure compliance with" the latest Los Angeles County Building Code as adopted by the City of Carson. It is assumed that the Los Angeles County Building Code includes all UBC requirements for earthquake-resistant structure design.

UBC separates the country into four seismic zones, based on the level of horizontal acceleration expected in each zone. In Seismic Zone 4, which includes the Los Angeles metropolitan area, UBC takes into account horizontal accelerations of approximately 0.4g in its earthquake-resistant design criteria. If accelerations greater than this occur, increased structural damage may occur even though structures are technically "built to code". We recommend that a structural engineer, experienced with earthquake-resistant design, review all project plans to determine the adequacy of UBC criteria for project structures, and to recommend appropriate design changes, if needed. 7

#### Secondary Seismic Impacts:

Although the site is not within an Alquist-Priolo Special Studies Zone, it is within the Newport-Inglewood fault zone. The Newport-Inglewood fault is interpreted to be a well defined feature at depth. However, movement at depth is not transferred uniformly to the surface. The resultant surface expression is a series of discontinuous fault segments within a broad zone of deformation (Ziony, 1985). Both the U.S. Geological Survey and DMG have published studies on the potential effects in the Los Angeles area of a large earthquake on the Newport-Inglewood fault (Ziony, 1985; Topozada, et al, 1988). In both of these studies, secondary ground deformation is considered likely to occur within the Newport-Inglewood fault zone. Significant ground rupture is expected to occur on identified segments of the fault, which are presently mapped within Alquist-Priolo Special Studies Zones. However, ground warping and minor ground rupture from 10-2

secondary faulting is expected at other locations within the fault zone. Because it is very difficult to predict exactly where such secondary deformation will occur within the fault zone, it may be difficult to develop appropriate mitigation for this hazard. The Final EIR should acknowledge the potential for this type of secondary ground deformation on the project site, and should present any appropriate mitigation measures.

10-2  
10-3

OIL WELL

The proposed project is located within the administrative boundaries of the Dominguez oil field. Presently, there are several abandoned, producing, and injection wells within the project boundaries. There are also several production and injection wells in close proximity to the subject project.

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

10-4

Under Section 3208.1 of the PRC, the reabandonment responsibilities of the owner/developer of a property upon which a structure will be located need extend no further than the property boundaries. However, if a well requiring reabandonment is on an adjacent property and near the common property line, the Division recommends that the structure be set back sufficiently to allow future access to the well.

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

Although the possibility for future problems occurring from oil and gas wells that have been plugged and abandoned or reabandoned to the Division's current specifications are remote, we, nevertheless, suggest that a diligent effort be made to avoid building over any abandoned well. If construction over an abandoned well is unavoidable, we suggest that an adequate gas venting system be placed over the well.

Because the proposed development is located in an oil field, development of this area will remove available surface land needed to recover oil resources. Therefore, provisions should be made to designate and set aside an adequate amount of land for future drilling sites so that

10-5

Mr. Timothy O'Rourke  
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Page Four

both shallow and deep oil resources can be recovered. Please refer to Division publication TR31, "Land Use Planning in Urban Oil Producing Areas", before making land use planning decisions. Without such provisions or other mitigations, the project would have a significant environmental impact on natural resources.

10-5

To ensure proper review of building projects within the subject area, the Division has available an informational packet entitled, "Construction Project Site Review and Well Abandonment Procedure." The packet outlines the information that a project developer must submit to the Division for review. Developers should contact the local building department for a copy of the site review packet.

10-6

Prior to commencing operations, the project applicant should consult with the Division of Oil and Gas district office in Long Beach for information on the wells located in the project area.

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

10-7

The developer must provide adequate clearance and access to the wells for well workover equipment. The wells should be provided with safety shutdown devices. Also, we recommend that all wells and associated equipment within the project site be enclosed by an eight-foot, block wall, with barbed wire on the inside at the seven-foot level. Suitable gates should be provided which are capable of allowing large workover equipment access into the well site. The grade within the enclosed areas should be constructed so that potential spillage will be confined to the enclosure. To restrict access, the placement of climbable landscaping around the perimeter of the oil field facility should be avoided.

10-8

The Division is mandated by Section 3106 of the PRC to supervise the drilling, operation, maintenance, and abandonment of wells for the purpose of preventing: 1) damage to life, health, property, and natural resources; 2) damage to underground and surface waters suitable for irrigation or domestic use; 3) loss of oil, gas, or reservoir energy; and, 4) damage to oil and gas deposits by infiltrating water and other causes. Furthermore, the PRC vests in the State Oil and Gas Supervisor the authority to regulate the manner of drilling, operation, maintenance, and abandonment of oil and gas wells so as to conserve, protect, and prevent waste of these resources, while at the same time encouraging operators to apply viable programs for the purpose of increasing the ultimate recovery of oil and gas.

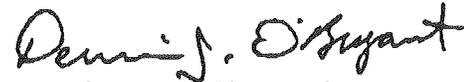
10-9

The scope and content of information that is germane to the Division's responsibility is contained in Section 3000 et seq. of the PRC, and administrative regulations under Title 14, Chapter 4, of the California Code of Regulations.

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If you have any questions regarding these comments, please feel free to contact me at (916) 322-5873.

Sincerely,

  
Dennis J. O'Bryant  
Environmental Program Coordinator

DJO:efh

cc: David C. Nunenkamp, Chief  
Office of Permit Assistance  
Zoe McCrea, Division of Mines and Geology  
Mike Stettner, Division of Oil and Gas

REFERENCES:

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19813 Dunbrooke Ave.  
Carson, CA 90746  
December 12, 1989

Chair and Members of the Planning Commission  
City Hall  
City of Carson  
Carson, Ca. 90749

RE: DOMINGUEZ TECHNOLOGY CENTRE  
288 ACRE SITE OWNED BY DOMINGUEZ PROPERTIES  
AND DOMINGUEZ ENERGY, L. P.

Dear Honorable Chair and Members of the Planning Commission:

I give you these remarks as an individual resident of north Carson. With only two days notice of the meeting, time has not allowed consultation with citizen groups.

People in north Carson have confidence in the intent of the developer to have a high quality development, in part because the developer will lease the land and retain ownership and have a long range view of preserving land values and quality of life in Carson. Thus, these remarks begin with some very positive assumptions.

Having said that, concerns do exist. The EIR for the project is defective in many important aspect, especially including its failure to outline alternative possible uses of the land. Oil refineries, factories, warehouses, and freeways alone do not a city make. Alternatives should consider some residential construction in the mix, perhaps including some lower cost housing that might appeal to university students, junior faculty, university employees, and senior citizen housing near the university. Also, a lot of the 14,000 people eventually employed as the Technology Centre is constructed will need reasonably priced housing. Not all of them will be highly paid executives.

11-1

Accordingly, the present plan appears unbalanced. The comments below are not to be read as an endorsement of it. If the plan proceeds, we are especially concerned about the industrial processes, coupled with the traffic, affecting ambient air quality.

11-2

Neighbors are concerned about dirt, dust, noise, vibration, fire, smoke, and possible movement of toxic material during years of construction, including construction around operating oil production machinery. The EIR is vague about these issues.

11-3

Considering the oil production and the earthquake faults, what are the dangers for the potential 14,000 employees and the residents nearby? We look forward to hearing from the fire department about this issue.

11-4

The City Council should reflect on the lack of housing in the city of Carson and consider whether a part of this site should be developed for residential use (p.30). It is futile to recommend that people live closer to their jobs if there are no houses, condos, or apartments close to their jobs. In making zoning and land use decisions, the city must reflect on the need for reasonably cost housing in Carson. If this large expanse of vacant land is to contain no residential units, the City Council should recognize that it will have to earmark other areas for housing. The EIR (p. 31) says that a "proper mixture of housing for the people working in Carson" is a requirement to move toward cleaner air. Is the developer inclined to develop any housing in the city of Carson? The EIR (p. 94) speculates that 48 percent of the employees will be expected to live within three miles of their job and "The close proximity of employees to the work place will continue to lower local air emissions." Close proximity? Lower air emissions? Who wrote that sentence? At p. 117 the EIR speculates that 40 percent would live within three miles of their work place. (We lost 8 percentage points between pages 94 and 117). I doubt that any reader of the EIR takes such comments seriously.

11-5

11-6

11-7

The city staff have objections with traffic, signals, access to freeways, medians, street widths, etc., all of which does not have to be repeated here.

The EIR traffic study (p. 101) projects 42,590 daily trips with only 4,470 at the morning and again at the evening peak hours! With 14,000 employees there will probably be about twice that number of trips (employees, trucks, customers, salespersons, service personnel, landscapers, security vehicles, etc.) at the peak hours. Traffic Engineers should not allow hope to prevail over experience! Even a highly paid Traffic Engineer is probably not able to eliminate peak traffic periods as was attempted in the EIR.

11-8

The Tables in the Traffic Plan indicate serious traffic problems will exist where Wilmington intersects with the 91 Freeway and Del Amo and University Drive. Problems will also exist at Victoria and Central as well as Avalon and University (even if the Carson Planning Department does not convince us to allow a McDonald's restaurant at to that intersection with only seven parking spaces). We should assume that the conditions will be worse than those projected by the Traffic Engineer study, as the Traffic Engineer is paid to put the best possible face on the project and as the Traffic Engineer did not take proper account of the fact that the university will probably double in size in the next fifteen years. The university traffic will mainly impact the same routes and intersections as this project.

11-9

The discussion of Off-site Mitigation Measures in the Traffic Document (p. 41) access to the 405 from Wilmington is not discussed. This is a difficult problem now. What will public authorities do to mitigate the problems of additional heavy traffic? Also, what will be done to deal with the increased east and west traffic being blocked by the trains along Alameda? One planned overpass is not going to be adequate.

11-10

The EIR is inadequate on the issue of local traffic problems. It says (p. 25) that: "... mitigation measures will be instituted in

11-11

accordance with the traffic study prepared for this project." Some of the mitigation measures in the study are voluntary and/or leaves enforcement up to the Southern California Air Quality Management District.

11-11

The EIR says that it plans a "voluntary" Transportation Demand Management Program. If it is voluntary and not required by terms of leases or real estate sales contracts, we should not assume that the program will have much of an effect upon reducing traffic. For example, would the developer have any control over whether or not the occupants organized flex-time working schedules? (p. 17)

If the developer has that effective influence, could the developer encourage the occupants to employ qualified people living in close proximity to the site? If we are to avoid dangerous air quality and traffic grid lock in the Los Angeles basin, people are going to live closer to their job sites. We hope that the 14,000 people to be employed at the site will not each get in a separate gas guzzler and drive vast distances on the freeways. Neither the air nor the freeways can tolerate much more such "progress".

The EIR is full of general cliches such as: "Existing public transit services could be modified and expanded to serve the project site" (p.17). Such "jello" language may have been left over in the computer from an earlier EIR. What the reader would like to know is: what criteria is applied by the RTD to extend bus service? Would the area meet the criteria for the service?

11-12

To preserve the quiet of the residential areas, heavy truck traffic should be prohibited on Central Avenue south of University Drive and on University Drive between Wilmington and Avalon. It is noted that there are not outlets from the project directly on to University Drive and that buildings will be no closer than 100 feet to University Drive and parking no closer than 25 feet. Those are helpful buffers between the project and the residential area to the south. Will the existing type of fence be extended West down to Central Avenue as a buffer?

11-13

Prior to development the support commercial activities along Central Avenue should be the subject to extensive public comment to encourage commercial development compatible with the university campus and the residential area.

11-14

There is no maximum building height. It is recommended that some reasonable limit be established which could be increased later after public comment.

11-15

The Landscape Concept (p. 51) sounds good. However, the Los Angeles basin probably faces serious water shortages in the coming decades. It would be realistic to have a landscape concept that uses a little water as possible. The drip irrigation systems are to be encouraged. It would be a waste to spend a lot of money on landscaping that could not be adequately irrigated in the future.

11-16

Will the development of the land with streets, lots, buildings, cause more or less runoff into surrounding areas? Will the storm drains and retention basin really reduce downstream water flow? Will the

11-17

retention basins be kept empty (and even pumped out if necessary) as the rainy season approaches, so the basins will be available to catch heavy rains? 11-17

The EIR at p. 129 say that the sewage lines are already "operating at capacity"? What are the implications of that for the 235,000 gallons of water to be used daily at the site? Will streets have to be torn up to add sewage lines? 11-18

The EIR (p.29) says that the plan does not include any on site recreational amenities. Perhaps some type of small park should exist around the collection pond with walking and jogging routes. (This would become more important if the site contained some residential units). 11-19

The California Environmental Quality Act requires the city to balance the benefits of the proposed project against its unavoidable environmental risks in determining whether to approve the project. The EIR does not adequately present a risk-benefit-mitigation-alternatives analysis. Also, the EIR is required to indicate the "areas of controversy known to the Lead Agency". The CEQA Guidelines at 15126 (d) (3) provide that: 11-20

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

The EIR and proposed project are not yet presented in a way to allow the city to react with the findings required by law.

I ask that my written remarks be made part of the official record in this matter.

Sincerely,



Gary Colboth

*RMC, RW, P&P, RD*

*Fax: Bob Brown (714) 755-8290  
Mina Dopy (714) 361-2128*

# Planning Consultants Research

12

Environmental, Economic, and Development Research for Land Use and Real Estate Decisions

January 16, 1990

Mr. Patrick Brown, Director  
Department of Community Development  
701 East Carson Street,  
P.O. Box 6234  
Carson, California 90749

**RE: REVIEW AND COMMENTS CONCERNING "DRAFT SPECIFIC PLAN AND ENVIRONMENTAL IMPACT REPORT FOR DOMINGUEZ TECHNOLOGY CENTER"**

Dear Mr. Brown:

Pursuant to your request, we have reviewed the document referenced above together with two associated volumes, Appendices 1 and Appendices 2, and are submitting our comments herein.

As a general observation, the document's environmental component is presented with numerous conclusionary assertions leaving the reader unable to verify conclusions with sufficient evidence within the documentation. References regarding sources and/or source materials as well as supporting logic and data are not consistently presented. An EIR is by statute an informational document intended to provide decisionmakers and the interested public alike with a reasoned understanding of a project's environmental implications. Clearly, no such understanding is possible if the reader cannot make the assessment through from the question of "What project impact?" to analysis to conclusion. EIRs relying excessively on conclusionary documentation have been routinely rejected by the courts in case law pursuant to the California Environmental Quality Act.

More specific concerns are presented here following, with more basic issues raised first:

- 1) At page 57, the EIR is identified as a Program EIR regarding the proposed Specific Plan and the need for subsequent environment review of subsequent actions such as Tentative Parcel Maps, Use Permits, etc. is to be assessed in future upon submittal of such applications. However, it is our understanding that this project seeks approval of a Development Agreement (D.A.). D.As are discretionary actions and, as such, are subject to environmental review pursuant to CEQA. The DEIR does not identify a D.A. as a relevant action; yet a D.A. cannot be approved

12-1

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without certification of appropriate environmental documentation. Moreover, approval of a D.A. in this case would be expected to constrain the City's discretion in reviewing subsequent actions regarding the project site. Thus, a first concern would be that the interested public and Responsible Agencies have not had an opportunity to review this DEIR in light of the D.A. action, a fact that may well require recirculation prior to approval of a D.A.

12-1

2. A second concern is that a D.A. should be evaluated by a project level EIR not a Program EIR because the D.A. precludes the City's discretion in subsequent actions. As a result, the level of specificity in the underlying Specific Plan and the level of analysis in this DEIR would need to be refocused to characterize and evaluate a specific project.

12-2

3. Throughout the impact analyses within the DEIR conclusions regarding the significance of project impacts are presented. However, definitions of a significant impact are almost never provided. What are the definitions of significant impact utilized in this document and what are the respective origins?

12-3

4. The selection of project alternatives should reflect two general criteria. First, does the alternative mitigate the significant impacts of the project? Second, is the alternative consistent with the basic objectives of the project? Because the identification of significance thresholds is rarely given in this document, a clear understanding of the significance of the project's impacts is not possible. Therefore, not only can a clear comparison of alternative impacts to project impacts not be made, but a review of alternatives which might have some hope of mitigating significant project impacts is not possible. Furthermore, the applicant's project objectives are not provided so that no evaluation of alternatives in the context of project objectives is possible. The Specific Plan appears to be grounded in a listing of Carson General Plan goals, as opposed to the unique objectives of the applicant, an approach which could well be expected to lend itself to a wide band of alternative concepts on the property.

12-4

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5. The courts have recently been compelling the consideration of alternative sites within DEIRs. No such assessment or presentation of why such assessment should not be undertaken is presented in this DEIR. 12-5
6. At page 21, the document notes that a General Plan Amendment will be processed in future to amend the Circulation Master Plan designation for Central Avenue. Because a Development Agreement can only be approved with a finding of consistency with the General Plan, approval of the D.A. may not be possible until the Amendment is adopted. Thus, an internal procedural conflict may exist between the DEIR, the D.A. and Amendment. 12-6
7. EIRs are required to consider project impact in the context of cumulative impacts. With respect to transportation, a total of four (4) related projects are identified for purposes of cumulative impact assessment, all occurring in the immediate project locale. For a project of this scale, a much broader search for related projects seems appropriate. At the very least, some sort of annual growth factor to account for traffic generation attributable to unidentified projects would be appropriate. 12-7
8. Analyses of cumulative impact on the non-transportation issues is cursory and generally conclusionary. 12-8
9. An exhibit or figure illustrating the geographic relationship between the project site and jurisdictions in the greater project locale would be useful. 12-9
10. At page 7, it is indicated that "market/economic conditions" influenced the Specific Plan. The respective conditions should be cited and documented. 12-10
11. At page 12, an important component of the Specific Plan is identified as the flexibility to incorporate changes based on market conditions. What are the consequences if the land use mix changes from 40% technology/ 30% industrial/ 30% office to 30%/40%/30% or 30%/30%/40% or to some other mix. 12-11

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12. How much retail commercial is proposed? What retail uses which are not entirely dependant on trade from other project uses would be permitted? What are the impacts of such developments? 12-12
13. What profile of impacts would result if uses like hotel or retail suitable for office park are permitted within the project and how do those impacts compare with the project's impact profile as presented in the DEIR? 12-13
14. What impacts result from no maximum height limit and no rear or side yard setbacks. 12-14
15. In all instances where site development standards are indicated as being at the discretion of the developer, what City regulatory mechanisms are proposed to insure implementation? 12-15
16. What is the origin and support for the parking standards proposed at page 40? All seem low for a project which is proposed with overwhelming reliance on the automobile. 12-16
17. Under "Architectural Criteria," the document indicates at page 49 that "All buildings are to be designed in good taste with an emphasis on quality." What do such buildings look like? 12-17
18. Are the buffering strategies along Central Avenue and University Drive determined to be effective? If so, how? 12-18
19. Exhibit 4 identifies surrounding land uses within 200 to 300 feet of the project site. The local land-use context should be extended by at least the dimensions of the site, itself. 12-19
20. A map of the locations of study intersections in the transportation analysis would be useful. 12-20
21. How would project trucks and other vehicular traffic be restricted to major highways be accomplished, as suggested at page 15? 12-21

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- 22. What mitigation potential is predicted from a TDM Program which is "voluntary" and "may include some or all" of a list of measures, and why? 12-22
- 23. The proposed Specific Plan's infrastructure component is indicated to have been designed "to provide an appropriate level of service for the maximum intensity of planned development." What are "appropriate levels of services" and what is the "maximum level of intensity of planned development"? The project is indicated to be limited to the traffic generation of 4.7 million square feet. However, impacts of more development on other environmental systems is not considered. 12-23
- 24. How much grading is proposed? Will it balance on-site? What impact on existing topography? 12-24
- 25. Will utilities be underground or above grade? 12-25
- 26. What functional relationships can be expected between the project and surrounding land uses, with what resulting compatibility? 12-26
- 27. Are there detention basins or retention basins proposed for Drainage Area A? 12-27
- 28. What drainage impacts are projected downstream from each on-site drainage area? Are facility capacities adequate? 12-28
- 29. It is noted at page 77 that the applicant should consult with the California Department of Fish and Game regarding the need for 1601-1603 permits. Consultation with the U.S. Army Corps of Engineers may also be necessary to determine the Corps' jurisdiction. 12-29
- 30. Is the ravine bottom a riparian wetland? 12-30
- 31. When were biotic/habitat surveys done? For how long? 12-31
- 32. The SCAQMD has already adopted the Air Quality Management Plan for the South Coast Air Basin. 12-32

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33. Where is the site relative to other air quality monitoring stations than the one in North Long Beach? How far away is the North Long Beach Station? 12-33
34. What effort was made to identify other sensitive air pollution receptors than adjacent to the site? 12-34
35. What amount of fugitive dust emissions can be expected from the project? 12-35
36. In Table 6, the title citation of "Maximum Eight Hour PM Peak" carbon monoxide concentrations (CO) appears to be a contradiction in terms. For what year in the future was the analysis conducted? The analysis should evaluate both eight-hour and one-hour CO concentrations relative to ambient air quality standards. What is the basis of ambient concentrations of 9.57 ppm in 1987 and 6.9 ppm in 1992? What would future condition concentrations be without the project? What meteorological, trip generation, and trip length assumptions were made in both the regional burden and local CO analyses? Given criteria presented at page 88, the project's impacts appear to be clearly significant. Were they concluded to be significant or non-significant? 12-36
37. Since the project's impact on ambient air quality is not identified as significant or non-significant, the adequacy of the mitigation program cannot be assessed. 12-37
38. What trip generation assumptions were made for the proposed retail uses? 12-38
39. Why was project trip generation based on a single project for each use type? The resulting rates appear to yield significantly lower generation volumes than larger more conventional data bases. 12-39
40. Is project build-out expected over a ten-year period? If so, ending when? 12-40

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41. Based on the evidence presented in Tables 14 and 15, the project can be expected to have very significant impacts at multiple intersections during both AM and PM Peak hours in the absence of mitigation. What jurisdictions must approve each mitigation measure and what would consequences be of a failure to do so? What impacts occur at intersections farther from the site? Why was the analysis restricted to the 11 intersections presented? 12-41
42. What impacts are predicted on the mainline Harbor (I-110), San Diego (I-405), and Artesia (S.R. 91) freeways? 12-42
43. The output from the FHWA Highway Traffic Noise Prediction Model is in the form of Day-Night levels ( $L_{dn}$ ) rather than Community Noise Equivalent Levels (CNEL). How was the conversion made? What impact does project have on non-traffic noise sources? Why weren't ambient levels monitored to calibrate the model? 12-43
44. How were sensitive receptor sites selected for the noise analysis? 12-44
45. What data assumptions were made to yield the output presented in Table 19? 12-45
46. What impact does the project have on the City's jobs/housing ratio? It would appear to increase it by approximately one-third to levels well outside of balanced conditions presented at page 116. If the City has a low residential vacancy rate at present (2.4% at page 116), what impact on local housing availability and pricing can be expected due to a project increase in City employment population of approximately one-third? 12-46
47. At page 117, a "market overview of the project" is referenced. Is that document part of the EIR? How many retail employers are predicted? 12-47
48. From what geographic area can the existing site be seen? Given that no maximum building height standards are proposed, from what geographic areas could five-, ten-, and 25-story buildings be visible? What would the aesthetic compatibility of such structures be with surrounding land uses? 12-48

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- 49. What does "edge treatment" as cited at page 120 mean, and how would it mitigate potentially significant project visual impacts? 12-49
- 50. What is factual and analytical basis of conclusions regarding project impacts on fire and police services? 12-50
- 51. What is factual and analytical basis of conclusions regarding project impacts on water and sewer systems? 12-51
- 52. At pages 128 and 129, project solid waste of 11,849 tons per day is presumed to be sent to Puente Hills Landfill which has daily capacity of only 11,494 tons per day and is scheduled to close in 1993 unless its operating permits are extended. How is this information reconciled? 12-52
- 53. What mitigation value is expected by providing each individual employer within the project with a copy of the County Solid Waste Management Plan? 12-53
- 54. What secondary project impacts might be expected on local school enrollments? 12-54
- 55. The project site has apparently been subject to oil field production for some 60 years or more. During this period, substantial hycarbon contamination is likely to have occurred. Why were the issues of Risk of Upset and Public Health and Safety not evaluated in the document? What remediation program is proposed? What effects on produced used might be expected? 12-55
- 56. The DEIR does not clearly identify those impacts found to be significant as meant by CEQA, with and without mitigation. They should be definitively listed. When will a mitigation monitoring program be prepared pursuant to AB3180? 12-56
- 57. How does the No Project alternative relate to project objectives? 12-57
- 58. Alternative 1 indicates that the office component of the project is 27% whereas the Specific Plan at page 12 indicates 30%. What is correct? 12-58

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- 59. How do the impacts of Alternatives 1 and 2 compare to those of the project? 12-59
- 60. What growth-inducing impacts should be attributed to the introduction of some 14,000 new employees? 12-60
- 61. At page 142, the DEIR seems to refer to unidentified related projects in the Cities of Compton, Long Beach and Lawndale. These should be identified. 12-61
- 62. At page 149, a "minor revision" in the Specific Plan Amendment Process is identified as, among others, an "increase in the total maximum building floor area within the Specific Plan by not more than ten (10) percent." It should be noted that ten percent of 4.7 million square feet, or 470,000 square feet, could well exceed State CEQA Guidelines definitions of Projects of Statewide, Regional, or Areawide Significance. 12-62
- 63. What is the logic and factual basis supporting the approach to municipal cost forecasting in the DEIR? Why is it assumed that municipal cost accrue evenly regardless of land use, location or other conditions? 12-63
- 64. What is factual basis supporting the estimates of City property Tax, sales tax, and other tax revenue cited in Table II? 12-64
- 65. How would existing municipal spending limits (Gann Act) effect the receipt of additional municipal revenue in conjunction with this project? 12-65

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Mr. Brown, the foregoing represents the results of our review of the Draft Specific Plan and Environmental Impact Report for Dominguez Technology Center. In short, there appears to be a clear need to review the documentation relative to its purpose, to insure that the City as Lead Agency understands the project's environmental implications and to satisfactorily document whatever action the City may wish to take on this project. We will be pleased to confer with you and/or your staff further in this regard at your direction.

Sincerely,  
PLANNING CONSULTANTS RESEARCH



Gregory J. Broughton  
Principle



Bruce Lackow  
Project Manager



# CITY OF COMPTON

13

January 16, 1990

Mr. Timothy O'Rourke  
City of Carson  
701 East Carson Street  
P.O. Box 6234  
Carson, Ca 90749

**RECEIVED**  
JAN 18 1990

COMMUNITY DEVELOPMENT  
DEPARTMENT

Re: Comments Regarding the Environmental Impact Report  
for the Dominguez Technology Centre/ Specific Plan  
No. 2-89

This letter serves as a response to the Draft Environmental Impact  
Report (DEIR) for the Dominguez Technology Centre/ Specific Plan No.  
2-89. The City of Compton hereby responds with the following  
comments and questions:

1. In regards to the traffic impacts identified in the DEIR, the  
cumulative increase in traffic as it relates to development in  
Compton and other surrounding areas must be addressed in  
detail. How will the traffic in Compton be impacted ( in  
particular on Central Avenue, Wilmington Avenue and Victoria  
Street).

13-1

The City of Compton disagrees with the recommendation to  
down scale Central and Wilmington Avenues to secondary  
highways. Compton is counting on these arterials to be  
upgraded to major highway standards. This issue must be  
addressed in the DEIR.

13-2

In general, the DEIR does not adequately address the level of  
service when the relative Compton area is built out at the same  
time as the Dominquez Technology Centre and other  
surrounding Carson land uses.

13-3

2. The DEIR does not adequately address the cumulative impact on the City of Compton

a. How will this project impact Compton's industrial and commercial base?

13-4

b. How will the City of Carson mitigate these impacts on the City of Compton?

3. How does the specific plan and DEIR relate to Compton's General Plan and the County's General Plan?

13-5

The City of Compton requires more time to assess the impact of this proposal on its environment and citizenry. It is requested that the City be granted two additional weeks to complete its response to the said documents.

13-6

Sincerely,

  
HOWARD CALDWELL  
CITY MANAGER

14

California State University  
Dominguez Hills



The Vice President  
Carson, California 90747

December 22, 1989

Ms. Sheri Repp, Acting  
Community Planner  
City of Carson  
701 East Carson Street  
P.O. Box 6234  
Carson, California 90749

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DEC 26 1989

COMMUNITY DEVELOPMENT  
DEPARTMENT

Dear Ms. Repp:

Thank you for the opportunity to comment on various issues raised in your letter of December 14, 1989, related to the specific plan for the Dominguez Technology Center (DTC).

The university is generally pleased with the proposed development of the DTC. We are particularly interested in seeing businesses and industry brought into this development that would provide the opportunity for developing mutually beneficial relationships with the university. A good example of this kind of relationship is the one we have been able to develop with the first major tenant, TRW. TRW has provided us with computers, internships, and professional services in our educational programs. Recently, a \$1 million grant from TRW was announced in support of the California Academy of Math and Science which will be established on this campus. The university has provided access to library and recreational facilities and campus events. We are convinced that the proposed development will provide many additional opportunities for developing these kinds of relationships.

14-1

In response to the specific issues you raised, I would like to provide you with the following comments:

- 1) The ability of the University to provide on-site recreational facilities for a potential 14,000+ employee base at DTC, both now and in the future:

University grounds and recreational facilities are available to University students, staff, and faculty and others with appropriate I.D. card evidencing approved affiliation with the University and arranged usage of specific facilities. Although the University has affiliation opportunities and makes special arrangements for individuals not related to the university to use its facilities, University use of facilities obviously takes precedence. The University currently does not have recreational facilities to support a 14,000+ employee base even under special arrangement. In fact, own use of these facilities is increasing as enr 276 grows.

14-2

- 2) The types of industrial uses that DTC could or should provide along the proposed extension of Central Avenue, the height of building, the setback from the street (75 feet like the University?):

For the reasons stated in the 12/12/89 Staff Report to the Planning Commission, the University would find it desirable to minimize warehousing, distribution centers, and other light industrial uses immediately adjacent to Central Avenue and rather encourage technology, office and commercial uses. In addition, the University would find it desirable to have a 75 foot setback along the portion of Central Avenue which is adjacent to University land master planned for on-campus housing.

14-3

- 3) The participation of the University as it relates to the construction of the proposed portion of Central Avenue. Possibly sell or create an easement?:

Although the University campus does not have the authority to grant an easement, that is the prerogative of the Trustees of the California State University, it would be most willing to recommend such to the Trustees for construction of a portion of the proposed extension of Central Avenue. As we have indicated earlier, there is no source of funds available for the University to pay for the development of the west side of Central.

14-4

- 4) Retaining the Class 1 bicycle route on Central Avenue and establishing such a route on the University property adjacent to Central:

The University would find it desirable to establish a Class 1 bicycle route on its property adjacent to Central, but has no funds available for construction.

14-5

- 5) The inclusion of the raised landscape median on Central Avenue, Victoria, and University:

From an aesthetic and safety standpoint it would be desirable to include raised medians provided they do not obstruct ingress and egress to current and master planned entrances and exits to the University campus.

14-6

- 6) The proposal to downgrade Central Avenue to an 80 foot secondary highway:

The University does not have the expertise and experience of traffic engineers and consultants on this matter and therefore cannot comment on the technical impact. We are concerned that the design and width of the street accommodate the traffic that will eventually use Central.

14-7

- 7) The ability of the University to provide and maintain, even expand child care facilities on campus:

We have had considerable discussion with the developers about the possibility of a university-operated child care center. One of the assumptions is that the private sector would fund the construction of the facility and in turn a number of spaces would be available to the developer's tenants.

14-8

I want to share two additional concerns. Since the university already has student housing on the eastern portion of the campus and is presently developing plans for expanding housing in that area we feel it would be desirable to have a sidewalk on the west side of Central. We are also concerned that proper access to the campus be available from Central. A University street has been in place since 1965 to the anticipated location of Central. When that connection is completed it will provide badly-needed access for delivery vehicles, employees, students, and visitors to the campus.

14-9

Please do not hesitate to call me at 516-3750 if you require clarification of the above.

Sincerely yours,



David J. Karber  
Vice President, Administration

cc: President Detweiler  
Ms. Coda-Messerle

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DEC 26 1989



COUNTY OF LOS ANGELES DEPARTMENT OF HEALTH SERVICES  
 ENVIRONMENTAL HEALTH / HEALTH FACILITIES  
 BUREAU OF ENVIRONMENTAL PROTECTION  
 2615 So. Grand Avenue, Room 450 ■ Los Angeles, CA 90007 ■ (213) 744-3251



15

December 22, 1989

Planning Division  
 City of Carson  
 P. O. Box 6234  
 Carson, California 90749

Attention: Timothy O'Rourke, Associate Planner

Gentlemen:

**SUBJECT: DOMINGUEZ TECHNOLOGY CENTRE**

This is in response to your Notice of Completion for the Draft Environmental Impact Report (DEIR) for the above project.

**SOLID WASTE MANAGEMENT**

The DEIR (pg 128) states that the County of Los Angeles contracts with private waste haulers for the collection of refuse ("sewage" in the DEIR) in the City. This is not the case: All refuse collection activities in the City of Carson are regulated by the City. (In the unincorporated areas adjacent to the City, waste collectors are permitted by the County.)

15-1

The DEIR fails to adequately address the significant impact 11,849 tons per day would have on existing solid waste facilities (page 129). The Western Waste Transfer Station in the City of Carson is limited to 3,000 tons per day. The combined capacity of transfer stations in the area do not have the capacity to handle the anticipated volume of refuse to be generated by this project. Specific measures must be proposed addressing this impact on solid waste facilities.

15-2

Recent legislation (AB 939), the California Integrated Waste Management Act of 1989, requires cities to prepare and implement recycling plans. The act also requires waste reduction or diversion to landfills - 25% by January 1995 and 50% by January 2000.

15-3

If you have any questions or wish additional information, contact our Solid Waste Management Program at 213-744-3261.

Very truly yours,

Jack Petralia, Director  
 Bureau of Environmental Protection

J:Domtchct.eir

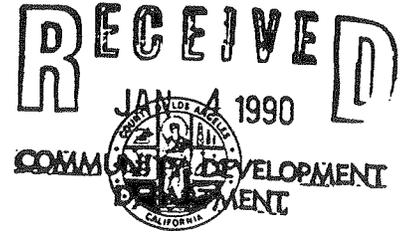
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 DEC 28 1989

COMMUNITY DEVELOPMENT  
 DEPARTMENT



SHERMAN BLOCK, SHERIFF

County of Los Angeles  
Office of the Sheriff  
Hall of Justice  
Los Angeles, California 90012



16

January 4, 1990

Mr. Timothy O'Rourke  
Planning Department  
City of Carson  
701 East Carson Street  
Carson, California 90745

SUBJECT Specific Plan No 2-89--Dominguez Technology Center

Dear Mr. O'Rourke:

This office has reviewed the text of the Environmental Impact Report (E.I.R.) and appendices I and II, which you forwarded to us. Sergeant Ken Fitzpatrick from our traffic office has reviewed the traffic flow, E.I.R. Appendix II.

Traditionally, new industrial complexes or individual businesses opening in any area are tested by the criminal element and are, for a period of time, heavily victimized. All businesses go through a period of "target hardening". This adjustment period places an extreme burden on station resources from patrol deputies to secretarial staff. We would like to minimize this impact by incorporating some relatively inexpensive and effective design characteristics into the entire project. Due to the size of this project, these design characteristics are essential.



16-1

The E.I.R.'s you forwarded to us do not provide enough specific information regarding intended landscaping, fences, roofs, parking lots, doorways/porches, windows, security shrubbery or exterior lighting levels. Generally speaking, our recommendations regarding these areas are as follows:

**Landscaping:** No berm or slope should be high enough to block the view from the street of a significant portion of any building or parking area. This is usually not higher than 36

O'Rourke  
January 4, 1989

-2-

inches from street level.

**Fences:** All fencing should provide a physical barrier to unauthorized entry but allow for a view of the interior of the fenced area. This can be done aesthetically utilizing a combination of cinderblock posts and wrought iron grill work. There are several options which could achieve the same objective.

**Roofs:** All roofs should be free of any man-made or natural ladders such as trees.

**Parking Lots:** Visibility into parking lots should be maintained by use of low shrubbery and/or trees which are trimmed up at least 6 feet from ground level. Trees should not be placed where they interfere with any lighting.

**Doorways/Porches:** Visibility into and around doorways and porches should be maintained by utilizing low shrubs.

**Windows:** Visibility into and around windows should be maintained by utilizing low shrubs.

**Security Shrubbery:** As many shrubs as possible should have prickly leaves or thorns. (see list)

**Exterior Lighting:** Lighting should be maintained at a minimum of 2 foot candles at ground level during hours of darkness. (Measured at the outside edge of the lightband or the center or any overlap with a light meter scaled at 0.01-50)

After a thorough review by Sergeant Fitzpatrick, several major areas of concern have been identified.

First, we feel that the proposed portion of Central Avenue, south of Victoria St., be designated as a major highway and not downgraded as proposed to a secondary highway. This route will become a major arterial highway to and from the 91 Freeway. The proposal to designate this as a non-truck route will result in excessive truck traffic on Wilmington Avenue. Additionally, past experience indicates that truckers will ignore a non-truck designation for the sake of convenience for the relatively short distance involved from Victoria Avenue to the entrances of the proposed technology center on Central Avenue.

Additionally, we would like to see traffic lights controlling all left turns into and out of the proposed technology center. Exhibit 9 of the E.I.R. displays two (2) major

16-1

16-2

16-3

O'Rourke  
January 4, 1989

-3-

entrances from Victoria Street, two(2) major entrances from  
Wilmington Avenue, and three (3) major entrances from the  
proposed Central Avenue. These entrances should be  
controlled by traffic lights and have large left turn bays  
for tractor-trailer rigs. All the other secondary or parking  
lot entrances should allow for right turns into and out of  
the center. The installation of raised center concrete  
medians on Central Avenue and Victoria Street will guarantee  
drivers' compliance with authorized turning maneuvers.

16-3

If we can be of further assistance, please call Deputy Harry  
Bovie at (213) 830-1123 ext. 228.

Sincerely,

SHERMAN BLOCK, SHERIFF



Ed Padias, Captain  
Commander, Carson Station



Gary S. Spivack  
Director of Planning

November 8, 1989

RECEIVED  
NOV 16 1989  
COMMUNITY DEVELOPMENT  
DEPARTMENT

Mr. Timothy O'Rourke  
City of Carson  
701 East Carson Street  
Carson, CA 90745

Dear Mr. O'Rourke:

Thank you for providing the Southern California Rapid Transit District (SCRTD) the opportunity to comment on the Draft Environmental Impact Report (DEIR) for the Dominguez Technology Center Project. SCRTD has reviewed the DEIR and offers the following comments and concerns.

SCRTD staff previously reviewed and commented on the Notice of Preparation for the DEIR in letters dated May 3, 1989 and October 12, 1989 and appreciates your incorporating the mitigation measures suggested. We have reviewed the DEIR and note two matters of concern.

First, SCRTD prefers that all bus stops be placed far side of an intersection with a distance of 150-250 feet between the intersection and the nearest driveway. Furthermore, it is preferable for the stop to be placed in the right lane rather than having a bus turn-out. The proposed project frontage along Victoria Street and Wilmington Avenue would appear to satisfy this criteria (Specific Plan/EIR, Appendix 2, page 36).

17-1

Secondly, transit buses under present service policies do not make right turns around or into a proposed project area. However, if a transit bus were scheduled to make a right turn, then a 32 foot curb return radii would be required for safety purposes, not the 20-25 foot radius shown (page 36).

17-2

Please forward a copy of the FEIR once it becomes available. SCRTD is willing to cooperate with the developer and the City of Carson on any transit-related aspects of the project. If you have questions on this or other related matters, please contact Dana Woodbury at (213) 972-4841.

17-3

Sincerely,

Gary S. Spivack

18

1000-0381

CITY OF CARSON

## INTERNAL MEMORANDUM

|  |   |
|--|---|
| <b>TO:</b> Sheri Repp<br>Associate Planner | <b>FROM:</b> Kevin G. Ennis <i>KGE</i><br>Assistant City Attorney |
|--|---|

**SUBJECT:** Airport Land Use Commission

**DATE:** 1/31/90

Our office would like to obtain input from representatives of Dominguez Properties as to the effect of recent amendments to statutes governing the Airport Land Use Commission (California Public Utilities Code Sections 21670 through 21679.5.). Specifically, what is Dominguez Properties' position as to the effect of these amendments on:

(a) the Dominguez Technology Centre site in view of its proximity to the Compton Municipal Airport; and

(b) the content of the Dominguez Technology Centre Specific Plan and E.I.R.?

In view of time constraints for the forthcoming Planning Commission hearing, we request this information to be provided to us by Monday, February 5, 1990.

cc: Dominguez Properties  
Enclosed copy of Public Utilities Code Sections 21670 - 21679.5

KGE:eh

18-1

§ 21669.4

PUBLIC UTILITIES CODE

Werlich and Richard P. Krinsky (1981) 15 Loyola L.Rev. (Calif.) 69.

Notes of Decisions

Nontransportation noise; state regulation; law and technology. (1974) 48 So.Cal.L.R. 209.

1. In general

We may yet have a quiet environment: The new California airport noise regulations. (1972) 12 Santa Clara L.Rev. 79.

County in which an airport is located must enforce applicable noise standards. *Bakman v. State, Dept. of Transp.* (1979) 160 Cal.Rptr. 583, 99 C.A.3d 645.

§ 21669.5. Repealed by State.1979, c. 373, p. 1864, § 285

Historical Notes

The repealed section, added by State.1971, c. 1734, p. 3689, § 2 related to the construction of noise regulation and

provided that the section would have no force or effect after the 61st day following final adjournment of the 1974 regular session.

§ 21669.6. Hearing; law governing conduct

Hearings under this article required by the provisions of Sections 21665, 21666, 21668, 21668.2, and 21669, or regulations adopted pursuant to such provisions, shall be conducted pursuant to Chapter 5 (commencing with Section 11500) of Part 1 of Division 3 of Title 2 of the Government Code. (Added by State.1979, c. 511, p. 1689, § 10.)

ARTICLE 3.5. AIRPORT LAND USE COMMISSION

- Section 21670. Legislative findings and declaration; creation; membership; selection.
- 21670.1. Action by designated body instead of commission; member expertise in aviation.
- 21670.2. Applicability to counties having over 4 million population.
- 21671. Airport owned by city, district or county; appointment of certain members by cities and counties.
- 21671.5. Term of office; removal of members; vacancies; compensation; staff assistance; prior approval for employment of personnel; meetings; fees.
- 21672. Rules and regulations.
- 21673. Initiation of proceedings for creation by owner of airport.
- 21674. Powers and duties.
- 21675. Land use plan; formulation; contents; review and amendment.
- 21675.1. Land use plan, date for adoption; review of actions, regulations, and permits by commission prior to approval of plan; approval or disapproval; overruling commission. [New]
- 21675.2. Failure to approve or disapprove actions, regulations, or permits; action to compel; public notice required for approval; failure to submit information as grounds for disapproval. [New]
- 21676. Consistency with airport land use commission plan; local agency general plan; specific plan zoning ordinances, building regulations; determination procedure.
- 21676.5. Local agency plan revisions; overruling of commission by local agency; further review.
- 21677. County of Marin; overrule of county airport land use commission.
- 21678. Public agency decision to override airport land use commission action or recommendation; airport operator immunity from damages.
- 21679. Counties without a land use commission or designated body; proceedings to postpone actions affecting zoning or land use near public airport; airport operator immunity from liability.
- 21679.5. Actions to postpone effective date of zoning change, zoning variance, issuance of permit, or adoption of regulation by local agency affecting use of land within one mile of public airport; effect on actions of adoption, nonadoption, or making substantial progress toward completion of land use plan. [New]

Article 3.5 added by State.1967, c. 852, p. 2222, § 1.

§ 21670. Legislative findings and declaration; creation; membership; selection

(a) The Legislature hereby finds and declares that:

(1) It is in the public interest to provide for the orderly development of each public use airport in this state and the area surrounding these airports so as to promote the overall goals and objectives of the California airport noise standards adopted pursuant to Section 21669 and to prevent the creation of new noise and safety problems.

Additions in text are indicated by underlines; deletions by ~~asterisks~~ \* \* \*

## PUBLIC UTILITIES CODE

(2) It is the purpose of this article to protect public health, safety, and welfare by ensuring the orderly expansion of airports and the adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards within areas around public airports to the extent that these areas are not already devoted to incompatible uses.

(b) In order to achieve the purposes of this article, every county in which there is located an airport which is served by a scheduled airline shall establish an airport land use commission. Every county, in which there is located an airport which is not served by a scheduled airline, but is operated for the benefit of the general public, shall establish an airport land use commission, except that the board of supervisors of the county may, after consultation with the appropriate airport operators and affected local entities and after a public hearing, adopt a resolution finding that there are no noise, public safety, or land use issues affecting any airport in the county which require the creation of a commission and declaring the county exempt from that requirement. The board shall, in this event, transmit a copy of the resolution to the Director of Transportation. For purposes of this section, "commission" means an airport land use commission. Each commission shall consist of seven members to be selected as follows:

(1) Two representing the cities in the county, appointed by a city selection committee comprised of the mayors of all the cities within that county, except that if there are any cities contiguous or adjacent to the qualifying airport, at least one representative shall be appointed therefrom. If there are no cities within a county, the number of representatives provided for by paragraphs (2) and (3) shall each be increased by one.

(2) Two representing the county, appointed by the board of supervisors.

(3) Two having expertise in aviation, appointed by a selection committee comprised of the managers of all of the public airports within that county.

(4) One representing the general public, appointed by the other six members of the commission.

(c) Public officers, whether elected or appointed, may be appointed and serve as members of the commission during their terms of public office.

(d) Each member shall promptly appoint a single proxy to represent him or her in commission affairs and to vote on all matters when the member is not in attendance. The proxy shall be designated in a signed written instrument which shall be kept on file at the commission offices, and the proxy shall serve at the pleasure of the appointing member. A vacancy in the office of proxy shall be filled promptly by appointment of a new proxy.

(e) A person having an "expertise in aviation" means a person who, by way of education, training, business, experience, vocation, or avocation has acquired and possesses particular knowledge of, and familiarity with, the function, operation, and role of airports, or is an elected official of a local agency which owns or operates an airport. The commission shall be constituted pursuant to this section on and after March 1, 1988.

(Added by Stats.1967, c. 862, p. 2238, § 1. Amended by Stats.1970, c. 1182, p. 2089, § 1; Stats.1971, c. 687, p. 1345, § 1, eff. Aug. 23, 1971; Stats.1980, c. 725, p. 2164, § 9; Stats.1982, c. 1041, p. 3794, § 3; Stats.1984, c. 1117, § 2; Stats.1987, c. 1018, § 2.)

## Historical Note

1967 Legislation  
Another § 21670, added by Stats.1982, c. 1041, § 4, amended by Stats.1984, c. 1117, § 1, relating to the same subject matter and to have become operative Jan. 1, 1983, was repealed by Stats.1987, c. 1018, § 3.

## Library References

Aviation §§217, 222.  
C.J.S. Aerial Navigation § 35 et seq.

§ 21670.1. Action by designated body instead of commission; member expertise in aviation

(a) Notwithstanding any other provision of this article, if the board of supervisors and the city selection committee of mayors in the county each makes a determination by a majority vote that proper land use planning can be accomplished through the actions of an appropriately designated body, then the body so designated shall assume the planning responsibilities of an airport land use commission as provided for in this article, and a commission need not be formed in that county.

(b) A body designated pursuant to subdivision (a) which does not include among its membership at least two members having an expertise in aviation, as defined in subdivision (e) of Section 21670, shall, when acting in the capacity of an airport land use commission, be augmented so that that body, as augmented, will have at least two members having that expertise. The commission shall be constituted pursuant to this section on and after March 1, 1988.

(Added by Stats.1970, c. 1182, p. 2089, § 2. Amended by Stats.1980, c. 725, p. 2164, § 10; Stats.1987, c. 1018, § 4.)

Additions in text are indicated by underlines; deletions by asterisks \* \* \*

§ 21670.2

PUBLIC UTILITIES CODE

§ 21670.2. Applicability to counties having over 4 million population

Sections 21670 and 21670.1 do not apply to counties of more than 4 million population. In such counties, the county regional planning commission has the responsibility for coordinating the airport planning of public agencies within the county. In instances where impasses result relative to this planning, an appeal may be made to the county regional planning commission by any public agency involved. The action taken by the county regional planning commission on such an appeal may be overruled by a four-fifths vote of the governing body of a public agency whose planning led to the appeal.

(Added by Stats.1970, c. 1182, p. 2089, § 3.)

§ 21671. Airport owned by city, district or county; appointment of certain members by cities and counties

In any county where there is an airport operated for the general public which is owned by a city or district in another county or by another county, one of the representatives provided by paragraph (1) of subdivision (b) of Section 21670 shall be appointed by the city selection committee of mayors of the cities of the county in which the owner of that airport is located, and one of the representatives provided by paragraph (2) of subdivision (b) of Section 21670 shall be appointed by the board of supervisors of the county in which the owner of that airport is located.

...

(Added by Stats.1967, c. 852, p. 2298, § 1. Amended by Stats.1982, c. 1041, p. 8795, § 5; Stats.1984, c. 1117, § 4; Stats.1987, c. 1018, § 5.)

Historical Note

1967 Legislation  
Another § 21671, added by Stats.1982, c. 1041, § 6, amended by Stats.1984, c. 1117, § 5, relating to the same subject matter and to have become operative on Jan. 1, 1969, was repealed by Stats.1987, c. 1018, § 6.

Library References

Aviation ¶221.  
C.J.S. Aerial Navigation § 35 et seq.

§ 21671.5. Term of office; removal of members; vacancies; compensation; staff assistance; prior approval for employment of personnel; meetings; fees

(a) Except for the terms of office of the members of the first commission, the term of office of each member shall be four years and until the appointment and qualification of his or her successor. The members of the first commission shall classify themselves by lot so that the term of office of one member is one year, of two members is two years, of two members is three years, and of two members is four years. The body which originally appointed a member whose term has expired shall appoint his or her successor for a full term of four years. Any member may be removed at any time and without cause by the body appointing him or her. The expiration date of the term of office of each member shall be the first Monday in May in the year in which his or her term is to expire. Any vacancy in the membership of the commission shall be filled for the unexpired term by appointment by the body which originally appointed the member whose office has become vacant. The chairperson of the commission shall be selected by the members thereof.

(b) Compensation, if any, shall be determined by the board of supervisors.

(c) Staff assistance, including the mailing of notices and the keeping of minutes, and necessary quarters, equipment, and supplies shall be provided by the county. The usual and necessary operating expenses of the commission shall be a county charge.

(d) Notwithstanding any other provisions of this article, the commission shall not employ any personnel either as employees or independent contractors without the prior approval of the board of supervisors.

(e) The commission shall meet at the call of the commission chairperson or at the request of the majority of the commission members. A majority of the commission members shall constitute a quorum for the transaction of business. No action shall be taken by the commission except by the recorded vote of a majority of the full membership.

(f) The commission may establish a schedule of fees for reviewing and processing proposals and for providing the copies of land use plans, as required by subdivision (d) of Section 21675. Those fees shall be charged to the proponents of actions, regulations, or permits, shall not exceed the estimated reasonable cost of providing the service, and shall be collected pursuant to Chapter 18 (commencing with Section 64900) of Part 1 of Division 2

PUBLIC UTILITIES CODE

§ 21675

June 30, 1991, a commission which has not adopted the comprehensive land use plan required by Section 21675 shall not charge fees pursuant to this subdivision until the commission adopts the plan. (Added by Stats.1967, c. 852, p. 2228, § 1. Amended by Stats.1972, c. 419, p. 744, § 1; Stats.1989, c. 306, § 2.)

§ 21672. Rules and regulations

Each commission shall adopt rules and regulations with respect to the temporary disqualification of its members from participating in the review or adoption of a proposal because of conflict of interest and with respect to appointment of substitute members in such cases. (Added by Stats.1967, c. 852, p. 2228, § 1.)

§ 21673. Initiation of proceedings for creation by owner of airport

In any county not having a commission or a body designated to carry out the responsibilities of a commission . . . , any owner of a public airport may initiate proceedings for the creation of a commission by presenting a request to the board of supervisors that a commission be created and showing the need therefor to the satisfaction of the board of supervisors. (Added by Stats.1967, c. 852, p. 2228, § 1. Amended by Stats.1987, c. 1018, § 8.)

§ 21674. Powers and duties

- The commission has the following powers and duties, subject to the limitations upon its jurisdiction set forth in Section 21676:
(a) To assist local agencies in ensuring compatible land uses in the vicinity of all new airports and in the vicinity of existing airports to the extent that the land in the vicinity of those airports is not already devoted to incompatible uses.
(b) To coordinate planning at the state, regional, and local levels so as to provide for the orderly development of air transportation, while at the same time protecting the public health, safety, and welfare.
(c) To prepare and adopt an airport land use plan pursuant to Section 21675.
(d) To review the plans, regulations, and other actions of local agencies and airport operators pursuant to Section 21676.
(e) The powers of the commission shall in no way be construed to give the commission jurisdiction over the operation of any airport.
. . .
(f) In order to carry out its responsibilities, the commission may adopt rules and regulations consistent with this article.

(Added by Stats.1967, c. 852, p. 2228, § 1. Amended by Stats.1970, c. 1182, p. 2089, § 4; Stats.1975, c. 1052, p. 2492, § 19; Stats.1982, c. 1041, p. 8796, § 7; Stats.1987, c. 1018, § 9.)

Historical Note Library References
1967 Legislation
Another § 21674, added by Stats.1962, c. 1041, § 1, relating to the same subject matter and to have become operative Jan. 1, 1969, was repealed by Stats.1967, c. 1018, § 10.
Avisines 69223.
C.J.S. Aviation and Aerospace §§ 19, 61.

§ 21675. Land use plan; formulation; contents; review and amendment

- (a) Each commission shall formulate a comprehensive land use plan that will provide for the orderly growth of each public airport and the area surrounding the airport within the jurisdiction of the commission, and will safeguard the general welfare of the inhabitants within the vicinity of the airport and the public in general. The commission plan shall include a long-range master plan that reflects the anticipated growth of the airport during at least the next 20 years. In formulating a land use plan, the commission may develop height restrictions on buildings, may specify use of land, and may determine building standards, including soundproofing adjacent to airports, within the planning area. The comprehensive land use plan shall be reviewed as often as necessary in order to accomplish its purposes, but shall not be amended more than once in any calendar year.
(b) The commission may include, within its plan formulated pursuant to subdivision (a), the area within the jurisdiction of the commission surrounding any federal military airport for all the purposes
Additions in text are indicated by underlines; deletions by asterisks . . .

specified in subdivision (a). This subdivision does not give the commission any jurisdiction or authority over the territory or operations of any military airport.

(c) The planning boundaries shall be established by the commission after hearing and consultation with the involved agencies.

(d) The commission shall submit to the Division of Aeronautics of the department one copy of the plan and each amendment to the plan.

(Added by Stats.1970, c. 1182, p. 2080, § 5. Amended by Stats.1973, c. 844, p. 1610, § 1, eff. Sept. 25, 1973; Stats.1980, c. 725, p. 2184, § 11; Stats.1981, c. 714, p. 2761, § 389; Stats.1984, c. 1117, § 5.6; Stats.1987, c. 1018, § 11; Stats.1989, c. 308, § 8.)

Notes of Decisions

In general 1  
Long-range master plan 2

An airport land use commission does not have authority under § 21670 et seq. to formulate comprehensive land use plans for the area surrounding a federal military airport. 33 Ops.Atty.Gen. 284, 7-3-72.

2. Long-range master plan

1. In general

The planning authority of an airport land-use commission under this section comprehends the areas surrounding airports operated for the benefit of the public, irrespective of whether such airports are publicly or privately owned. 57 Ops.Atty.Gen. 567, 11-15-74.

County airport land use plan, which did not include a long-range master plan reflecting anticipated growth of airport for at least the next 20 years, did not satisfy requirements of this section. City of Coachella v. Riverside County Airport Land Use Com'n (App. 4 Dist.1989) 258 Cal. Rptr. 793, 210 Cal.App.4d 1277.

§ 21675.1. Land use plan, data for adoption; review of actions, regulations, and permits by commission prior to approval of plan; approval or disapproval; overruling commission

(a) By June 30, 1991, each commission shall adopt the comprehensive land use plan required pursuant to Section 21675.

(b) Until a commission adopts a comprehensive land use plan, a city or county shall first submit all actions, regulations, and permits within the vicinity of a public airport to the commission for review and approval. Before the commission approves or disapproves any actions, regulations, or permits, the commission shall give public notice in the same manner as the city or county is required to give for those actions, regulations, or permits. As used in this section, "vicinity" means land which will be included or reasonably could be included within the plan. If the commission has not designated a study area for the plan, then "vicinity" means land within two miles of the boundary of a public airport.

(c) The commission may approve an action, regulation, or permit if it finds, based on substantial evidence in the record, all of the following:

- (1) The commission is making substantial progress toward the completion of the plan.
- (2) There is a reasonable probability that the action, regulation, or permit will be consistent with the plan being prepared by the commission.
- (3) There is little or no probability of substantial detriment to or interference with the future adopted plan if the action, regulation, or permit is ultimately inconsistent with the plan.

(d) If the commission disapproves an action, regulation, or permit, the commission shall notify the city or county. The city or county may overrule the commission, by a two-thirds vote of its governing body, if it makes specific findings that the proposed action, regulation, or permit is consistent with the purposes of this article, as stated in Section 21670.

(e) If a city or county overrules the commission pursuant to subdivision (d), that action shall not relieve the city or county from further compliance with this article after the commission adopts the plan.

(f) If a city or county overrules the commission pursuant to subdivision (d) with respect to a publicly owned airport that the city or county does not operate, the operator of the airport shall be immune from liability for damages to property or personal injury from the city's or county's decision to proceed with the action, regulation, or permit.

(g) A commission may adopt rules and regulations which exempt any ministerial permit for single-family dwellings from the requirements of subdivision (b) if it makes the findings required pursuant to subdivision (c) for the proposed rules and regulations, except that the rules and regulations may not exempt either of the following:

Actions in text are indicated by underlining; deletions by ~~asterisks~~ \* \* \*

(1) More than two single-family dwellings by the same applicant within a subdivision prior to June 30, 1991.

(2) Single-family dwellings in a subdivision where 25 percent or more of the parcels are undeveloped.

(Added by Stats.1989, c. 306, § 4.)

#### Historical Note

##### 1989 Legislation

Section 7 of Stats.1989, c. 306, provides:

"The Legislature finds and declares that the requirement for airport land use commissions to adopt comprehensive land use plans was adopted in 1970. The Legislature finds and declares that this act sets July 1, 1991, as the deadline for the commissions to adopt these required plans. The

Legislature further finds and declares that this deadline provides sufficient time to the commissions to adopt these plans. Therefore, it is the intent of the Legislature not to reimburse airport land use commissions for costs incurred by the commissions after July 1, 1991, for the preparation of comprehensive land use plans pursuant to Article 3.5 (commencing with Section 21670) of Chapter 4 of Division 9 of the Public Utilities Code."

#### § 21675.2. Failure to approve or disapprove actions, regulations, or permits; action to compel; public notice required for approval; failure to submit information as grounds for disapproval

(a) If a commission fails to act to approve or disapprove any actions, regulations, or permits within 60 days of receiving the request pursuant to Section 21675.1, the applicant or his or her representative may file an action pursuant to Section 1094.5 of the Code of Civil Procedure to compel the commission to act, and the court shall give the proceedings preference over all other actions or proceedings, except previously filed pending matters of the same character.

(b) The action, regulation, or permit shall be deemed approved only if the public notice required by this subdivision has occurred. If the applicant has provided seven days advance notice to the commission of the intent to provide public notice pursuant to this subdivision, then, not earlier than the date of the expiration of the time limit established by Section 21675.1, an applicant may provide the required public notice. If the applicant chooses to provide public notice, that notice shall include a description of the proposed action, regulation, or permit substantially similar to the descriptions which are commonly used in public notices by the commission, the location of any proposed development, the application number, the name and address of the commission, and a statement that the action, regulation, or permit shall be deemed approved if the commission has not acted within 60 days. If the applicant has provided the public notice specified in this subdivision, the time limit for action by the commission shall be extended to 60 days after the public notice is provided. If the applicant provides notice pursuant to this section, the commission shall refund to the applicant any fees which were collected for providing notice and which were not used for that purpose.

(c) Failure of an applicant to submit complete or adequate information pursuant to Sections 65943 to 65946, inclusive, of the Government Code, may constitute grounds for disapproval of actions, regulations, or permits.

(d) Nothing in this section diminishes the commission's legal responsibility to provide, where applicable, public notice and hearing before acting on an action, regulation, or permit.

(Added by Stats.1989, c. 306, § 5.)

#### § 21676. Consistency with airport land use commission plan; local agency general plan; specific plan zoning ordinances; building regulations; determination procedure

(a) Each local agency whose general plan includes areas covered by an airport land use commission plan . . . shall, by July 1, 1983, submit a copy of its plan or specific plans to the airport land use commission. The commission shall determine by August 31, 1983, whether the plan or plans are consistent or inconsistent with the commission's plan. If the plan or plans are inconsistent with the commission's plan, the local agency shall be notified and that local agency shall have another hearing to reconsider its plans. The local agency may overrule the commission after such hearing by a two-thirds vote of its governing body if it makes specific findings that the proposed action is consistent with the purposes of this article stated in Section 21670.

(b) Prior to the amendment of a general plan or specific plan, or the adoption or approval of a zoning ordinance or building regulation within the planning boundary established by the airport land use commission pursuant to Section 21675, the local agency shall first refer the proposed action to the commission. If the commission determines that the proposed action is inconsistent with the commission's plan, the referring agency shall be notified. The local agency may, after a public hearing, overrule the commission by a two-thirds vote of its governing body if it makes specific

Additions in text are indicated by underlines; deletions by asterisks \* \* \*

STATE OF CALIFORNIA

GEORGE DEUKMEJIAN, Governor

CALIFORNIA REGIONAL WATER QUALITY CONTROL BOARD—  
LOS ANGELES REGION

101 CENTRE PLAZA DRIVE  
MONTEREY PARK, CALIFORNIA 91734-2136  
(213) 266-7500

19



December 1, 1989

File: 700.322

Timothy O'Rourke  
City of Carson  
701 E. Carson Street  
Carson, CA 90745

NOTICE OF PREPARATION - MIXED INDUSTRIAL, OFFICE AND TECHNOLOGY  
USES (DOMINGUEZ TECHNOLOGY CENTRE). SCH#89010150: CITY OF  
CARSON

We have reviewed the subject document regarding the proposed  
project, and have the following comments:

Based on the information provided, we recommend the following:

- We have no further comments at this time.
- The proposed project should address the attached  
comments.

Thank you for this opportunity to review your document. If you have  
any questions, please contact Eugene C. Ramstedt at (213) 266-7553.

JOHN L. LEWIS, Unit Chief  
Technical Support Unit

cc: Garrett Ashley, State Clearinghouse

Attachment(s): Sewage/Waste Disposal

**RECEIVED**  
DEC 05 1989  
COMMUNITY DEVELOPMENT  
DEPARTMENT

O'Rourke  
Page 1

1. Sewage/Waste Disposal Concerns:

- a. Identify the type(s) of waste(s) to be discharged.
- b. Specify the projected sewage flow rate.
- c. The disposal of wastewaters for the proposed project may be subject to Waste Discharge Requirements issued by the Los Angeles Regional Water Quality Control Board. Therefore, a permit application should be submitted to this office at least 120 days prior to the projected opening of this facility.
- d. The project must demonstrate that wastewaters from the project will be adequately collected, transported, and that the receiving treatment plant will have adequate capacity to treat, and dispose of the wastewaters in a satisfactory manner.
- e. An analysis of the cumulative flows generated by all proposed, pending and approved projects within the service area of the designated treatment plant. If expansion of the treatment plant facilities will be required to meet projected wastewater demand, the applicant must demonstrate that additional capacity will be available prior to new connections for proposed development.
- f. We require that a written confirmation be obtained from the Planning and Scheduling Department, Bureau of Engineering, stating that there will be available treatment capacity at the time of connection. A copy of this letter must be sent to this Regional Board prior to the approval of this project.
- g. In order to determine whether Waste Discharge Requirements will be needed, we request that the applicant list the types of services that will be allowed to operate under the proposed project. A copy of this list must be forwarded to this Regional Board.

19-1



20

January 4, 1990

Ms. Sheri Repp, Acting  
Community Planner  
City of Carson  
701 East Carson Street  
P. O. Box 6234  
Carson, CA 90749

Dear Ms. Repp:

As a followup to the letter I sent you dated December 22, 1989, I am providing you with further clarification on the responses I provided to the issues for which you invited comment.

Concerning the matter of industrial uses that DTC could or should provide along the proposed extension of Central Avenue which is immediately adjacent to University land master planned for on-campus housing we would encourage the development of high tech/office and light industrial facilities which have a minimum of heavy truck traffic. Further, we have no problem with development in this same area where building heights are limited to no more than 40 feet within the first 100 feet with a 25 foot setback from the right-of-way.

On another matter, we are willing to work with the developers and the City in pursuing appropriate sources of federal and State funding for the development of the University side of Central Avenue and the bike path which we would prefer be located on our side of the street.

Lastly, in my letter I commented about the concern we have that medians not limit campus access at the current and master-planned entrances and exits to the campus. Obviously, these comments are only relevant to those portions of streets that are adjacent to the campus.

20-1

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20-3

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JAN 5 1990

COMMUNITY DEVELOPMENT  
DEPARTMENT

Ms. Sheri Repp, Acting  
Community Planner  
January 4, 1990  
Page 2

Please call me if you have any questions about the comments  
we have provided to you.

Sincerely yours,

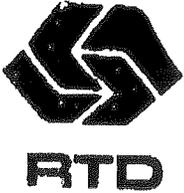


David J. Karber  
Vice President,  
Administration

DJK:pth

cc: President Detweiler  
Margaret Coda-Messerle

21



**RECEIVED**  
 OCT 17 1989  
 COMMUNITY DEVELOPMENT  
 DEPARTMENT

Gary S. Spivack  
 Director of Planning

October 12, 1989

Mr. Timothy O'Rourke  
 City of Carson  
 701 East Carson Street  
 Carson, California 90745

Dear Mr. O'Rourke:

Thank you for providing the Southern California Rapid Transit District (SCRTD) the opportunity to comment on the Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR) for the Dominguez Technology Center Project. SCRTD has reviewed the NOP and offers the following comments and concerns.

SCRTD operates bus lines 53, 56, and 127 adjacent to the project site on Wilmington Avenue and Victoria Street. Schedules for these bus lines are enclosed for your information.

The Long Beach/Los Angeles Rail Transit Project is being constructed at this time with an anticipated operations date of July 1990. The planned Metro Blue Line station closest to this proposed project is located at Artesia Boulevard and Willowbrook Avenue. Routes which connect this proposed project to the planned station are now being determined. Ann Palatino, City of Carson, can be contacted for determined routes and schedule information.

This proposed development of a 288-acre site into a corporate park for commercial and industrial uses will increase traffic in the area. In view of this and other considerations, if the project is built, the District suggests that the following measures be incorporated into the DEIR to mitigate the traffic, parking, energy and air quality impacts created by the project.

- o Consider parking needs and employee mode of arrival in light of the requirements set forth in the South Coast Air Quality Management District's Regulation XV.
- o Allocate preferred parking areas reserved for car pools and vanpools.
- o Provide covered, lighted bus shelters set back from the street. These shelters could be constructed by the City or by private contractors in exchange for advertising rights.

21-1

21-2

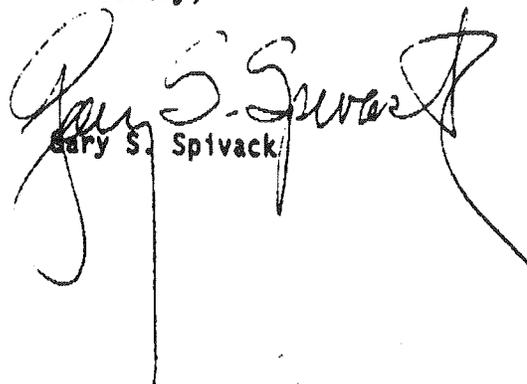
Mr. Timothy O'Rourke  
October 10, 1989  
Page 2

- o Provide concrete bus pads at all bus stop locations which serve to prolong street life and to limit the damage that occurs at unreinforced bus stops.
- o Incorporate well-lighted, wide sidewalks which provide easy access to bus stops and are unobstructed and accessible to all transit patrons, including the disabled.
- o Provide centrally located information racks for distribution of car pools, vanpools and bus schedule information.
- o Encourage an employer-subsidized transit pass program.
- o Provide a ride-share/transit coordinator to organize car pools and vanpools, distribute bus passes, schedules and provide transit/ride share information.

Should construction activities interfere with the safe operation of existing bus stops, SCRTD will assist in mitigating the effects by arranging for temporary relocations. Please notify SCRTD of street closures, including the dates and lengths of closures, as we need sufficient time to reroute bus lines and notify patrons of temporary route changes.

Please forward a copy of the DEIR once it becomes available. SCRTD is willing to cooperate with the developer and the City of Carson on any transit-related aspects of the project. If you have questions on this or other related matters, please contact Dana Woodbury at (213) 972-4841.

Sincerely,

  
Gary S. Spivack

Attachment

22

INTERNAL MEMORANDUM

CITY OF CARSON <sup>1000-0001</sup>

|   |   |
|---|---|
| <b>TO:</b> Community Development Department<br>Attn: Tim O'Rourke, Assoc. Planner | <b>FROM:</b> Howard B. Homan, Director <i>HH</i><br>Parks and Recreation Department |
|---|---|

**SUBJECT:** DOMINGUEZ TECHNOLOGY CENTRE

**DATE:** January 5, 1990

Staff has had an opportunity to review the Dominguez Technology Centre Specific Plan/EIR and offers and following comments:

1. Parks and Recreation would like to see the Centre use the same tree species and landscape design first specified in the initial development (i.e., should the same new streets in the initial development continue through this phase, the same specie of tree should be used).
2. If street widths are of sufficient size to allow for the striping of a bike lane, this would be of major benefit to the area. While striping is rather inexpensive, this department does not currently have available bike funds for such which is a Class III type. In order to build a Class I type, it would take several years to accumulate sufficient grant funds from two sources to do so. Also, as this Class I route would not cross an actual park or tie more than one park facility together, funding may not be allowed. Unless the Centre can pay for this type of bike path, it is unlikely the City could do so for quite some time.
3. As relates to the impact on Anderson Park, there may well be some within 10 years. Staff would like to note, however, that as Anderson Park is a non-athletic facility, the impact will most generally be on the picnic areas by the lunch time business park employees. When school is in session this is not as much of an impact on park operations as it could be during the summer. It is conceivable that more picnic areas could be needed. The park, however, is currently built-out to its capacity. You should note, however, that Stevenson Park will also be relatively close and it could relieve some of the potential "strain" on Anderson Park at that time.
4. This department strongly agrees with your proposal for the Centre to provide on-site recreational facilities as noted in your memo. We would like to suggest, as we did some years ago, that your department consider revising the Subdivision Ordinance to allow for the application of the Quimby Act to commercial and industrial developments. Currently, it only applies to residential developments and there is a "potential" source of revenue untapped.
5. Our final comment would be, that if feasible, the Centre may also want to consider more on-site recreational facilities such as tennis courts/racquetball courts.

} 22-1

} 22-2

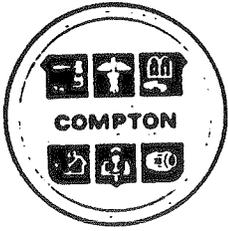
} 22-3

} 22-4

} 22-5

Should you have any questions or concerns, please feel free to contact me.

**RECEIVED**  
JAN 5 1990



DEPARTMENT OF PLANNING AND ZONING  
205 South Willowbrook Avenue  
Compton, California 90220  
213 505-5532

Planning Commission  
ALFONSO BENSON, SR  
JAMES DAVIS II  
JULIUS J. DAVIS  
BETTY M. HOWE  
HOWARD SWINGLER

Planning Director  
ROBERT R. GAVIN

**CITY OF COMPTON**

February 7, 1990

**RECEIVED**  
FEB 08 1990

**COMMUNITY DEVELOPMENT  
DEPARTMENT**

Chairman - Planning Commission  
City of Carson  
701 East Carson Street  
Carson, California 90749

RE: Dominguez Technology Center:

Gentlemen:

We have reviewed the Specific Plan for the above referenced project. We believe that, if properly conditioned, the development could offer significant benefits to Carson and the area in general. However, without proper mitigations of environmental impacts this project could become a nightmare.

Most of the detrimental environmental impacts will effect the immediate area of the project in the City of Carson. Your Commission and staff are addressing those issues and it would be improper for us to comment on these, essentially local, effects.

As you are aware, however, one of the most severe impacts involves the anticipated "failure" of traffic flow at the intersections of Wilmington Avenue/91-Freeway and Central Avenue/91-Freeway, both of which are located in the City of Compton. The mitigation measure proposed to alleviate this condition is the widening of Central and Wilmington Avenues at those intersections.

It is our understanding that the applicant's for this Specific Plan have shown reluctance to accept a condition requiring widening at those intersections because they do not have authority to condemn the necessary property.

23-1

Dominguez Technology Center  
February 7, 1990  
Page 2

Because of the every serious potential impact of this project on the businesses located in the City of Compton and on our residents, who also use these streets, the City Council of the City of Compton has agreed to use its powers of condemnation to acquire the necessary right-of-way at the two affected intersections with the understanding that the developers will pay all related costs of acquisition and improvements.

Obviously, formal agreements with the developers will need to be discussed and we are prepared to begin these discussions but we urge you to require the widening of Central and Wilmington Avenues at the 91-Freeway, as a condition of approval of this project, otherwise both our cities will suffer.

If you have any questions concerning this matter, please feel to contact me at 605-5532.

Sincerely,



ROBERT R. GAVIN  
PLANNING DIRECTOR

RRG/yh

cc Mr. Ben Minamie, Public Works Director  
Mr. Timothy O'Rourke, Associate Planner  
Ms. Sheri Repp, Associate Planner  
Mr. Angel Espiritu, Public Works Director

23-2

24

STATE OF CALIFORNIA—BUSINESS AND TRANSPORTATION AGENCY

GEORGE DEUKMEJIAN, Governor

DEPARTMENT OF TRANSPORTATION

DISTRICT 7, 130 SO. SPRING ST.

LOS ANGELES, CA 90012

TDD (213) 620-3660

(213) 620-2376



January 26, 1990

**RECEIVED**  
FEB 01 1990

COMMUNITY DEVELOPMENT  
DEPARTMENT

IGR/CEQA  
Early Consultation  
DEIR; Dominquez Technology  
Centre  
Vic. LA-91-R09.16  
SCH # 89010150

Mr. Timothy O'Rourke  
City of Carson  
Community Development Department  
701 East Carson Street  
Carson, CA 90745

Dear Mr. O'Rourke:

With regards to our telephone conversation (01/12/90) and the meeting of January 18, 1990; Caltrans has completed an additional review of the Traffic Study, dated October 9, 1990, for the Dominquez Technology Centre DEIR (appendices 2).

This proposed facility will generate 42,590 trips per day, with peak hours of 4,470 (AM) and 4,750 (PM). The majority of this demand will be using SR 91 (Artesia Freeway) and the on-off ramps at Wilmington Avenue and Central Avenue. Currently the annual average daily traffic (AADT) on SR 91 in the vicinity of these two streets is 219,000 vehicles per day (E/O Wilmington Avenue) and 215,000 vehicles per day (E/O Central Avenue). This facility experiences congested operation (speeds of less than 30 mph) for 2 to 3 hours during the AM peak (W/B) and for about 1 hour in the PM peak (E/B).

As you can see the addition of this demand to SR 91 will cause increased congestion and delays. Our concern is that this additional demand will cause the off-ramps to back up onto the mainline and create safety hazards and disruption to mainline flow. If this condition were to exist, widening these ramps would be required to increase the capacity of the traffic signal and to allow adequate vehicle storage. This same condition may be experienced with the on-ramps, which will back up onto the local streets causing disruption in normal operation. This situation is intensified as all on-ramps are metered during the peak periods, thus restricting their capacity.

24-1

Mr. Timothy O'Rourke

-2-

January 25, 1990

Although capacity analyses were made for the intersections of Central Ave. / SR 91 and Wilmington Ave. / SR 91, we believe that the total operation of these ramps, as well as that of the freeway, were not adequately addressed. Capacities of the on-ramp will be lowered, during the ramp metering operation, to a rate which would allow 180/vph (AM, both locations), 480/vph (PM, Central Ave.), and from 420/vph - 600/vph (PM, Wilmington Ave.). In addition to the mitigation proposed in the DEIR, consideration should be given to these potential impacts to SR 91 and the affected ramps.

It is strongly recommended that all mitigation measures be clearly defined and approved by all affected jurisdictions, as defined in Section 21104 of the CEQA guidelines, prior to implementation of this project. A 'reporting/monitoring' program should be developed by the lead agency to ensure that all mitigation measures imposed as a condition of approval are actually implemented. This program should include the following:

- \* Financing - Current Caltrans policy is that all cost associated with improvements to our facilities caused by a development or local land use are the responsibility of the local agency and/or the developer.
- \* Scheduling - Caltrans strongly recommends that all mitigation be included in the first order of work and be implemented prior to completion of this proposed development.
- \* Implementation - Any construction within Caltrans right-of-way will require an encroachment permit and implementation of all mitigation measures.
- \* Monitoring - As required by Section 21081.6 of the CEQA guidelines.

Caltrans cannot support the implementation of this proposed development unless these recommendations are followed.

Mr. Timothy O'Rourke

-3-

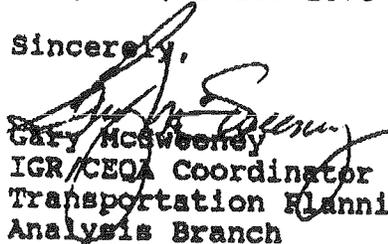
January 25, 1990

We look forward to receiving the FEIR. Please send a copy to the undersigned at the following address:

Gary McSweeney  
District 7 IGR/CEQA Coordinator  
Transportation Planning and  
Analysis Branch  
120 S. Spring Street  
Los Angeles, CA 90012

If you have any questions regarding this response, please call me at (ATSS) 8-640-2376 or (213)620-2376.

Sincerely,

  
Gary McSweeney  
IGR/CEQA Coordinator  
Transportation Planning and  
Analysis Branch

cc: State Clearinghouse

25

PW/90-154



PUBLIC WORKS DEPARTMENT  
205 SOUTH WILLOWBROOK AVE.  
COMPTON, CALIFORNIA 90220

## CITY OF COMPTON

February 23, 1990

Chairman - Planning Commission  
City of Carson  
701 East Carson Street  
Carson, California 90749

REF: Dominguez Technology Centre

Gentlemen:

We have reviewed a conceptual driveway plan for Victoria Street submitted to the City of Compton by Dalcin Cummins Associates on February 13, 1990. There was very little time to study this plan in detail before the public hearing and we are very concerned about the alignment of the proposed streets and driveways from the Dominguez Technology Centre.

The existing businesses on the north side of Victoria are in most cases cut off from making left turns when exiting their premises.

The Conceptual plan as proposed is unacceptable to the City of Compton. The City would like streets "F" and "G" realigned with Sierra Drive and the exit driveway from Daewoo Industries respectively. Further, the first project driveway west of Wilmington Avenue should be realigned with the second or third driveway west of Wilmington Avenue on the north side of Victoria Street.

On the proposed plan the developer has increased the number of driveways submitted in the DEIR from four (4) to six (6). We would like to see the number of driveways decreased to the original number.

25-1

-2-

We request that you withhold your approval of the specific plan which contains a vested parcel map #21929 until the parcel map can be redesigned.

}  
25-2  
}

Sincerely,

*Kenneth H. Hanson*  
KENNETH H. HANSON  
TRAFFIC ENGINEER

*Edmund F. Sotelo*  
EDMUND F. SOTELO  
ASSISTANT CITY MANAGER

KH/dw

- cc: Mr. Robert Gavin, Planning Director - Compton
- Mr. Ben Minamide, Public Works Director
- Mr. Timothy O'Rourke, Associate Planner
- Ms. Sheri Repp, Associate Planner

26



SOUTHERN CALIFORNIA GAS COMPANY

November 10, 1989

1800 CORPORATE CENTER DRIVE • MONTEREY PARK, CALIFORNIA • (213) 260-7789

MAILING ADDRESS: P. O. BOX 2031, MONTEREY PARK, CALIFORNIA 91754

City of Carson  
Planning Division  
701 East Carson Street  
P.O. Box 6234  
Carson, CA 90749

ATTENTION: Mr. Timothy O'Rourke  
Associate Planner

REGARDING: Dominguez Technology Centre  
Gas Company File # 89KV-SR-062

Dear Sir:

Reference your letter dated 10-26-89; enclosed please find a copy of our atlas maps showing the location and size of our gas facilities within the area of your project. Normal depth of these facilities is 3 to 5 feet of cover. However, this depth may vary and should only be used as a general guide. Should you need more accurate depths at specific points of possible interference, it will require potholing.

Please furnish this office with "signed" final plans and subsequent revisions as soon as they are available. Normally a minimum of 8 weeks is needed to analyze the plans and to design alterations of any conflicting facilities. Additional time would then be needed to clear the conflict depending on the magnitude of the work involved.

26-1

Please keep us informed of your construction and design timetables, pre-construction meetings, etc., so that we can schedule our work accordingly.

If you have any further questions, please contact Albert R. Stone at (213) 881-8293.

Sincerely,

R. O. Garcia  
Technical Supervisor  
Central Division

RECEIVED  
NOV 16 1989  
COMMUNITY DEVELOPMENT  
DEPARTMENT

Attachment

ARS:jcm

cc: File

DEPARTMENT OF TRANSPORTATION

27

DISTRICT 7, 120 SO. SPRING ST.  
LOS ANGELES, CA 90012  
TDD (213) 620-3550  
(213) 620-2376



December 6, 1989

IGR/CEQA  
City of Carson  
NOP; Dominguez Technology  
Center Specific Plan  
Vic. LA-91-R9.16  
SCH #89010150

Mr. Timothy O'Rourke  
City of Carson  
701 East Carson Street  
Carson, CA 90745

Dear Mr. O'Rourke:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. Items which should be covered for the project include, but are not limited to:

- a. Trip generation, distribution including the method used to develop the percentages and assignment.
- b. ADT, AM and PM peak hour volumes for both existing and future conditions. This should include SR 91 (Artesia Freeway) and the affected ramp interchanges.
- c. Analyze future conditions with project traffic and the cumulative traffic generated for all approved developments in the area.
- e. Any mitigation proposed should be fully discussed in the document. Those discussions should include, but not be limited to, the following:
  - \* financing
  - \* scheduling considerations
  - \* implementation responsibilities
  - \* monitoring

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RECEIVED  
DEC 11 1989

COMMUNITY DEVELOPMENT  
DEPARTMENT

Mr. O'Rourke

-2-

December 6, 1989

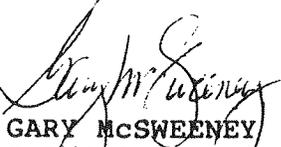
We look forward to reviewing the DEIR. We expect to receive a copy from the State Clearinghouse. However, to expedite the review process, you may send two copies in advance to the undersigned at the following address:

Gary McSweeney  
District 7 IGR/CEQA Coordinator  
Transportation Planning and Analysis Branch  
120 South Spring Street  
Los Angeles, CA 90012

Thank you for this opportunity to comment. If you have any questions regarding this reply, contact me at (213) 620-2376.

Sincerely,

WILFRED MELTON 620 - 6160



GARY McSWEENEY  
IGR/CEQA Coordinator  
Transportation Planning and  
Analysis Branch

cc: State Clearinghouse

28

STATE OF CALIFORNIA—BUSINESS AND TRANSPORTATION AGENCY

GEORGE DEUKMEJIAN, Governor

DEPARTMENT OF TRANSPORTATION

DISTRICT 7, 120 SO. SPRING ST.  
LOS ANGELES, CA 90012  
TDD (213) 620-3550

(213)620-2376

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MAR 06 1990



COMMUNITY DEVELOPMENT  
DEPARTMENT

February 28, 1990

IGR/CEQA  
Early Consultation  
DEIR; Dominguez Technology  
Center

SCH# 89010150

Mr. Timothy O'Rourke  
City of Carson  
Community Development Department  
701 E Carson Street  
Carson, CA 90745

Dear Mr. O'Rourke:

We have reviewed the comments from Sid Lindmark entitled "Dominguez Technology Center / Revised Responses" (dated 2/2/90) and have the following comments:

12-42

- \* The Route Concept Report (RCR) is a planning document which identifies the needs of a facility based on a 20 year planning period. It does not identify project programing or project level needs.
- \* The proposed Dominguez Technology Center is located in our statistical area 19 (RSA) and analysis zone 19004 (AZ). Attached is a chart showing Occupied Housing (OCC HOU), Total Population (TOT POP) and Total Employment (TOT EMP) for both the RSA and the AZ. This chart depicts what data was used in developing the model output for the base year 1984 and projection year 2010. Also shown is the data which will be used in the base year 1987 and projection year 2010. It is apparent that our forecast did not include a project of this magnitude.
- \* A level of service of F0 denotes congested operation (speeds of 35 mph or less) for up to one hour, peak hour operation may last for periods of three hours or more.

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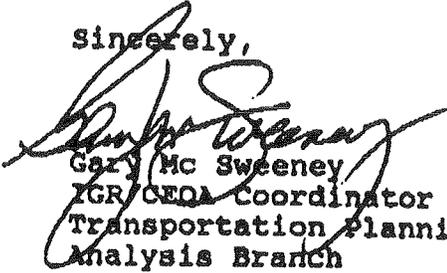
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- \* The anticipated traffic reduction on SR 91, from the completion of SR 105, is only for the average daily traffic and will not be significant in the peak hour peak direction. The Draft RCR did not address this and will be revised.
- \* We are still concerned about vehicles backing up on the off-ramps and impacting the traffic flow on westbound SR 91. This condition will occur even with the proposed mitigation measures and signal timing adjustments. The existing three lane sections east of the intersections are very short and they will not operate satisfactorily with the one lane off-ramps. The off-ramps may have to be widened to two (2) lanes.
- \* Since the freeway (SR 91) is operating at and above capacity, we cannot increase the total input of HOV and single occupant vehicles to the freeway flow. This will result in back-ups on the local streets. Widening of the on-ramps to provide additional storage will provide a partial mitigation.

If there are any questions regarding this matter please contact me at (213) 620-2376.

Sincerely,

  
Gary Mc Sweeney  
IGR/CEQA Coordinator  
Transportation Planning and  
Analysis Branch

Attachment:

Juarez Technical Center  
 RSA 19; AZ 19004

02/08/80

| AREA     | YR/CHG   | OCC HOU | TOT POP | TOT EMP      |
|----------|----------|---------|---------|--------------|
| RSA 19   | 1984 (a) | 149884  | 429704  | 228990       |
|          | 2010 (b) | 167000  | 459099  | 300410       |
|          | GROWTH # | 17116   | 29395   | 71420        |
|          | %        | 11.4    | 6.8     | 31.2         |
| AZ 19004 | 1984 (a) | 4128    | 15770   | 8592         |
|          | 2010 (b) | 5161    | 17991   | 8907         |
|          | GROWTH # | 1033    | 2221    | 3315         |
|          | %        | 25.0    | 14.1    | 50.3         |
| RSA 19   | 1987 (c) | 156687  | 481253  | 242212       |
|          | 2010 (d) | 191838  | 528444  | 304515       |
|          | GROWTH # | 35151   | 47191   | 62303        |
|          | %        | 22.4    | 9.8     | 25.7         |
| AZ 19004 | 1987 (c) | 4212    | 16684   | 9100 - 2.16  |
|          | 2010 (d) | 4449    | 13919   | 10846 - 2.43 |
|          | GROWTH # | 237     | -2745   | 1748         |
|          | %        | 5.6     | -16.5   | 19.2         |

- Notes:
- (a) source - LARTS 02/86
  - (b) source - LARTS 12/85 (SCAG-82 Modified)
  - (c) source - SCAG SAF 08/89
  - (d) source - SCAG SAF 12/89

rec'd 7/4/90  
Cimtz at 17 P.H.  
for Glenn Collothe

September 4, 1990

Honorable Mayor and Members of the City Council  
Carson City Hall  
701 East Carson Street  
Carson, California 90745

Re: PUBLIC TESTIMONY RE DOMINGUEZ TECHNOLOGY CENTER

Dear Madame Mayor and Members of the City Council:

The EIR does not appear adequate to allow the city as Lead Agency to understand the projects's environmental implications and to adequately document the mitigation measures required.

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City Attorney Weiner was very critical of the Draft EIR. Was he invited to comment on the final EIR? The attorney said that the city should employ an independent consultant to review the Draft. It appears that the city hired Planning Consultants Research which concluded that the Draft EIR does not provide the decision makers and the public alike with a reasoned understanding of the projects environmental impact and that it gave opinions and conclusions of a nature routinely rejected by the courts. We are disappointed that our Planning Commission would accept an inadequate EIR. We hope that the City Council will not ignore the legal advice and the independent consultant. We expect this Council to insist that the Final EIR provide evidence, alternatives, identify the real problems and the real solutions.

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The consultant hired by the city suggests that the EIR should be improved with special attention to project impacts and recirculated prior to the approval of a Development Agreement. The EIR should be a document satisfactory to the city government. It is the responsibility of the city government. It should provide the city government and the public with a framework of alternatives and a clear understanding of the environmental impacts of each and ways to mitigate those impacts. We think that the existing EIR is woefully inadequate and should be revised and recirculated prior to any consideration of a Development Agreement binding of future City Councils. We do not yet know what the unique objectives of the project are to be. We do not have a sense of what would happen if forces of the market place caused the developer to want to do more or less of industrial, commercial, technology, etc.

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The developer (12-38) claims that 100,000 square feet of commercial development would not add any traffic since the cars would already have been passing by in any event. The Council should not accept an EIR containing such assumptions.

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The consultant (12-47) asked about the number of retail employees likely to be employed. The developer replied "can not be

29-10

determined." Such answers in the EIR should not be accepted. The developer can provide some estimates in the alternative. That is what the EIR is to accomplish.

The study does not consider the problems at the intersection of Avalon and Victoria even though 20% of the estimated trips will pass through that intersection. It is not acceptable to dismiss the issue by saying that that intersection is "not within the study." That intersection is as close to the project as some intersections included in the study, such as Wilmington and Del Amo. The developer and the consulting Traffic Engineer do not have the authority to ignore the environmental impact laws.

Where do the EIR guidelines say that it is not necessary to consider the impact at intersections more than one mile from the project as the traffic study boundary? Also, Victoria and Avalon is very close to being one mile from the western edge of the property line of the project.

The study does not consider the traffic impact at Wilmington and the 405. Is this because we all know that it will operate at an unacceptable level of service? What right does the developer and the consulting Traffic Engineer have to ignore the requirements of the Environmental Impact laws?

12-42 indicated that traffic will be poor at Central and the 91 freeway.

The developer (12-42, p. 208) stresses that some traffic on the 91 freeway will go down 24% after the opening of the Century freeway. However, CALTRANS (28-3) says that the effect of the Century will not be significant in reducing the traffic on the 91 at peak hours and that traffic will back up on the freeway unless two lanes of off ramps are constructed. The developer proceeded with an incorrect assumption about freeway congestion in the EIR.

The city of Compton fears a nightmare (23-1) and asked (13-3) about the mitigation of the impact at the freeways and who will pay for it. Compton is entitled to an answer. The EIR process is to spell out the mitigation. Vague comments about paying a "fair share" is not a solution. It prolongs the problem and make it more difficult to resolve later as the power of decision will pass from the Council to the courts.

The developer (12-42) notes that the 405 traffic will be unacceptable unless CALTRANS' proposal to add two lanes in both directions between Avalon and the Harbor freeway is constructed. And that with that construction the project would not have a significant impact. Can anyone tell us whether the CALTRANS proposal will be constructed?

Regarding the Harbor freeway (12-42), the developer says that forecasts are generally unacceptable, but that the impact of addition of up to 720 vehicles from the project can controlled by

ramp metering. The EIR process is not designed to show how to take an existing unacceptable condition and make it worse. In addition to the traffic, ramp delays do add to air pollution.

The EIR traffic studies did not utilize the standard methodology used by Traffic Engineers. Why did not the EIR contain figures and levels of service using the traditional methodology, as well as the figures from its own unique generation rates methodology? Will the Director of Public Works and the consulting Traffic Engineer certify that the unique methodology used by the developer is reliable and the best approach and is one that could not have been improved upon at minimum cost?

The university (14-6) favored raised medians on Central provided that ingress and egress were provided to campus streets. The Specific Plan should address this relationship .

At 12-16 the consultant questioned the parking standards, and the developer said that the city zoning ordinance would be followed. Is there anything in the Specific Plan that affirms or rebuts that assumption?

At 4-1 the L A Unified School District asked about how many new families would be attracted by the project and where would the people live. That is the type of analysis that should be in an EIR. The developer evaded the issue saying that the project would have little effect on the local schools because the project involves no housing. (Also see 12-54). Does not this mean a massive amount of freeway traffic caused by the 14,000 people traveling to the project? The developer earlier claimed that 40% of the people employed would be expected to live w/i 3 miles of the project. Would the Watson Land and Carson Estates organizations provide us with a breakdown of people employed on their land in Carson showing employee city of residence for classes: management, clerical, labor, maintenance, or other convenient classifications? The 1989 study done by Pasadena Research Institute could be the basis on which to begin.

At 11-1 a citizen asked about the need for housing in the city if this large parcel is developed without housing. The EIR was not responsive.

The consultant (12-46) raised the type of questions that should be in an EIR, questions about changing the jobs/housing ratio by 1/3 and the increasing of the work force by 1/3 and the impact on housing, etc. The developer's reply was vague and provided opinions without the evidence to support the conclusions.

(EIR p. 113) The EIR says that the developer will pay the full cost of Central Avenue construction for 1250 feet but only half of the cost of the other 2300 feet. How is the other half of that construction expense to be met? The city should not proceed to a Development Agreement that will bind future City Councils without having answers to these basic questions.

A city attorney pointed out (1-22) the need to have measures to mitigate the significant air pollution problems. The developer's response was that people would follow the voluntary Transportation Demand Management programs established by law. The Council should not proceed to approve a Development Agreement binding on future City Councils until there are specific measures to mitigate the traffic and air pollution problems from this project. Air quality in Rancho Dominguez is among the worst in Los Angeles county, and this project is up wind of part of Rancho Dominguez to send more pollution into the area. We need to know what types of industrial air pollution will come from this project in the years ahead.

At 1-22 (p. 192) the developer states that:

...the applicant is developing a funding mechanism for cumulative traffic improvements ... The fair share contribution will be jointly determined by the City and the developer based upon a traffic share/funding analysis.

We are very much opposed to such double talk. This means that the city has not done its job of laying down clear conditions. "Jointly determined in the future" means that there will be disagreements and law suits, probably with the city wasting a lot of money on attorneys before giving in to the developer. We spend about a million a year on attorney fees. Let's stop this nonsense. Clearly announce the funding formula. It would be irresponsible for the City Council to proceed to a Development Agreement, full of holes, binding on future City Councils.

The project is near the Inglewood-Newport earthquake fault and has some producing oil wells. A citizen asked the EIR to contain comments from the fire department about this considering that the project would bring about 14,000 employees into the area. (11-4) The EIR contains no comments about this from the Fire Department.

Where do the oil and gas lines run underground in relation to people who will work on the site at build out?

The developer was asked about possible existing oil contamination resulting from 60 years of oil production. (12-55) The developer, in part, replied that real estate disclosure laws require a "clean site" be transmitted in any real estate exchange. If the developer builds a building and leases it to a 3d party, would that be a real estate exchange requiring a "clean site"?

In 3-2 the Fire Department said that the impact on fire service would be uncertain. The developer, believe it or not said at 3-2 that "projections of fire service availability and timing of equipment needs would be speculative and beyond the scope of analysis required for this project." That talk is nonsense. The developer is required to speculate about the availability of fire

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service and equipment. We recommend a specific plan or formula to determine the impact on fire protection services. We do not favor the staff proposal of some future "fair-share funding" in the future. Decide these issues now while the city has the authority. Later, the city will not have the authority and will spend years and waste a lot of money in legal fees.

The same comments apply about police services. Decisions should be made about the dollar amount that the developer should contribute for police and fire protection and the Council should mandate those amounts now. Based on facts in the future, the Council (not the courts) could adjust the amounts.

It was clarified that the university could not provide recreation facilities for the employees at the project (14-2). Accordingly, the EIR makes no provision for recreation for the 15,000 people. The staff recommended some on site recreation facilities. It is not sufficient for the developer to hope that a commercial gym will locate itself at the site. Perhaps the city should condemn a part of the land and construct a minipark with tennis courts, jogging track, picnic tables, etc., or require the developer to provide such a small minipark.

The developer's comment at 14-8 suggests that it is committed to a child care center developed as a joint venture with the university. Is that an obligation that the developer has accepted? If not, the comment at 14-8 misleads the reader.

At 5-2 CALTRANS said that the serious traffic problems (including the impacts at the two intersections with the 91 freeway) had to be mitigated by the developer. Our Planning Commission did not insist upon a specific mitigation program. The Planning Commission embraced the "fair share" approach, which is not a solution but a guarantee that the problem has not been resolved. There should be a traffic mitigation program, coordinated with CALTRANS, that is specific as to actions and amounts, that is acceptable to the numerous parties including the cities of Carson and Compton. Note (9-4) that Wilmington and the 91 freeway intersection eastbound will be congested even with all the mitigation measures. Again, it is clear that the project should be approved at a smaller size scope and be allowed to grow later if the adverse impacts proved to be manageable.

At 11-13 a citizen asked about truck traffic on University Drive between Wilmington and Avalon. The developer did not comment. The citizen asked if the existing type of fence would be extended down University. The developer replied that a fence would be provided. That did not respond to the question. The citizen asked if the streets would have to be torn up to add sewer lines. The developer did not reply.

The developer was required to document that the solid waste and sewage would be received for disposal by a specific agency. The developer provided no documentation. Projections were to have

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been made of the cumulative flow by all proposed, pending, and approved projects within the service area with an eye toward whether existing capacity is sufficient.

Regarding 12-48, the consultant says that no building heights are proposed. Is that correct? The consultant raised issues of heights, surrounding land uses, etc., that were not answered. The consultant asked about line of site if a tall building(s) was constructed. The developer said that the site can only be seen from the "immediate area" because of surrounding buildings and topography. In fact, the site is atop the highest land in the area and a tall building on the site could be seen from a considerable distance.

At 12-49 the consultant and developer commented about "edge treatment" to buffer the surrounding land use. However, the comments and drawings do not show buffering along Central Avenue.

The university originally (document 14) took the position that the set back on Central should be 75 feet (like that imposed on the university) and that commercial, technology, and office should be built across from the campus rather than industrial and warehousing. A set back of 75 feet and a height limit of 3 stories should be imposed along Central Avenue to buffer the university student housing. At 25 foot set back could mean a bit of grass, a sidewalk, and then perhaps a mere 10 feet to the building.

The university (14-9) said that safety would be promoted by having a sidewalk on the campus side of Central Avenue. We assume that the 100 foot wide street on Central Avenue will have sidewalks on both sides. Is that correct?

Set backs and buffering on Central Avenue are major concerns. The consultant asked (12-18) about buffering along University and Central. The developer answered only about University. We think that it would be outrageous to approve industrial development to be set back only 25 feet across the street from a university campus and student housing! With such incompatible land use, 25 feet is not adequate. On March 22, 1990, Guy J. Witherspoon, President of the Associated Students of the university, wrote to the City Council, with copies to the City Administrator, Planning Commission, and Director of Community Development strongly objecting to a 25 foot setback and lack of height limitations. That letter was ignored and apparently did not become part of the public record in this case. A copy is attached. We ask that this letter, with Mr. Witherspoon's letter attached, become part of the record.

The EIR does not explain the specific detriments to the environment and the ways to mitigate the detriments. It glosses over the detriments and asks for a finding of overriding considerations. The City Council has not been supplied the data. We urge you not to approve the EIR or the Specific Plan until

these, and related, issues are clarified.

Sincerely,

CONCERNED CITIZENS OF CARSON  
COMMITTEE ON THE DOMINGUEZ TECHNOLOGY CENTER

GARY COLBOTH 19813 DUNDROOKE  
JOHANIE MEBANE 19209 LEAPWOOD AVE.  
JAMES H. WHITMORE MD 19112 So. GRANDEE  
Ray Dodson 19509 Sunlock Ave.  
Red K. Moore 16921 Belforest Ave.  
Olive B. Harris 1871 TURMONT ST.  
Ray C. Crayton D. 19404 Galway Ave CARSON



# ASSOCIATED STUDENTS

## CALIFORNIA STATE UNIVERSITY, DOMINGUEZ HILLS

1000 East Victoria Street • Carson, California 90749-9960 • (213) 516-3686

March 22, 1990

The Mayor and Members of the City Council  
Carson City Hall  
701 East Carson Street  
Carson, California 90745

Dear Mr. Mayor and Members of the City Council:

On behalf of the Associated Students at California State University, Dominguez Hills which represents over 8000 students, I am writing to you to express the concerns we have in regard to the proposed construction of the Dominguez Technology Centre on 288 vacant acres at the east end of the campus.

We are pleased that the land will be developed into a modern high technology industrial park and will create job opportunities for students. However, we have no guarantee that plans affecting long range health issues of the university have been thoroughly considered.

One case in point...consideration of the impact on area traffic; with the increase of commercial development to 100,000 square feet, traffic in the proximity of the campus will be increased. Additionally, it is not known what commercial uses are intended in this area. For this reason, I believe that a 100 foot set back for buildings along Central Avenue and a building height of no more than three stories be considered to protect the environment of the campus. This would not impose any economic burden on the developer but would only influence decisions about where to locate the buildings and where to locate parking lots.

It is my understanding that the Planning Commission recommends a set back of only 25 feet for buildings and three streets in the project will flow directly on to Central Avenue/campus across from student housing. The Central Avenue/campus would have three intersections feeding out of the project in contrast to Victoria Street: two intersections, Wilmington Avenue: two intersections, and University Drive: zero intersections.

As you can see, our concern would be that the traffic of three intersections will be directed toward the campus and there would only be a buffer of a 25 foot set back and no height limitations.

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The Mayor and Members of the City Council  
Page 2

I strongly urge the City Council to consider protecting the campus and the many students who reside in Carson from any industrial development which will cause traffic gridlock and no height limitations on the proposed buildings.

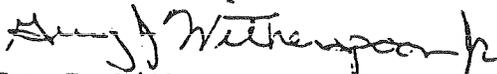
I concur with the Department of Transportation's letter of January 26, 1990 which warns us about the above concerns and says that:

It is strongly recommended that all mitigation measures be clearly defined and approved by all affected jurisdictions as defined in Section 21104 of the CEQA guidelines prior to implementation of this project...A reporting/monitoring program should be development...ensure that all mitigation measures...are actually implemented...Caltrans cannot support the implementation of this proposed development unless these recommendations are followed.

30-3

These matters I have addressed are extremely important to the students at CSU Dominguez Hills. We trust you will make good decisions and consider our concerns.

Sincerely,



Guy J. Witherspoon, Jr.  
President, Associated Students

GJW:rt:techctr.let

cc: Louis Murdock, Vice President for Student Affairs  
David Karber, Vice President for Administration  
Robert Detweiler, President  
Dick Williams, Academic Senate  
W. Ann Reynolds, Chancellor  
Editor, Dominguez News  
Editor, Los Angeles Times  
Editor, South Bay Daily Breeze  
City of Carson Planning Commission, Chairman Madrigal  
City of Carson City Administrator, Jack R. Smith  
City of Carson, Community Development Department,  
Patricia Brown

Rec'd 9/4/90  
Cmnt #17 P.H.  
fr. Gary Colboth

ORIGINAL

PETITION

TO: MAYOR AND MEMBERS OF THE CITY COUNCIL, CITY OF CARSON,  
CALIFORNIA

RE: DOMINGUEZ PROPERTIES - SPECIFIC PLAN 2-89 - DOMINGUEZ  
TECHNOLOGY CENTER.

THE PLAN CALLS FOR BUILDING 4,700,000 SQUARE FEET OF INDUSTRIAL AND COMMERCIAL DEVELOPMENT ON THE 288 ACRES OF VACANT LAND EAST OF THE UNIVERSITY CAMPUS. THE TOTAL NUMBER OF EMPLOYEES IN THE FINAL DEVELOPMENT (INCLUDING THE EXISTING TRW FACILITY) COULD BE ALMOST 16,000 EMPLOYEES AND GENERATING ABOUT 50,000 VEHICLE TRIPS DAILY! WE ARE VERY CONCERNED ABOUT THE SERIOUS ENVIRONMENTAL IMPACTS ON THE CITY, ESPECIALLY THE TRAFFIC, AND WE ARE CONCERNED THAT THE DEVELOPER'S TRAFFIC ENGINEER DID NOT USE "STANDARD" PROCEDURES IN HIS ANALYSIS. THE CITY SHOULD NOT APPROVE THE PLAN IN ITS PRESENT FORM. THE CITY HAS A DUTY UNDER THE ENVIRONMENTAL QUALITY ACT TO CONSIDER ALTERNATIVES AND TO REDUCE THE ENVIRONMENTAL RISKS.

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WE CONCERNED CITIZENS OF CARSON PETITION YOU TO CONSIDER THE FOLLOWING MITIGATION MEASURES AS A MINIMUM APPROACH TO REDUCING ENVIRONMENTAL RISKS. \* 1). APPROVAL SHOULD NOT BE GIVEN FOR 4.7 MILLION SQUARE FEET AT THIS TIME. APPROVAL SHOULD BE GIVEN FOR 3.5 MILLION SQUARE FEET, WITH THE PROVISIO THAT IF THE ENVIRONMENTAL RISKS PROVED TO BE MANAGEABLE IN THE FUTURE, ADDITIONAL CONSTRUCTION COULD THEN BE APPROVED. \* 2). ~~IMPACT ON TRAFFIC CIRCULATION SHOULD BE ANALYZED USING STANDARD METHODOLOGY AND MITIGATION MEASURES SPELLED OUT. MANY OF THE MAJOR INTERSECTIONS IN NORTH CARSON WILL HAVE TO HAVE TWO LEFT TURN LANES WITH APPROPRIATE SIGNALS.~~ \* 3). WITHIN THE DEVELOPMENT THERE SHOULD BE SIDEWALKS ON BOTH SIDES OF THE STREETS (THESE ARE PUBLIC, NOT PRIVATE, STREETS) AND THERE SHOULD BE ADEQUATE PARKING PER SITE AS REQUIRED BY THE ZONING LAW. ALSO, THE SITE DEVELOPMENT STANDARDS SHOULD FOLLOW THE ZONING ORDINANCE. \* 4). CENTRAL AVENUE SHOULD BE DEVELOPED PROPERLY, NOT DOWNGRADED TO 80 FEET. IT SHOULD BE 100 FEET WIDE WITH A RAISED, LANDSCAPED MEDIAN WITH OPENINGS TO ACCOMMODATE FUTURE STREET TRAFFIC FROM BOTH THE DEVELOPMENT AND THE UNIVERSITY. IT SHOULD HAVE SIDEWALKS ON BOTH SIDES (IT IS A PUBLIC, NOT A PRIVATE, STREET). THERE SHOULD BE A MINIMUM BUILDING SET BACK OF 100 FEET AND A HEIGHT LIMIT OF 3 STORIES ALONG CENTRAL AVENUE AS AN ADDITIONAL BUFFER FOR THE UNIVERSITY. A BIKE PATH SHOULD RUN PARALLEL TO CENTRAL AVENUE BETWEEN THE UNIVERSITY AND THE DEVELOPMENT. \* 5). RAISED, LANDSCAPED MEDIANS ARE NECESSARY ON UNIVERSITY DRIVE AND ON CENTRAL, AND SUCH MEDIANS SHOULD BE CONSTRUCTED ON ALL ARTERIAL STREETS AROUND THE PROJECT. \* 6). HEAVY TRUCK TRAFFIC SHOULD NOT BE ALLOWED SOUTH OUT OF THE DEVELOPMENT ONTO CENTRAL AVENUE OR UNIVERSITY DRIVE. \* 7). THE DEVELOPER SHOULD SHOW A CONCERN FOR QUALITY OF LIFE ISSUES BY MAKING SOME PROVISIONS FOR CHILD CARE FACILITIES, RECREATION, RECYCLING OF SOLID WASTE, AND WATER RECLAMATION. FAILURE TO DO SO WILL FURTHER REDUCE THE DEVELOPER'S ABILITY TO ARGUE THAT THE BENEFITS OF THE PROJECT OUT WEIGH THE ENVIRONMENTAL RISKS.

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| PRINT NAME         | SIGNATURE          | STREET ADDRESS IN CARSON       |
|--------------------|--------------------|--------------------------------|
| Ernest Waiters     | Ernest Waiters Jr  | 19240 Annalee Ave              |
| Vanessa Waiters    | Vanessa Waiters    | 19240 Annalee Ave              |
| Barbara J. Murray  | Barbara Murray     | 19240 Annalee Ave              |
| Betta R Willis     | Betta Willis       | 1106 Elsmere Dr                |
| Jimmie Theragood   | Jimmie Theragood   | 19527 Eddington Dr.            |
| Eunice Edmond      | Eunice Edmond      | 19327 Annalee Ave.             |
| Tammy Johnson      | Tammy Johnson      | 1422 Helmuck St                |
| Marpessa Neal      | Marpessa Neal      | 836 E. Denwall Dr, Carson, Ca. |
| Bobbie J. Wilson   | Bobbie J. Wilson   | 836 E. Denwall Dr, Carson, Ca. |
| SIRONE Edmond      | Sirone Edmond      | 19327 ANNALEE AVE              |
| Thomas Eaddy       | Thomas Eaddy       | 19012 Annalee Ave              |
| Everett C. Bennett | Everett C. Bennett | 19306 Tillman Ave Carson Ca.   |
| ALVIN W. FORGE     | Alvin W. Forge     | 19228 ANNALEE AVE. CARSON,     |
| Mae Lockett        | Mae Lockett        | 19235 Annalee ave. Carson      |
| HENRY L KILLINGS   | Henry L Killings   | 19225 TILLMAN AVE CARSON       |
| yvette L. Rodgers  | MUSTE L. Rodgers   | 19241 ANNLEE AVE CARSON, CA    |
| JAMES R. DANIEL    | James R. Daniel    | 19303 ANNALEE AVE CARSON CA    |
| HELEN MORGAN       | HELEN MORGAN       | 19309 ANNALEE AVE CARSON CA    |
| BILL G JOHNSON     | Bill G. Johnson    | 19403 ANNALEE AVE CARSON CA    |
| Michelle Johnson   | Michelle Johnson   | 19413 ANNALEE AVE CARSON CA    |
| Lois L. Harper     | Lois L. Harper     | 19515 Annalee Ave. Carson, Ca. |
| MINNIE PATTERSON   | Minnie Patterson   | 1066 Turmount Carson           |
| Charmaine Ross     | Charmaine Ross     | 1105 Kramer Ln Carson          |
| GEORGE T HURTADO   | George T. Hurtado  | 1109 E 11th St Carson          |
| RITA MILLER        | RITA MILLER        | 1152 ELISABETH DR Carson       |

| PRINT NAME                               | SIGNATURE                                  | ADDRESS   |
|--|--|---|
| Beverly Wells<br><del>Haywood Hygh</del> | Beverly Wells                              | 19018 Galway Ave.                                   |
| HAYWOOD HYGH                             | Haywood Hygh                               | 576 E. Bradenhall DR.                               |
| Ernestine Leyerette<br>Margaret R Lewis  | Ernestine Leyerette<br>MARGARET, R, LEWIS, | 16903 Billings Drive<br>426 Braden Hall, Dr. Carson |
| Lola Coulter                             | Lola Coulter                               | 17315 Billings Dr Carson, CA 90746                  |
| McMrs. Tucker                            |  | 553 E. 169th Carson, CA. 90746                      |
| JACKI THORNTON                           | Jackie Thornton                            | 19612 Galway 90746                                  |
| <del>B</del> MARIE COLLIER               | B. Marie Collier                           | 20018 PRICE TOWN AVE                                |
| ROSA MOORE                               | Rosa Moore                                 | 16921 Belforest Dr                                  |
| LaRonda Williams                         | LaRonda Williams                           | 19416 Galway, 90746                                 |
| Dorothy Williams                         | Dorothy Williams                           | 19416 Galway, 90746                                 |
| ELLIS JONES                              | Ellis Jones                                | 19520 CAMPBELL DR 90746                             |
| ELNORA RODGERS                           | Elnora Rodgers                             | 19720 ENSLOW DR 90746                               |
| <del>Jona Johnson</del>                  | Jona Johnson                               | 19115 Eddington Dr 90746                            |
| IONA JOHNSON                             |  |   |
| Beulah Polk                              | B Polk                                     | 19024 Eddington Dr Carson                           |
| HENRI YOUNG                              | Henri Young                                | 19024 Dunbrooks Ave Carson 90746                    |
| Brenda Johnson                           | Brenda Johnson                             | 33504 Naff Av. Carson 90746                         |
| Bettye J Jackson                         | Bettye J Jackson                           | 19107 Harkin Ave 90746                              |
| Nellie LWA                               | Nellie LWA                                 | 21507 Grace Ave Carson, CA 90745                    |
| Leighton LWA                             | Leighton LWA                               | " " "   |
| Jeanie Carlin                            | Jeanie Carlin                              | 534 E 220th St.                                     |
| Nathan Williams                          | Nathan Williams                            | P.O. BOX 4943 CARSON 90745                          |
| NANCY SEVERTSON                          | Nancy Severtson                            | 22618 KIPPER AVE                                    |

| PRINT NAME                | SIGNATURE                 | STREET ADDRESS IN CARSON         |
|---------------------------|---------------------------|----------------------------------|
| LARRY D. McCLELLAND       | Larry D. McClelland       | 23709 CATSKILL AVE 90745         |
| SANTIAGO B. CALUNSOD      | Santiago B. Calunsod      | 235 W. 223rd Street, CA 90745    |
| GARY COLBOTH              | Gary Colboth              | 19813 DUNBROOKE 90746            |
| Juanita C. Johnston       | Juanita C. Johnston       | 21039 GRACE AVE., CARSON 90745   |
| Ellen Ogata               | Ellen Ogata               | 563 E. Desford St., Carson 90745 |
| MARIAN ROSSER             | Marian Rosser             | 1456 Summit St 90746             |
| VERNESTA JOHNSON          | Vernesta Johnson          | 1728 Cyrene Dr 90746             |
| SHIRLEY SCOTT             | Shirley Scott             | 2663 E. Jackson 90810            |
| HASTEN WHEELER            | Hasten Wheeler            | 19727 Leeward 90746              |
| NAPOLÉONA NEAL            | Napoléona Neal            | 1406 Helmsick st                 |
| WAITERS, Ernest           | Ernest Waiters            | 19240 Annalee, Ave.              |
| Lillian Owens             | Lillian Owens             | 20324 Kainwick                   |
| J.H. WHITMORE MID         | J.H. Whitmore             | 19112 So Grandee                 |
| <del>MARVIN CLAYTON</del> | <del>MARVIN CLAYTON</del> | <del>20412 LEAPWOOD</del>        |
| MARVIN CLAYTON            | MARVIN CLAYTON            | 20412 LEAPWOOD AVE               |
| Barbara Winston           | Barbara Winston           | 765 Summit                       |
| Theresa Beush             | Theresa Beush             | 768 Summit                       |
| ANNE HILL                 | ANNE HILL                 | 19719 ANNALOE                    |
| OLIVER HILL               | OLIVER HILL               | 19719 ANNALOE                    |
| PERCY MORGAN              | Percy Morgan              | 19309 ANNALOE                    |
| OLIVE B. HARRIS           | Olive B. Harris           | 1871 TORMONT ST.                 |
| Johnnie L. McNamee        | Johnnie L. McNamee        | 19209 323 MERRILL 19209 Leeward  |

| PRINT NAME               | SIGNATURE           | STREET ADDRESS IN CARSON             |
|--------------------------|---------------------|--------------------------------------|
| 21. Betty J Williams     | Betty J. Williams   | 18322 Bonden <sup>Carson 90746</sup> |
| 22. WANITA HERNDON       | Wanita Herndon      | 17701 SO. AVALON #3                  |
| 23. MAMIE BEATTY         | Mamie Beatty        | 817 Tannerberg Ct.                   |
| 24. Willie Bowman        |                     | 19516 Cabney                         |
| 25. Betty Harris         | Betty Harris        | 19404 Wadley                         |
| 26. Eugenia Waddis       | Eugenia Waddis      | 19424 Pricetown Ave.                 |
| 27. WINFRED C. DAVIS     | Winfred C. Davis    | 17901 Tanglecliff Ave                |
| 28. ROYA WILLIAMS        | Roya Williams       | 1354 TURMONT ST CARSON, CA           |
| 29. AMOS SHAW            |                     | 19317 S. Kemp Ave. CARSON, CA.       |
| 30. Maurine Brown        | Maurine Brown       | 1002 E. Turmont St.                  |
| 31. Philomena Hatcher    | Philomena Hatcher   | 19202 Annalee Ave                    |
| 32. JAMES H. WHITMORE MD | James H. Whitmore   | 19112 So Grandee Ave                 |
| 33. Fern B. Stamps       | Fern B. Stamps      | 19217 So. Grandee Ave.               |
| 34. Shirley J. Scott     | Shirley Scott       | 2663 E Jackson #90810                |
| 35. ARLINE F. DISCARGAR  | ARLINE F. DISCARGAR | 21314 Moneta Ave 90745               |
| 36. Laverne D. Curtis    |                     | 20525 Campaign Dr. 256 Carson 90746  |
| 37. Oscar & Thompson     |                     | 1887 E Turmont St. S. Carson 90746   |
| 38. Henriette Whitmore   |                     | 19203 So Grandee Carson 90746        |
| 39. Duke Leroy Owen      |                     | 1812 E. Madwick Carson, 90746        |
| 40. ALBERTA FRYE         | ALBERTA FRYE        | 19105 Annalee Carson 90746           |
| 41. Carolyn McKee        | Carolyn McKee       | 19217 NESTOR AVE CARSON 90746        |
| 42. BRENDA CRUM          | Brenda Crum         | 19607 Helwayone Carson               |
| 43. Jean Bristol         | Jean Bristol        | 1748 Turmont Carson 90               |
| 43. HELEN T. LONG        | Helen T. Long       | 1881 E. Kamm St.                     |
| 44. BILLIE C. MILES JR   | Billie C. Miles     | Carson 90746<br>Carson 90746         |

21. Margie J. Miles Margie J. Miles 19613 Farman Dr  
 Michael D Williams Michael D Williams 19603 Farman Dr Carson

PRINT NAME

SIGNATURE

STREET ADDRESS IN CARSON

1. Vivian E. Hatcher Vivian E. Hatcher 19202 Annalee Ave.
2. Peter Butler, Jr Peter Butler 19202 Hillford
3. Gloria Roberson Gloria Roberson 19919 Alondra Dr.
4. Edythe E. Rainer Edythe E. Rainer 20003 Hillford Ave.
5. Cheryl Dotson - Cheryl Dotson - 19216 Andmark Ave.  
Carson Ca. 90846
6. Jamie McDaniel 1855 E. Gladwick St, Carson.
7. Allison Newell 1100 E Victorian Aly Allison Newell
8. Billy Hibbit 19482 Hillford Ave CARSON.
9. RUVEN T. KING RUVEN T. KING 1807 CALSTOCK ST
10. JOHN MILLER 1115 E ELSMERE DR
11. MORRIS TURNER 19222 TAJALTA Carson Morris Turner
12. Andrew Jennings 1832 Gladwick St Andrew Jennings
13. JONATHAN SCOTT SR. Jonathan Scott Sr. 540 COLLAMER DR.
14. ROBERT ANDERSON Robert E. Anderson 20003 So. Western Ave
15. Charlene Hamiltan 20238 Belshaw Ave. Charlene Hamiltan
16. William Phan 1329 E. Gladwick, Carson, Ca. 90746
17. Leonard Bennett Leonard Bennett 19104 Haigler Dr.
18. Dorothy Moss Dorothy Moss 17814 Lyzander Dr.
19. Marge Scott 19628 Campaign Dr Carson.
20. Andrea Norwood - 1 325 3 Enslow DR - 90746

| PRINT NAME                            | SIGNATURE                             | STREET ADDRESS IN CARSON   |
|---------------------------------------|---------------------------------------|----------------------------|
| ① LEO L. MOORE                        | Leo L. Moore                          | 16921 Belforest Dr.        |
| 2. JOHN COTTRELL                      | John Cottrell                         | 514 MOOREHAVEN DR.         |
| 3. CHARLES BOYD                       | Charles Boyd                          | 349 E. CENTERVIEW DR.      |
| 4. GREGORY WILLIAMSON                 | Gregory Williamson                    | 368 SHERMAN DR.            |
| 5. HUBERT COLDWELL                    | Hubert Caldwell                       | 343 E. BRADENHALL DR.      |
| 6. VERGIE SEYMORE                     | Vergie Seymore                        | 16912 S. BELFOREST         |
| 7. ERNESTINE GILBERT                  | Ernestine Gilbert                     | 416 E. BRADENHALL DR.      |
| 8. MARIAN BEVERLY                     | MARIAN BEVERLY                        | 16946 BELFOREST - DR       |
| 9. SHIRLEY JEFFERSON                  | Shirley Jefferson                     | 424 BRADENHALL DR.         |
| 10. ROSE MARIE BYRD                   | Rose Marie Byrd                       | 16917 Belforest Dr.        |
| 11. JOHN D BYRD                       | John D Byrd                           | 16917 Belforest Dr.        |
| 12. ARTHUR TAYLOR                     | Arthur Taylor                         | 17125 Saldee Dr.           |
| 13. KELEY TAYLOR                      | Keley Taylor                          | 17125 Saldee DR            |
| W H CHASE & RON<br>DUNLAP J. CANTHRON | W H Chase & Ron<br>Dunlap J. Cantaron | 443 E. SHERMAN DR.         |
| RONNA P. HARRIS                       | Ronna P. Harris                       | 403 MOOREHAVEN DR.         |
| CARL MACK - Carl Mack                 | Carl Mack                             | 17203 CROCKER AVE          |
| GLADYS M. MOSLEY                      | Gladys M. Mosley                      | 521 COLLAMER DR. NINE      |
| LANDUS FLOOD                          | Landus Flood                          | 331 E. CASSIDY ST. CARSON. |
| LONDON, Samuel                        | Samuel F. London                      | 513 E. CASSIDY ST          |
| Charlotte McGee                       | Charlotte B. McGee                    | 16937 S. Belforest Dr      |
| Eddie H. McAlpin                      | Eddie H. McAlpin                      | 406 E Sherman Dr           |
| Mildred Mathews                       | Mildred Mathews                       | 530 Collamer Dr.           |
| MAY JORIE BRIDGES                     | Mayjorie Bridges                      | 539 COLLAMER DR.           |
| Judith M. Hasden                      | Judith M. Hasden                      | 17208 Ambler Ave           |
| Bertha White                          | Bertha White                          | 368 Sherman Dr.            |

JOSEPH ALFORD Joseph Alford 19202 Northwood Ave Carson  
GROVER ALFORD Grover Alford 19202 Northwood Ave Carson  
Basil I Lord Basil Lord 19909 Dunbrook Rd Carson

Ian Parker 19720 Galway Ave

Ray C. Croyton D. 19404 Galway Ave Carson

James Wilson

Harry L. Wilson 19006 Seaboy Ave. Carson

Ray Croyton Jr 19110 Galway Ave Carson

Paul Ron Croyton 19404 Galway Ave. Carson

Mary Wilson 19229 Annalee Ave, Carson

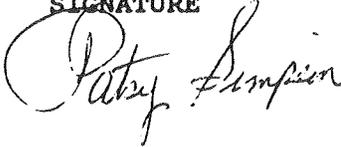
Lee H. Wilson LEE H. MCGEE 16921 Belforest Dr. CARSON  
Mary E. Williams 19714 Theology Ave Carson CA

Kathleen Wipin 20019 Annalee Ave. CA

SHERIL W. WILSON Mrs. Mary 1994 Galway Ave Carson

Vivian Hatcher Vivian Hatcher 19202 Annalee Ave. Carson

Roy Goodson 19504 Senlock Ave. CARSON, CA. 90746

| PRINT NAME        | SIGNATURE  | STREET ADDRESS IN CARSON            |
|-------------------|--|-------------------------------------|
| PATSY SIMPSON     |   | 1100 E. Victoria St Carson<br>90749 |
| Geor Flores       | GEORGE<br>FLORES   | "N2"                                |
| Herens T. Douglas |   | "J2"                                |
| Belinda C. Scheib | Belinda C. Scheib  | 1100 E. Victoria H-5                |
| S. ERIC ANDRUS    |  | 1106 E. VICTORIA K-6                |

## 5.0 ADDITIONAL PUBLIC COMMENTS

Several comments arose during meetings with staff, the applicant and public hearings that did not appear in written correspondence. These comments are addressed below:

| SECTION            | PAGE NO. | PARAGRAPH      | DESCRIPTION   |
|--------------------|----------|----------------|---|
| Summary of Impacts | 58       | 3              | Some of the mitigation measures are not in line with the relative impact. The mitigation measure for the change of land use is "none are required."   |
|                    | 59       | Hydrology, 1-3 | Combined paragraphs 1 and 3 under impacts. The mitigation for Paragraph 2 is "None are required."   |
|                    | 61       | Traffic        | Following paragraph 2 under mitigation measures, include "except Wilmington Ave/SR- 91EB during the PM peak hour." Add the Central/SR91 intersection to the impacts section under impacted intersections. |
| Air Quality        | 93       | Footnotes      | Change average CO concentration from 9ppm to 20ppm.   |
|                    | 115      | Table 19       | Change the heading of the middle column to CNEL at 50 feet from near travel land. Eliminate footnote 3.   |
| Cultural Resources | 122      | 4              | Clarify level of significance of cultural   |

|                 |     |             |   |
|-----------------|-----|-------------|---|
|                 |     |             | resources by adding.<br>"Thus, impacts to<br>cultural resources are<br>considered to be<br>insignificant."  |
| Public Services | 125 | Footnote    | Change footnote 3 to<br>1 employee/350 square<br>feet and add footnote<br>4 as follows: Assume<br>1 employee/250 square<br>feet.  |
|                 | 126 | 1           | Change L.A. County<br>Sanitation District to<br>L . A . C o u n t y<br>Department of Public<br>Works.   |
|                 | 127 | 1           | Change L.A. County<br>Sanitation District<br>to L.A. County<br>Department of<br>Public Works  |
|                 |     | 2           | Change L.A. County<br>Sanitation District to<br>L . A . C o u n t y<br>Department of Public<br>Works.   |
|                 |     | Table 22    | Office square footage<br>is 937,500 square feet<br>instead of 951,500<br>square feet.   |
|                 | 128 | Solid Waste |   |
|                 |     | 1           | Change the word<br>"sewer" to "solid<br>waste."   |
|                 |     | 2           | Change Puente Hills<br>land fill allowable<br>waste from 11,494 tons<br>to 12,000 tons.<br>Change sentence 3 to<br>read "all refuse<br>collection activities in<br>the City of Carson are |

|                    |     |                 |  |
|--------------------|-----|-----------------|--|
|                    | 129 | Impacts, Par. 1 | regulated by the City."<br>Change first sentence to read, "Project implementation will likely generate approximately 8270 tons annually of solid waste', .... Add the following footnote. "Based on 1.68 tons/employee for industrial and .28 tons/employee for technology and office use. |
| Alternatives       | 138 | 1               | Change increase to decrease in the last sentence.  |
| Cumulative Impacts | 141 | 2               | Change number of cumulative projects from one to four.   |



**MITIGATION MONITORING PROGRAM**  
*Dominguez Technology Centre Specific Plan*

*Pursuant to State laws, implementation of mitigation measures identified in the Environmental Impact Report for this project as being necessary to avoid or reduce the project's impacts to insignificant levels shall be ensured through an implementation verification program as defined in the Checklist and Inventory of Mitigation Measures contained in this Program.*

*Explanation of headings in the Matrix are:*

**MITIGATION MEASURE:** *Includes a summary description of the measure and a number referring to the measure's number in the Inventory of Mitigation Measures. (Note: The monitoring program includes only impacts determined to be significant in the absence of adequate mitigation.)*

**TYPE:** Design  
*This type of measure includes design features incorporated into project plans and would be verified through normal plan checks and field inspections. Examples would be drainage facilities, noise walls, bus turnouts in streets, etc.*

Construction  
*This type includes mitigation measures to be implemented during the construction phase. Examples would be dust control measures, installation of landscaping, limits on hours of construction operations, etc.*

Ongoing  
*Ongoing measures include continuing, post-project mitigation such as long-term landscape maintenance requirements, air quality permit conditions, or other long-term continuing conditions of project approval.*

Cumulative  
*These are post-construction measures such as future requirements to install traffic signals, street improvements, etc.*

**RESPONSIBLE AGENCY:** *Name of agency, department and/or person responsible for verifying the measure has been implemented. Responsible party may be a consultant or an outside agency with permit or approval authority over a particular mitigation measure.*

*The Mitigation Monitoring Checklist for this project begins on the next page.*

# MITIGATION MONITORING PROGRAM

## DOMINGUEZ TECHNOLOGY CENTRE

The following environmental mitigation measures were incorporated into the Final EIR to reduce significant impacts identified in the environmental review process to a level of insignificance. A signed checkoff for each mitigation measure indicates that the implementation of that measure has been verified by the responsible agency. A completed Checklist fulfills the City of Carson's responsibilities under provisions of Public Resources Code Section 21081.6.

|                    |      |                    | TIMING MATRIX            |                                   |                                    |   |                        |                         |                   |        |                                  |     |                            |
|--------------------|------|--------------------|--------------------------|-----------------------------------|------------------------------------|---|------------------------|-------------------------|-------------------|--------|----------------------------------|-----|----------------------------|
| Mitigation Measure | Type | Responsible Agency | Building Permit Issuance | Certificate Of Occupancy Issuance | Final Grading Plan/Permit Approval | Structural Improvement Plan/Permit Approval | Completion Of Phase 1* | Completion Of Phase 2** | Ongoing As Needed | Yearly | Final Map and Site Plan Approval | N/A | Verification Date Initials |

**LAND USE**

- |   |                            |  |          |          |  |
|---|----------------------------|--|----------|----------|--|
| <p>1. A registered landscape architect shall certify prior to approval of final landscape plans for each final map are in compliance with the landscape concepts of the specific plan and certify that installation complies with the approved landscape plan. Zoning as well as development standards will be allied to the project site.</p>  | <p>Design Construction</p> | <p>Planning Landscape Architect</p>                  | <p>X</p> | <p>X</p> |  |
| <p>2. Prior to approval of final landscape plans, a registered landscape architect shall certify that the landscape plans for buffer areas conform with the setback requirements, as identified within the specific plan, for the project areas adjacent to offsite residential uses. He shall also certify that installation conforms with the approved buffer plan.</p>   | <p>Design</p>              | <p>Planning Landscape Architect</p>                  | <p>X</p> | <p>X</p> |  |
| <p>3. If any structure is to be located over or in the proximity of a previously abandoned well, there is the possibility that the well may need to be reabandoned to current Division of Oil and Gas specifications. Section 3208.1 of the Public Resources Code (PRC) authorizes the State Oil and Gas Supervisor to order the reabandonment of any previously abandoned well, when construction of any structure over or in the proximity of the well could result in a hazard. The cost of reabandonment operations are the responsibility of the owner of the property upon which the structure will be located.</p> | <p>Design</p>              | <p>Building and Safety Division of Oil &amp; Gas</p> | <p>X</p> |          |  |

Under Section 3208.1 of the PRC, the reabandonment responsibilities of the owner/developer of a property upon which a structure will be located need extend no further than the property boundaries. However, if a well requiring reabandonment is on an adjacent property and near the common property line, the Division recommends that the structure be

**TIMING MATRIX**

| Mitigation Measure | Type | Responsible Agency | Building Permit Issuance | Certificate Of Occupancy Issuance | Final Grading Plan/Permit Approval | Structural Improvement Plan/Permit Approval | Completion Of Phase 1* | Completion Of Phase 2** | Ongoing As Needed | Yearly | Final Map and Site Plan Approval | N/A | Verification     |
|--------------------|------|--------------------|--------------------------|-----------------------------------|------------------------------------|---|------------------------|-------------------------|-------------------|--------|----------------------------------|-----|------------------|
|                    |      |                    |                          |                                   |                                    |   |                        |                         |                   |        |                                  |     | Date<br>Initials |

set back sufficiently to allow future access to the well.

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

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

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

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

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

**GEOLOGY**

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

Ongoing Planning

Design Building and Safety Fire Department

Design Construction Planning Building and Safety

Design Construction Planning Building and Safety

Construction Planning Building and Safety

Design Building and Safety

X

X

X

X

X

X

X

| TIMING MATRIX   |                        |   |                          |                                   |                                    |   |                        |                         |                   |        |                                  |     |                            |
|---|------------------------|---|--------------------------|-----------------------------------|------------------------------------|---|------------------------|-------------------------|-------------------|--------|----------------------------------|-----|----------------------------|
| Mitigation Measure  | Type                   | Responsible Agency                        | Building Permit Issuance | Certificate Of Occupancy Issuance | Final Grading Plan/Permit Approval | Structural Improvement Plan/Permit Approval | Completion Of Phase 1* | Completion Of Phase 2** | Ongoing As Needed | Yearly | Final Map and Site Plan Approval | N/A | Verification Date Initials |
| 9. All recommendations of the certified geologist's report and requirements of the City's grading ordinances shall be incorporated into the final grading plan. The City Engineer shall review and approve the final grading plans.   | Design                 | Building and Safety                       |                          |                                   | X                                  |   |                        |                         |                   |        |                                  |     |                            |
| 10. A structural engineer, experienced with earthquake-resistant design, shall sign off on all building plans to determine the adequacy of seismic criteria for project structures, and to recommend appropriate design changes, if needed prior to issuance of building permits.   | Design                 | Building and Safety                       | X                        |                                   |                                    |   |                        |                         |                   |        |                                  |     |                            |
| <b>HYDROLOGY</b>  |                        |   |                          |                                   |                                    |   |                        |                         |                   |        |                                  |     |                            |
| 11. All required drainage improvements, as shown in the Infrastructure Facilities Plan in Exhibit 13 in the Specific Plan, shall be designed and constructed in accordance with the City of Carson and Los Angeles County Flood Control District standards and shall be reviewed and approved by both the City of Carson and Los Angeles County Flood Control District.<br><br>All tentative parcel maps, site plans and other precise plans within the specific plan area shall be accompanied by adequate plans for drainage improvements prepared by a registered professional engineer. | Design                 | Engineering<br>L.A. County Flood District | X                        | X                                 | X                                  |   |                        |                         |                   |        |                                  |     |                            |
| 12. The applicant shall consult with the California Department of Fish and Game to determine if a 1601-1603 permit will be required for project implementation.   | Design<br>Construction | California Department of Fish and Game    |                          |                                   |                                    |   |                        |                         |                   |        |                                  |     | X                          |
| 13. The City Engineer shall review and approve an erosion, siltation and dust control plan prior to the issuance of grading permits to minimize soil transport offsite and to minimize air quality impacts.   | Design                 | Building and Safety<br>Public Works       |                          |                                   |                                    |   |                        |                         |                   |        |                                  |     | X                          |
| 14. All storm drains shall conform to the standards set on the storm drain drainage concept as shown in Exhibit 13.   | Design<br>Construction | Public Works                              |                          |                                   |                                    |   |                        |                         |                   |        |                                  |     | X                          |

**TIMING MATRIX**

| Mitigation Measure | Type | Responsible Agency | Building Permit Issuance | Certificate Of Occupancy Issuance | Final Grading Plan/Permit Approval | Structural Improvement Plan/Permit Approval | Completion Of Phase 1* | Completion Of Phase 2** | Ongoing As Needed | Yearly | Final Map and Site Plan Approval | N/A | Verification  |
|--------------------|------|--------------------|--------------------------|-----------------------------------|------------------------------------|---|------------------------|-------------------------|-------------------|--------|----------------------------------|-----|---------------|
|                    |      |                    |                          |                                   |                                    |   |                        |                         |                   |        |                                  |     | Date Initials |

**BIOLOGY**

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

Design Construction California Department of Fish and Game

X

**AIR QUALITY**

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

Design Construction

X

X

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

b. Restrict construction during second-stage smog alerts.

17. Development of the project shall comply with all existing SCAQMD rules and regulations. In addition, development should apply, to the extent feasible, to all AQMP recommendations for commercial and office land uses.

Design Construction Ongoing

X

X

X

X

X

The Director of Planning shall approve the AWMP recommendations incorporated into the project and the Building Department shall ensure their completion.

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

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

| TIMING MATRIX      |      |                    |                          |                                   |                                    |   |                        |                         |                   |        |                                  |     |                            |
|--------------------|------|--------------------|--------------------------|-----------------------------------|------------------------------------|---|------------------------|-------------------------|-------------------|--------|----------------------------------|-----|----------------------------|
| Mitigation Measure | Type | Responsible Agency | Building Permit Issuance | Certificate Of Occupancy Issuance | Final Grading Plan/Permit Approval | Structural Improvement Plan/Permit Approval | Completion Of Phase 1* | Completion Of Phase 2** | Ongoing As Needed | Yearly | Final Map and Site Plan Approval | N/A | Verification Date Initials |

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

**TRANSPORTATION / - CIRCULATION**

Onsite Mitigation Measures

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

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

Design  
Construction

Public Works

X X

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

Design  
Construction

Public Works

X

| TIMING MATRIX   |                     |                    |                          |                                   |                                    |   |                        |                         |                   |        |                                  |                            |
|---|---------------------|--------------------|--------------------------|-----------------------------------|------------------------------------|---|------------------------|-------------------------|-------------------|--------|----------------------------------|----------------------------|
| Mitigation Measure  | Type                | Responsible Agency | Building Permit Issuance | Certificate Of Occupancy Issuance | Final Grading Plan/Permit Approval | Structural Improvement Plan/Permit Approval | Completion Of Phase 1* | Completion Of Phase 2** | Ongoing As Needed | Yearly | Final Map and Site Plan Approval | Verification Date Initials |
| 20. It is recommended that Wilmington Avenue (University Drive to Victoria Street) be widened to accommodate three through lanes in each direction plus a two-way left-turn lane. A transition area should be striped north of Victoria Street where Wilmington Avenue should return to two lanes in each direction. If future traffic conditions warrant, the segment north of Victoria Street (to SR-91) could be restriped to provide three lanes in each direction.   | Design Construction | Public Works       |                          |                                   |                                    |   | X                      |                         |                   |        |                                  |                            |
| 21. The primary mitigation at the Central Avenue/Victoria Street intersection will be the construction of Central Avenue south of Victoria Street in phase 2 and widening of Victoria Street east of Central Avenue in phase 1. The eastbound approach should also be restriped to provide two through lanes plus a double left-turn lane; and the westbound approach should be widened to provide for three through lanes, an exclusive left-turn lane and an exclusive right-turn lane. The southbound approach should be restriped to provide two through lanes plus an exclusive double left-turn lane. The traffic signal will require substantial modification to provide for the northbound movement and widened Victoria Street. The forecast a.m. peak hour volume/capacity ratio with these improvements is .84 and the level of service is D, while during the p.m. peak hour the intersection will operate at V/C equal to .85 and LOS D. | Design Construction | Public Works       |                          |                                   |                                    |   | X                      | X                       |                   |        |                                  |                            |
| 22. The primary mitigation at the Central Avenue/University Drive intersection will be the construction of Central Avenue north of University Drive to major highway standards. Also, a traffic signal will be installed (the intersection is currently stop-sign controlled). An exclusive left-turn lane should be striped on the eastbound approach. With these improvements, the intersection is forecast to operate during the a.m. peak hour at a V/C of .57 and LOS A, and V/C of .50 and LOS A during the p.m. peak hour.   | Design Construction | Public Works       |                          |                                   |                                    |   | X                      |                         |                   |        |                                  |                            |

| TIMING MATRIX      |      |                    |                          |                                   |                                    |   |                        |                         |                   |        |                                  |                                  |
|--------------------|------|--------------------|--------------------------|-----------------------------------|------------------------------------|---|------------------------|-------------------------|-------------------|--------|----------------------------------|----------------------------------|
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23. At the Wilmington Avenue/Victoria Street intersection, Victoria Street should be widened and improved on the east leg to provide an 84-foot curb-to-curb section per the City standard for major highways. The northbound approach should also be widened to provide three through lanes plus a left-turn lane. This will require widening of the existing curb-to-curb cross-section to the ultimate 84-foot cross-section which is consistent with the roadway width south of Glenn Curtiss Street. The Victoria Street eastbound approach should be improved to include dual left-turn lanes, two through lanes and an exclusive right-turn lane. Signal system modifications will be required to accommodate the geometric improvements. The a.m. and p.m. peak hour V/C ratios and level of service following implementation of these improvements are forecast as .88, LOS D, and .83, LOS D, respectively.

Design  
Construction

Public Works

X

24. The recommended mitigation at the Wilmington Avenue/University Drive intersection is to provide additional capacity for through vehicles in the north and southbound directions. This will require restriping the existing 84-foot roadway. This improvement (to three through lanes in each direction) should be maintained to Victoria Street. North of Victoria Street, striping should be provided to transition back to two through lanes each way northbound and southbound until three lanes are required for moving traffic. Second eastbound and westbound left-turn lanes should also be provided. Signal system modifications will be required to accommodate these recommended roadway improvements. With these mitigation measures, the intersection would operate at V/C of .82, LOS D during the a.m. peak hour, and V/C of .77, LOS C during the p.m. peak hour.

Design  
Construction

Public Works

X

**TIMING MATRIX**

| Mitigation Measure | Type | Responsible Agency | TIMING MATRIX            |                                   |                                    |   |                        |                         |                   |        | Verification<br>Date<br>Initials |
|--------------------|------|--------------------|--------------------------|-----------------------------------|------------------------------------|---|------------------------|-------------------------|-------------------|--------|----------------------------------|
|                    |      |                    | Building Permit Issuance | Certificate Of Occupancy Issuance | Final Grading Plan/Permit Approval | Structural Improvement Plan/Permit Approval | Completion Of Phase 1* | Completion Of Phase 2** | Ongoing As Needed | Yearly |                                  |

Offsite Mitigation Measures

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

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

25. A second southbound left-turn lane should be constructed on Avalon Boulevard at University Drive. This mitigation measure could be provided within the roadway area currently taken by the existing extra-wide raised median. With this improvement, the a.m. peak hour V/C ratio would move to .87, LOS D, and the p.m. would move to .88, LOS D.

Design  
Construction      Public Works

X

26. The Central Avenue/SR-91 eastbound and westbound frontage roads are in close proximity to each other (approximately 500 feet). Mitigation measures at these two intersections should be implemented simultaneously to maintain consistent geometry. The first mitigation measure is redesign of the lane configuration on the bridge between the two intersections. The existing raised median should be eliminated and two full left-turn lanes should be provided in the north and southbound directions which span the length of the bridge. This would utilize more of the existing bridge surface capacity and increase left-

Design  
Ongoing      Public Works  
Caltrans

X

TIMING MATRIX

| Mitigation Measure | Type | Responsible Agency | TIMING MATRIX            |                                   |                                    |   |                        |                         |                   |        |                                  |     |
|--------------------|------|--------------------|--------------------------|-----------------------------------|------------------------------------|---|------------------------|-------------------------|-------------------|--------|----------------------------------|-----|
|                    |      |                    | Building Permit Issuance | Certificate Of Occupancy Issuance | Final Grading Plan/Permit Approval | Structural Improvement Plan/Permit Approval | Completion Of Phase 1* | Completion Of Phase 2** | Ongoing As Needed | Yearly | Final Map and Site Plan Approval | N/A |

turn storage length. Two northbound through lanes and three southbound through lanes should also be provided on the bridge. A dual exclusive right-turn lane should also be provided via reconstruction and widening of the northbound approach. The eastbound off-ramp should also be restriped from three lanes to four lanes including one exclusive left-turn lane, one shared left-through, one through lane and one right-turn lane. With these improvements, both intersections are forecast to operate at acceptable LOS D or better during the morning and evening peak hour periods.

27. The Wilmington Avenue/SR-91 eastbound and westbound ramps/intersection shall be improved together. On the bridge, the median should be eliminated and two full-length left-turn lanes should be provided (one northbound and one southbound). Three lanes should be provided on the bridge in the southbound direction with two through lanes and one shared through/left lane. This will provide extra capacity for heavier traffic flows in the southbound direction during the morning peak commuter period. A dual exclusive right-turn lane will be required in the northbound direction at the eastbound on-ramps. This will require purchase of additional right-of-way. An exclusive right-turn lane should be provided in the southbound direction at the westbound on-ramp, the westbound off-ramp should be restriped to provide a double left-turn lane instead of the existing single left. With the above improvements, both intersections are expected to operate at LOS D or better during the a.m. peak period, and LOS E (V/C .94) or better during the p.m. peak hour.

28. The major capacity constraint at the intersection of Wilmington Avenue/Del Amo Boulevard occurs in the north and southbound directions. The recommended mitigation is parking removal and reconstruction of

Design Construction Public Works

X

Design Construction Public Works

X

| TIMING MATRIX      |      |                    |                          |                                   |                                    |   |                        |                         |                   |        |                                  |     |                            |
|--------------------|------|--------------------|--------------------------|-----------------------------------|------------------------------------|---|------------------------|-------------------------|-------------------|--------|----------------------------------|-----|----------------------------|
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both approaches to provide three through lanes in each direction. In the southbound direction, double left-turn lanes are also recommended. A third eastbound through lane is also recommended to accommodate p.m. peak traffic flows. An exclusive right-turn lane is also recommended in the westbound direction.

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

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

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

The developer should work with the City to determine the mitigation strategy which is most feasi-

| TIMING MATRIX      |      |                    |                          |                                   |                                    |   |                        |                         |                   |        |                                  |     |                            |
|--------------------|------|--------------------|--------------------------|-----------------------------------|------------------------------------|---|------------------------|-------------------------|-------------------|--------|----------------------------------|-----|----------------------------|
| Mitigation Measure | Type | Responsible Agency | Building Permit Issuance | Certificate Of Occupancy Issuance | Final Grading Plan/Permit Approval | Structural Improvement Plan/Permit Approval | Completion Of Phase 1* | Completion Of Phase 2** | Ongoing As Needed | Yearly | Final Map and Site Plan Approval | N/A | Verification Date Initials |

ble and which will ultimately be implemented. With these improvements, the a.m. peak hour V/C is forecast to be .84, LOS D, while the intersection will operate at V/C .89, LOS D during the p.m. peak hour.

Additional Mitigation Measures

29. The applicant shall fund the study and submit a program to be approved by the City Engineer that proposes a fair share funding mechanism for all cumulative circulation improvements proposed for the project (see Mitigation Measures 24-27).

Design Planning

X

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

Construction Caltrans

X

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

Design Caltrans

X

32. All cumulative projects subject to environmental review shall be reviewed by the City of Carson and SCAG for conformance with the Regional Mobility Plan, the Air Quality Management Plan, the Growth Management Plan and the Regional Housing Needs Assessment.

Design Planning SCAG

X

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

Design Construction Engineering Caltrans

X

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

Design Construction Ongoing Planning Public Works

X

Phasing of Development and Circulation Mitigation Measures

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

Design Construction

X

X

Phase 1 - 95 acres (approximately 40 percent of buildout)  
Phase 2 - 93 acres (with Phase 1, approximately 78 percent of buildout)  
Phase 3 - 52 acres (100 percent of buildout)

| TIMING MATRIX      |      |                    |                          |                                   |                                    |   |                        |                         |                   |        |                                  |     |                            |
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Phase 1

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

Construction

Public Works

X

Phase 2

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

Construction

Public Works

X

**ACOUSTIC ENVIRONMENT**

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

Construction

Building and Safety

X

X

37. Noise attenuation measures should be employed during construction hours to reduce noise impacts to surrounding uses. Such measures shall include com-

Construction

Building and Safety

X

X

| TIMING MATRIX      |      |                    |                          |                                   |                                    |   |                        |                         |                   |        |                                  |                            |
|--------------------|------|--------------------|--------------------------|-----------------------------------|------------------------------------|---|------------------------|-------------------------|-------------------|--------|----------------------------------|----------------------------|
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pliance with state measures for muffling and shielding intake and exhaust from equipment and vehicles.

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

Design  
Construction

Building and Safety  
Planning

X X

**AESTHETICS**

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

Design  
Construction

Planning  
Landscape Architect  
Public Works  
Building and Safety

X X

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

Design  
Construction

Building and Safety

X X

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

Design  
Construction

Building and Safety

X X

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

Construction  
Ongoing

Building and Safety

X X

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

Design  
Construction

Building and Safety

X X

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

Design  
Construction

Building and Safety  
Parks and Recreation

X X

**CULTURAL RESOURCES**

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

Construction

Engineering  
Archaeologist/Paleontologist

X X

**TIMING MATRIX**

| Mitigation Measure   | Type                   | Responsible Agency                                     | TIMING MATRIX            |                                   |                                    |   |                        |                         |                   |        |                                  |     |
|--|------------------------|--|--------------------------|-----------------------------------|------------------------------------|---|------------------------|-------------------------|-------------------|--------|----------------------------------|-----|
|  |                        |  | Building Permit Issuance | Certificate Of Occupancy Issuance | Final Grading Plan/Permit Approval | Structural Improvement Plan/Permit Approval | Completion Of Phase 1* | Completion Of Phase 2** | Ongoing As Needed | Yearly | Final Map and Site Plan Approval | N/A |
| <b>PUBLIC SERVICES AND UTILITIES</b>   |                        |  |                          |                                   |                                    |   |                        |                         |                   |        |                                  |     |
| 46. The building division shall review all building permits to ensure that the project will be constructed in conformance with all applicable building codes in order to ensure maximum fire protection. Fire sprinkler systems shall be installed with local alarm and central station supervision. | Design<br>Construction | Building and Safety<br>Planning<br>Public Works        | X                        |                                   |                                    |   |                        |                         |                   |        |                                  |     |
| 47. The development of this project must comply with all applicable code and ordinance requirements for construction, access, water mains, fire flows, and fire hydrants.  | Design<br>Construction | Building and Safety<br>Public Works                    | X                        | X                                 |                                    |   |                        |                         |                   |        |                                  |     |
| 48. Fire flows of up to 5,000 gallons per minute at 20 pounds per square inch per residual pressure for a five-hour duration will be required.   | Design<br>Construction | Building and Safety<br>Fire Department                 | X                        | X                                 |                                    |   |                        |                         |                   |        |                                  |     |
| 49. Final fire flow will be based on the size of the building, its relationship to other structures and property lines, and the type of construction used.   | Design<br>Construction | Building and Safety<br>Fire Department                 | X                        |                                   |                                    |   |                        |                         |                   |        |                                  |     |
| 50. Fencing should be provided which limits access but allows visibility from the street. Fencing which screens visibility of oil uses and vehicular storage areas should be encouraged.   | Design<br>Construction | Building and Safety                                    | X                        | X                                 |                                    |   |                        |                         |                   |        |                                  |     |
| 51. Landscaping and berms should be such that they do not block street visibility adjacent to intersections or when the landscaping is determined to be a traffic hazard as determined by the City of Carson Traffic Engineer.   | Design<br>Construction | Building and Safety                                    | X                        | X                                 |                                    |   |                        |                         |                   |        |                                  |     |
| 52. Adequate lighting should be provided for nighttime security.   | Design<br>Construction | Building and Safety                                    | X                        | X                                 |                                    |   |                        |                         |                   |        |                                  |     |
| 53. Fences should provide a physical barrier to entry but allow for a view of the interior of the fenced area. Roofs should be free of any man-made or natural ladders such as trees. Visibility into and around doorways, porches and windows shall be maintained.                                  | Design<br>Construction | Planning<br>Landscape Architect<br>Building and Safety | X                        | X                                 |                                    |   |                        |                         |                   |        |                                  |     |

| TIMING MATRIX  |                        |   |                          |                                   |                                    |   |                        |                         |                   |        |                                  |                                  |
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| Security shrubbery should be incorporated, when appropriate, into all landscape plans for site plan and design review. Low shrubbery or trees, trimmed to at least six feet from ground level should maintain visibility into parking lots. Trees should not be placed where they interface with any lighting. |                        |   |                          |                                   |                                    |   |                        |                         |                   |        |                                  |                                  |
| 54. Landscape plans shall include automatic irrigation systems which ensure watering during early morning or evening hours to reduce evaporation losses.   | Design<br>Construction | Building and Safety<br>Public Works<br>Parks and Recreation | X                        | X                                 |                                    |   |                        |                         |                   |        |                                  |                                  |
| 55. The Building Department and the Planning Division shall review building plans for plumbing fixtures to ensure that water reducing measures are utilized (ie., low-volume toilet tanks, flow control devices for faucets, etc.) as required by Title 24 of the California Administrative Code.              | Design<br>Construction | Building and Safety   | X                        |                                   |                                    |   |                        |                         |                   |        |                                  |                                  |
| 56. The use of drip irrigation systems should be considered in order to reduce water usage.  | Design<br>Construction | Building and Safety<br>Public Works<br>Parks and Recreation | X                        |                                   |                                    |   |                        |                         |                   |        |                                  |                                  |
| 57. All required sewer improvements shall be designed and constructed to City of Carson and County of Los Angeles standards. Determination of the requirement to upsize existing facilities shall be made by the City of Carson Department of Public Works.  | Design<br>Construction | Public Works<br>Los Angeles County Public Works             | X                        |                                   |                                    |   |                        |                         |                   |        |                                  |                                  |
| 58. Fee payment is required prior to issuance of a permit to connect to district sewer facilities.   | Design                 | Public Works<br>Los Angeles County Public Works             |                          |                                   |                                    |   |                        |                         |                   |        |                                  | X                                |
| 59. Each individual employer will be provided a copy of the Los Angeles County Solid Waste Management Plan, which addresses recycling programs.  | Ongoing                | Building and Safety   |                          |                                   |                                    |   |                        |                         |                   |        |                                  | X                                |
| 60. The Building Department shall review all building plans to assure that Title 24 California Administrative Code requirements are met.   | Design<br>Construction | Building and Safety   | X                        | X                                 |                                    |   |                        |                         |                   |        |                                  |                                  |
| 61. The Building Department shall review all building plans to assure that California Administrative Code requirements are met.  | Design<br>Construction | Building and Safety   | X                        | X                                 |                                    |   |                        |                         |                   |        |                                  |                                  |

| TIMING MATRIX  |                        |                                     |                          |                                   |                                    |   |                        |                         |                   |        |                                  |                                  |
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| 62. Although the project is not expected to impact bus service, the following mitigation measures are recommended to mitigate possible impacts that the project may generate upon traffic, air quality and energy:<br><br>a. Placement of bus route information in conveniently located areas.<br><br>b. Encouragement of an employer-subsidized bus pass program. | Ongoing                | Planning                            |                          | X                                 |                                    |   |                        |                         |                   |        |                                  |                                  |
| 63. Direct access onto arterials shall be limited to the those driveways required to serve individual lots, as determined by the Director or Public Works.   | Design<br>Construction | Public Works<br>Building and Safety | X                        |                                   |                                    |   |                        |                         |                   |        |                                  |                                  |

\* Phase 1 shall be deemed complete when 1,880,000 square feet has been constructed within the Phase 1 area, as identified in Exhibit 37, or the Developer requests building permits for parcels within the designated Phase 2 area.

\*\* Phase 2 shall be deemed complete when a total of 3,666,000 square feet has been constructed for the project, within the areas identified as Phase 1 and 2, or the Developer requests building permits for parcels within the designated Phase 3 area.