



**AGENDA**  
**CITY OF CARSON**  
**REGULAR MEETING OF THE ENVIRONMENTAL COMMISSION**  
701 East Carson Street, Carson, CA 90745  
EXECUTIVE CONFERENCE ROOM; 2<sup>ND</sup> FLOOR  
Wednesday, April 1, 2015  
6:30 p.m.

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1. CALL TO ORDER:

2. PLEDGE OF ALLEGIANCE:

3. ROLL CALL:

Environmental Commissioners:  
Burr, Hellerud, Hopson, Jimenez, Love,  
Mack, Muckey, Perry, Silva (alternate),  
Taylor, Yamanaka (alternate).

4. AGENDA POSTING CERTIFICATION:

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

5. AGENDA APPROVAL:

6. ORAL COMMUNICATIONS:

For items NOT on the agenda.  
Speakers are limited to three minutes.

7. MINUTES APPROVAL:

a. N/A

8. UNFINISHED BUSINESS

a. City of Carson Public Health Initiative

b. Ground Vibrations and Noise Near Stevenson Park

c. Draft Environmental Assessment (EA) for Rule 2202 Emission Reduction Quantification Protocol for Electric Vehicle Charging Station Projects

9. NEW BUSINESS

a. None

10. WRITTEN COMMUNICATIONS

a. Dominguez Channel Bike & Pedestrian Path – Letters dated August 18, 2014 and January 16, 2015

b. Earth Hour Flyer – March 28, 2015 – 8:30 p.m.

c. Los Angeles County General Plan Update – City of Carson response letter dated August 7, 2014 and Los Angeles County Response

d. SB 32 to Pick Up Where AB 32 Leaves Off – News article dated March 12, 2015

e. Exide Technologies to close Vernon battery recycling plant, pay \$50 million for cleanup – City News Service article dated March 12, 2015

11. ORAL COMMUNICATIONS

a. Audience

b. Commissioners

c. Staff

12. ADJOURNMENT

Upcoming Meetings: May 6, June 3, July 1, August 5

CITY OF CARSON

STAFF COMMUNICATION TO  
THE ENVIRONMENTAL COMMISSION

UNFINISHED BUSINESS

April 1, 2015

**SUBJECT:** City of Carson Public Health Initiative

**REQUEST:** Review, discuss, and provide feedback on potential projects to improve Public Health

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I. Introduction

On December 3, 2014, the Commission discussed this item and continued it to subsequent meetings. The Commission discussed the eligible projects list for the Strategic Growth Council grant and determined that most of the eligible projects identified within the grant would benefit the City by potentially improving public health in Carson.

II. Background and Analysis

The final guidelines for the grant were finalized on January 20, 2015 and released on January 26<sup>th</sup>. The following is the schedule for the next steps in the grant application process.

- Full Application Due to HCD: April 15, 2015
- Staff Award Recommendations Released: mid-June 2015
- Council Considers and Approves Staff Recommendations for Awards: Late June 2015

Staff is currently reviewing the guidelines to determine the best course of action. At the March 4, 2015 meeting, the Environmental Commission recommended that Commissioners bring back items for the project list at tonight's meeting.

III. Recommendation  
RECEIVE AND FILE

IV. Exhibits

1. None

Prepared by: \_\_\_\_\_

  
Max Castillo, Assistant Planner

CITY OF CARSON

STAFF COMMUNICATION TO  
THE ENVIRONMENTAL COMMISSION

UNFINISHED BUSINESS

April 1, 2015

SUBJECT: Ground Vibrations and Noise Near Stevenson Park

REQUEST: Review and discuss

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I. Introduction

At the March 4, 2015 meeting, the Environmental Commission continued this item to tonight's meeting to allow further time for SCE documentation to be submitted and discussed.

II. Recommendation

Review and discuss.

III. Exhibits

1. None.

Prepared by: \_\_\_\_\_

  
Max Castillo, Assistant Planner

CITY OF CARSON

STAFF COMMUNICATION TO  
THE ENVIRONMENTAL COMMISSION

UNFINISHED BUSINESS

April 1, 2015

**SUBJECT:** Draft Environmental Assessment (EA) for Rule 2202 Emission Reduction Quantification Protocol for Electric Vehicle Charging Station Projects

**REQUEST:** Review, discuss and provide feedback on the Draft Environmental Assessment (EA) for Rule 2202 Emission Reduction Quantification Protocol for Electric Vehicle Charging Station Projects

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I. Introduction

AQMD has released the Draft Environmental Assessment (EA) for Rule 2202 Emission Reduction Quantification Protocol for Electric Vehicle Charging Station Projects for public review. Comments on the Draft EA were due February 25, 2015. Project sites will be located within the South Coast Air Quality Management District (SCAQMD) area of jurisdiction consisting of the four county South Coast Air Basin, and the Riverside portions of the Salton Sea Air Basin and the Mojave Desert Air Basin.

II. Background and Analysis

The goal of the Protocol is to provide incentives for the deployment of workplace electric vehicle charging stations throughout the SCAQMD area of jurisdiction which includes the City of Carson. Staff does not foresee impacts to the City of Carson.

At the March 4, 2015 meeting, the Environmental Commission recommended that this item be continued to tonight's meeting in order to receive an update from an Environmental Commissioner who attended the March 6, 2015 meeting.

III. Recommendation

Discuss comments received from an Environmental Commissioner who attended the March 6, 2015 meeting.

IV. Exhibits

1. None

Prepared by: \_\_\_\_\_

  
Max Castillo, Assistant Planner



Metro

AUGUST 12, 2014

Richard Gariand  
City of Carson  
701 E. Carson Street  
Carson, CA 90745

RE: Metro Express Lanes No Toll Reinvestment Grant Award Notification

Dear Mr. Gariand:

We are pleased to inform you that at the July 24, 2014 Board Meeting, the Metro Board of Directors approved your project, **Dominguez Channel Bike & Pedestrian Path**, to receive funding of **\$1,259,000** through the ExpressLanes Net Toll Reinvestment Grant Program.

Your agency's project was recommended based on its alignment with the goals of this grant to reinvest in transportation improvements along the I-110 Corridor.

We congratulate you on your successful grant proposal and look forward to working with you. We will be working with your staff to finalize your Funding Agreement in the coming weeks.

If you have any questions, please contact Erin Smith at (213) 922-7371 or [erismithe@metro.net](mailto:erismithe@metro.net).

Sincerely,

Shahrzad Amiri  
Executive Officer, Congestion Reduction



**Metro**

SENT VIA EMAIL  
rgariand@carson.ca.us

January 16, 2015

Richard Garland  
City of Carson  
70 East Carson Street  
Carson, CA 90744

**RE: Metro ExpressLanes Net Toll Reinvestment Grant Funding Agreement**

Dear Mr. Garland,

Congratulations again on your award of Metro's Net Toll Revenue Reinvestment Grant for the **Dominguez Channel Bike & Pedestrian Path** project.

To expedite the execution of your agreements, enclosed for your review are the Net Toll Revenue Reinvestment Grant Agreement ("Agreement") template, as well as Attachments A, B, C, D, D1, E and F templates. Included below is an explanation of information we require from the applicant for the Agreement and associated attachments. Please submit all information requested below and attachments to Erin Smith by **Monday, March 2, 2015**.

**1) Agreement:** The Agreement is a fixed template and Metro will not be making changes to it. We are providing the agreement for your review. Metro will fill in the blank spaces with the information pertinent to your individual grant. Please send Erin Smith the following information through email:

- a. The names and titles of individuals (including legal counsel) that have the authority to sign the agreement. Please refer to signature block on page 2 of the agreement.
- b. The name, title, e-mail, address and phone number of the responsible staff or project manager for the awarded project. Please refer to page 4 of the agreement.

**2) Project Funding, Attachment A:** The attachment is a fixed template and Metro will not be making changes to it. We are providing Attachment A for your review. Metro will fill in the LACMTA Programmed Funding and Grantee/Sponsor Match sections of Attachment A with the information pertinent to your individual grant. Please send Erin Smith the following information through email:

- a. The amount and type of funding being used as local match for the grant.

**3) Project Schedule and Budget, Attachment B:** Please complete Attachment B. It is important that you specify the fiscal years and quarters in which the funds will be expended. The program guidelines provide 36 months for project completion. However, you are not required to take 36 months for project completion. The dates could differ from those in the

original application submittal. For the timeline, assume that you will begin work within 60 days.

**4) Scope of Work, Attachment C:** You will need to update the Scope of Work developed in your grant application to match the Attachment C format. Attachment C must include the following:

- a. **Project Title:** Please use the title provided in the Agreement.
- b. **Project Description/Summary/Objective:** Provide a summary of the project not to exceed 180 characters. This summary will be used on all Metro agenda items and reports. Please keep the description short and to the point. Bullets may be used.
- c. **Project Location & Limits or Service Area:** Provide the specific location and project limits or applicable service area.
- d. **Map:** Please provide a clearly labeled map(s) with the appropriate project title. Project map should be in color identifying the project's location and limits. The map should be legible and easy to incorporate into a word document.
- e. **Tasks/ Deliverables with time frame/duration for each task/deliverable (i.e. 3 months):** Please note tasks should be aligned with information provided in Attachments B and E.

**5) Quarterly Progress/Expense Report, Attachment D1:** Please fill out Project Title, Grantee Name and Project Sponsor Contact / Project Manager sections.

**6) Project Milestones, Attachment E:** Please complete Attachment E. Your Project Schedule and Budget (Attachment B) will help with Attachment E.

**7) Lapsing Policy, Attachment F:** The attachment is a fixed template and Metro will not be making changes to it. We are providing Attachment F at this time for your review only. According to the Net Toll Revenue Reinvestment Grant Lapsing Policy, you will have 60 days to execute the grant Agreement from the time that we formally transmit the agreement. Per Board approval of your grant award on July 24, 2014, we will work with you over the next 60 days to get the agreement execution-ready by the time this project is expected to be approved in the upcoming FTIP Amendment.

We look forward to working with you. If you have any questions concerning the grant agreement and related attachments, please contact Erin Smith at (213) 922-7371 or [smithe@metro.net](mailto:smithe@metro.net).

Sincerely,



Kathy McCune  
Director, Congestion Reduction

	FEDERAL FUNDS	STATE FUNDS	LOCAL FUNDS	TOTAL
Feasibility, Environmental & PS&E	100,000	20,000	10,000	130,000
Construction	1,159,000	41,000	10,000	1,210,000
<b>TOTAL</b>	<b>1,259,000</b>	<b>61,000</b>	<b>20,000</b>	<b>1,347,000</b>

The council or governing board of the applicant must authorize this grant application. Please attach a copy of the resolution or meeting minutes documenting that action. Or, if the project is part of an approved plan, please list all local, system, regional and state plans in which this project is included and attach a copy of the section in each plan that includes the project.

City of Carson Master Plan of Bikeways, County of Los Angeles Bike Plan





TM

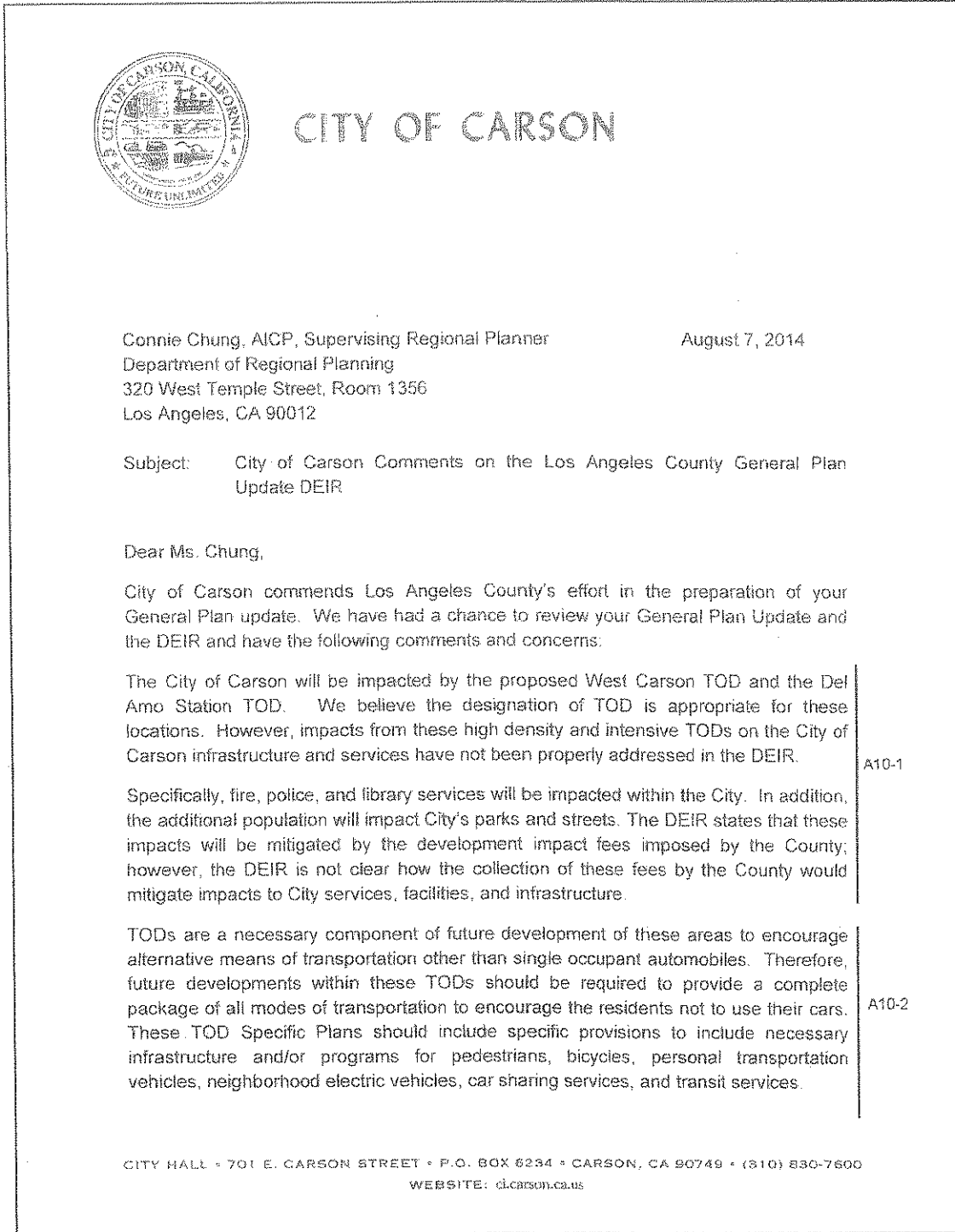
# EARTH HOUR

CHANGE CLIMATE CHANGE  
USE #YOURPOWERAT EARTH HOUR.ORG

#EARTH HOUR  
28 MARCH 8-30PM

2. Response to Comments

LETTER A10 – City of Carson (2 pages)



## 2. Response to Comments

The DEIR should include a discussion to identify, construct, establish, connect, use, manage, maintain, and promote a complete mobility package to the residents, employees, and employers. In addition, the infrastructure, equipment, and management of this comprehensive network need to be discussed in the DEIR. If this complete transportation network is not established, managed, and used, higher densities would translate to more automobiles on City streets which has not been addressed in the DEIR. We believe this approach should be used for all proposed TODs within the County General Plan.

A10-2  
cont'd

City of Carson appreciates the opportunity to comment on the General Plan Update DEIR. I can be reached at (310) 952-1761 or [snaaseh@carson.ca.us](mailto:snaaseh@carson.ca.us) if you have any questions.

Sincerely,



Saied Naaseh  
Associate Planner

## 2. Response to Comments

### A10. Response to comments from City of Carson dated August 7, 2014.

A10-1 The Proposed Project consists of a comprehensive update to the Los Angeles County General Plan, which provides the general land use designations for the unincorporated portions of Los Angeles County. The Project Proponent for the Proposed Project is the County. While the Proposed Project provides land use designations for the West Carson TOD and Del Amo Station TOD, no project-level entitlements will be granted if the Proposed Project is adopted. Any development proposed by the subject property owners will require separate development applications by the landowner/developer, project-level approvals including a specific plan or similar planning document, tract maps, and a project-level EIR. Therefore, the level of analysis provided in the DEIR is appropriate for a general plan, since project-specific details are not available at this time.

However, it should be noted that any future development projects within the Project Area including the West Carson TOD and Del Amo Station TOD, may tier off of the Program EIR for the Proposed Project to the extent permitted by CEQA. “Tiering” refers “to the coverage of general matters in broader EIRs (such as on general plans or policy statements) with subsequent narrower EIRs or ultimately site-specific EIRs incorporating by reference the general discussions and concentrating solely on the issues specific to the EIR subsequently prepared. Tiering is appropriate when the sequence of EIRs is: [¶] (a) From a general plan, policy, or program EIR to a . . . site-specific EIR.” (CEQA Guidelines, § 15385).

Furthermore, as part of the implementation of the General Plan, TODs will be accompanied by a specific plan, or a similar mechanism, that will include standards, regulations, and infrastructure plans—and accompanying environmental review—that are tailored to the unique characteristics and needs of each community. These planning mechanisms will address access and connectivity, pedestrian improvements, and safety.

Please note that the City of Carson contracts with Los Angeles County Sheriff’s Department for law enforcement services and the Los Angeles County Fire Department for fire service. In addition, library services in the City of Carson are provided by the County of Los Angeles Public Library. Potential impacts to these service providers as a result of the Proposed Project are provided in Section 5.14, *Public Services*, of the DEIR. Potential impacts to recreational facilities are provided in Section 5.15, *Recreation*. Traffic related impacts are addressed in Section 5.16, *Transportation and Traffic*.

A10-2 No project-specific planning for the West Carson TOD and Del Amo Station TOD area has occurred at this time. Only General Plan land use designations are being proposed as part of the Project. However, your comment is hereby noted and will be forwarded to the appropriate County decision makers for their review and consideration.

# SB 32 to Pick Up Where AB 32 Leaves Off

March 12, 2015, 9am PDT IRVIN DAWID

California's landmark climate legislation, AB 32, ends in five years; i.e., the target year for emissions reduction is 2020, after which there will be no comparable legislation targeting a future year. SB 32 sets emission reduction goals for 2050.

"The principal author of [the 2006 climate legislation, AB 32], Sen. Fran Pavley, D-Agoura Hills, has introduced a new bill, SB 32, requiring greenhouse gases to be cut to 80 percent below the 1990 levels by 2050," writes John Howard, editor of *Capitol Weekly*. "The plan would come under the jurisdiction of the [California] Air Resources Board [CARB]."

California will have met the goals of AB 32 if by 2020 emissions are no greater than 1990 levels. Setting the target at 80 percent below 1990 will clearly be a tough row to hoe, "all but certain to draw national attention," writes Howard. It would "authorize state air quality regulators to establish interim benchmarks in 2030 and 2040 to make sure the reductions are actually taking place."

"The lack of post-2020 certainties has been cited as a restraining factor on investments in several areas of the [cap-and-trade] program, such as speculative participation by major financial institutions, and offset project activity for which returns are cast over a long-term horizon," according to *CaliforniaCarbon*.

Asked if Gov. Jerry Brown has taken a position on the bill, his spokesman stated, "While we generally do not comment on pending legislation, we continue to support strong, sustained action on climate change."

The bill's target is the same as 2005 Executive Order [S-3-05] issued by then-Governor Schwarzenegger who also signed AB 32. That executive order was also referenced in a successful lawsuit on the environmental impact report (EIR) on the sustainable communities strategy of the San Diego Association of Governments' (SANDAG), a requirement under SB 375.

## Addendum:

- Regarding AB 32, Howard notes that "(t)he final law carried the name of then-Assembly Speaker Fabian Núñez, although Pavley was its original author.
- SB 1125, detailed by *Planetizen* in a February 2014 post, "Successor Bill to California's Landmark Climate Change Legislation Introduced," was not approved by the State Legislature.

# Exide Technologies to close Vernon battery recycling plant, pay \$50 million for cleanup

By City News Service

Posted: 03/12/15, 6:42 AM PDT | Updated: 3 hrs ago

VERNON – Battery recycler Exide Technologies has agreed to immediately and permanently close its Vernon lead-acid battery recycling plant and pay \$50 million to clean up the site and surrounding neighborhoods, the U.S. Attorney's Office announced today.

The agreement approved late Wednesday calls for Exide to close a facility that, according to the government, produces a host of hazardous wastes, including lead, cadmium, arsenic and volatile organic compounds.

“The reign of toxic lead ends today,” Acting U.S. Attorney Stephanie Yonekura said. “After more than nine decades of ongoing lead contamination ... neighborhoods can now start to breathe easier.”

Exide had planned to resume operations at the recycling facility as early as next month, but the agreement calls for the facility to be shuttered, demolished and cleaned up. The company is also required to expedite the funding of a \$9 million trust fund that will be used to clean up 216 nearby residences in Boyle Heights and Maywood.

Robert M. Caruso, Exide's president and chief executive officer, said he recognizes “the impacts that closing the Vernon facility will have on our approximately 130 employees and their families. On behalf of the company, I thank them.”

The deal to close the recycling plant is contained in a non-prosecution agreement, or NPA, that Exide and prosecutors finalized late Wednesday.

The U.S. Attorney's Office in Los Angeles estimated that Exide's direct costs of compliance are well in excess of \$100 million, including the company walking away from recent improvements to the facility and incurring new costs for lead and plastic that must now be purchased to manufacture new batteries.

Prosecutors said they entered into a non-prosecution agreement because negotiations with the bankrupt company revealed that just the threat of criminal charges would almost certainly force its liquidation, leaving government agencies responsible for cleaning up the Vernon plant.

The NPA also opens the door to new funding for the company, which employs thousands of workers in the U.S. and around the world, prosecutors said.

“The agreement with Exide ensures that the Vernon site will be permanently closed, while guaranteeing that the company will survive to adequately finance the clean-up of this long-suffering community,” Yonekura said.

Rep. Lucille Roybal-Allard, D-Los Angeles, said it was “regrettable” that Exide avoided criminal prosecution, but “at least the plant is now permanently closed. I hope authorities can swiftly complete the decontamination of the site and its surrounding communities.”

#### Advertisement

“I have been greatly concerned about the health hazards that the Exide plant poses to my constituents, and that is why I have been a vocal supporter of the plant’s closure,” she said. “While I recognize Exide had made efforts to update the facility’s air pollution control systems and complete renovations, the reality is that it was too little too late. Given Exide’s history, there was little reason to believe in its promises of corrective action.”

Jared Blumenfeld, EPA’s Regional Administrator for the Pacific Southwest, said the closure of Exide “is a victory for the residents of Vernon who have suffered from decades of toxic pollution.”

“Today’s announcement shows that companies who fail to meet federal environmental laws will face serious consequences,” he said.

Bell Mayor Nestor Enrique Valencia said Exide’s contamination of the environment “is inexcusable and will continue harming us for years to come,” adding that a new hospital specializing in cancer and birth defects should be part of any settlement.

In addition to the commitments to close the Vernon facility and pay for associated clean-up costs, Exide has acknowledged criminal conduct, including the illegal storage, disposal, shipment and transportation of hazardous waste.

In the NPA, Exide admits that it “knowingly and willfully caused the shipment of hazardous waste contaminated with lead and corrosive acid” in leaking van trailers from Vernon to Bakersfield and did so “a significant number of times over the past two decades, in violation of federal law.”

Each incident could be charged as a felony violation of the federal Hazardous Materials Transportation Act, according to the document.

Prosecutors said the admissions of criminal violations were important because Exide agreed that it could be prosecuted at any time over the next 10 years if it fails to abide by the terms of the NPA.

A violation would include failing to adequately finance clean-up efforts at the recycling facility, a program that will be overseen by the California Department of Toxic Substances Control.

DTSC Director Barbara Lee said the department's priority is to ensure the safe closure of the Exide plant and to complete the cleanup of contaminated yards in the surrounding neighborhoods.

She said the department's decision to close the plant was based on such factors as Exide's inability to meet safety standards, failure to certify the structural integrity of a containment building used to hold hundreds of tons of lead, and poor history of compliance with environmental and health protection laws.

"DTSC will use every tool and legal mechanism at its disposal to ensure that Exide's remaining resources are used to properly close the facility and clean up contamination" in nearby neighborhoods, Lee said.

Sen. Ricardo Lara, D-Bell Gardens, said that news of Exide's closing brings relief to his constituents, "who for decades have been exposed to toxic levels of lead and arsenic emissions" from the plant.

"But the legacy impacts of this facility will not go away overnight," Lara said. "To truly understand the magnitude of this issue, we need a comprehensive review of soil contamination and better data on the health impacts to people who continue to be exposed to unhealthy levels of lead and arsenic. We need to ensure that this deal adequately holds Exide morally and financially accountable for the damage they have caused. Impacted families deserve no less."

City Councilman Jose Huizar blamed the DTSC for allowing the company to operate with a temporary permit for more than 30 years.

"This is what can happen when you allow a company that deals with toxic chemicals to operate with a temporary permit for decades," he said. "Exide's actions and criminal activity should serve as a warning to state regulators to do a much-better job in the future. While Exide's closing is welcome news, our communities deserve nothing less than a full cleanup of the toxic mess this company has made."