

## VII. CONFORMANCE WITH THE CITY OF CARSON GENERAL PLAN

The Specific Plan prepared for Carson Town Center is intended to implement each of the elements of the General Plan. The General Plan contains 11 elements to guide development activities within the City. The following analysis provides a detailed comparison between the elements of the General Plan and Carson Town Center.

### GENERAL GOALS AND OBJECTIVES

#### LAND USE ELEMENT

**Goal 1:** Allow each type of land use sufficient area to develop to the fullest extent indicated by the economy and general welfare.

**Conformance:** Sufficient area has been designated by the General Plan for this project.

**Goal 2:** Separate non-conforming uses, replace substandard buildings and prevent deterioration of residential, commercial and industrial areas.

**Conformance:** Proposed uses within and surrounding the project are compatible with the exception of the residential neighborhood to the south. Buffering and screening techniques will be used to enhance the project and separate those specific uses which may be incompatible.

**Goal 3:** Provide a comprehensive guide for public improvements and private investment.

**Conformance:** A complete infrastructure system, including streets, water and waste water improvements is proposed for the project.

**Goal 4:** Provide a guide for continued development of a strong retail commercial center.

**Conformance:** Approximately 40 acres of the project is proposed for Retail Commercial development. Retail Commercial uses are also allowed as alternative uses in other areas within the project site.

**Goal 5:** Improve development standards in order to control urban blight and protect property values.

**Conformance:** Development standards for construction, landscaping, and maintenance described in the Specific Plan are designed to insure a high quality project.

**Goal 6:** Encourage the development of stable, industrial and commercial uses which will broaden the economic base to create a more self-sufficient local economy.

**Conformance:** Carson Town Center will increase employment opportunities and significantly contribute to the local economy.

**Goal 7:** Expand public community facilities in accordance with increasing population.

**Conformance:** An increase in the resident population is not an anticipated impact of the proposed project.

**Goal 8:** Plan for orderly future growth by updating and revising the General Plan whenever necessary.

**Conformance:** The General Plan was amended in 1986 to designate the project site as Light Industrial with ML(Manufacturing Light) and ML-ORL (Manufacturing Light-Organic Refuse Landfill) zoning. The Specific Plan will provide for additional flexibility for future growth.

**Goal 9:** Promote annexation of those areas originally within the Carson area prior to incorporation.

**Conformance:** The project is within the Carson city limits.

## RESIDENTIAL LAND USE

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**Goal 1:** Residential areas should be organized into distinct districts and located in harmonious relationship with other adjacent or nearby land uses.

**Conformance:** No residential development is proposed. Existing residential development shall be buffered from the Center.

**Goal 2:** Housing should be provided for a variety of income groups.

**Conformance:** No residential development is proposed.

**Goal 3:** Residential areas should be served with schools, adequate parking, recreational parks and shopping areas in close proximity.

**Conformance:** The commercial areas of the Center will provide shopping for the surrounding residential development.

**Goal 4:** Residential areas should be protected from noise, odor, smoke and excessive traffic.

**Conformance:** The residential area to the south of Carson Town Center will be buffered with a noise attenuation wall and landscaping. Uses that produce noxious odors and smoke will be prohibited in the project. Traffic from the project will not pass through the residential area, but will circulate on the surrounding streets.

**Goal 5:** Realistic density standards should be established to ensure adequate space, light and safety.

**Conformance:** No residential development is proposed.

**Goal 6:** Residential conflicts should be minimized by securing the abatement of non-conforming land uses.

**Conformance:** The project zoning is in conformance with the General Plan.

## COMMERCIAL LAND USE

**Goal 1:** The Carson Mall and its periperal areas should continue to serve as the major retail center in the City offering the widest range of goods and services to the citizens of Carson and nearby communities. This regional shopping center, anchored on one side by the Civic Center complex and on the other side by California State University- Dominguez Hills, serves as a needed focal point for the City of Carson and links the northern and southern areas of the City.

**Conformance:** The proposed project does not effect this goal.

**Goal 2:** Existing neighborhood and strip shopping areas should be strengthened through property rehabilitation, land use consolidation and elimination of nonconforming uses wherever possible.

**Conformance:** The proposed project does not effect this goal.

**Goal 3:** Most commercial areas should be served with arterial highway access, and all commercial businesses should have an adequate supply of parking.

**Conformance:** The site is bounded by the Harbor Freeway, Torrance Boulevard (a secondary highway) and Figueroa and Main Streets (major highways). Parking will be provided at a ratio of 1 space per 200 SF gross floor area for retail commercial and 1 space for 250 SF gross floor area for office uses.

**Goal 4:** Commercial activities should be screened or buffered from adjacent residential uses wherever possible.

**Conformance:** The Specific Plan provides extensive landscape setbacks and buffer zones where adjacent to residential uses.



Goal 4: Appropriate pollution and environmental standards should be enforced.

Conformance: The EIR provides for the mitigation of pollution and environmental controls. Restricted uses within the Specific Plan will further protect the City from hazardous environmental pollutants.

Goal 5: Industrial businesses should be encouraged to provide broader-based industries and provide greater diversity for economic stability.

Conformance: Permitted uses within the Specific Plan will provide for a broad base of Light Industrial uses.

Goal 6: The City should attempt to maintain the industrial areas mainly in the sections of the City presently designated for industrial land uses.

Conformance: The Specific Plan provides for Light Industrial uses as designated by the General Plan, however, commercial and office uses are also provided as "higher uses" which are encouraged by the City of Carson.

Goal 7: Industrial land use conflicts should be minimized by securing the abatement of nonconforming land uses.

Conformance: The proposed plan will eliminate conflicts of land use.

**PUBLIC AND QUASI-PUBLIC LAND USES**

These land uses include the broad range of civic, governmental, institutional and utility uses in the City including parks, playgrounds, public buildings areas, public open spaces and utility transmission corridors which do not apply to this project.

## OPEN SPACE ELEMENT

**Goal 1:** Ensure protection and preservation of the City's open space and recreational land, and provide open space throughout the City as equally and evenly as possible, particularly in potentially unsafe areas subject to such natural disasters as unstable soils, faulting, fire and flooding.

**Goal 2:** Provide for the managed production of resources, such as agricultural lands and areas of economic importance for the production of food and fiber, as long as it is economically feasible for them to operate in the Community.

**Goal 3:** Promote acquisition of land until adequate areas of open space for future park development have been assured.

**Goal 4:** Serve all age groups in the City through a cohesive parks and recreation system providing both active and passive recreation.

**Goal 5:** Ensure adequate future open space through use of zoning, acquisition and other means of land use control while, at the same time, not unduly infringing upon the development rights of private landowners.

**Goal 6:** Increase neighborhood open and recreational space, such as increasing open space requirements for multi-family dwelling units.

**Goal 7:** Beautify and utilize, on a lease basis when necessary, those areas currently used for utility easements in the most aesthetic and efficient manner, such as for open space parks and/or recreational purposes, etc.

**Conformance:** The above goals will not be affected by the proposed project.

**Goal 8:** Maintain existing street planting and maintenance programs for visual relief with emphasis placed on major and secondary highways in residential and commercial areas.

**Conformance:** All perimeter and interior streets will be landscaped with trees and groundcover.

**Goal 9:** Encourage school authorities to maintain a reasonable balance between landscaped and paved play-ground areas.

**Goal 10:** Encourage the planting and maintenance of landscaping along the Dominguez Channel right-of-way.

**Goal 11:** Encourage owners of vacant lots to maintain them in a neat and uncluttered manner, thus enhancing citizen pride in the Community.

**Goal 12:** Encourage more comprehensive freeway landscaping programs, and provide bicycle trails in the City.

**Conformance:** The above goals will not be affected by the proposed project.

**Goal 13:** Promote attractive landscaping on commercial and industrial developments, and utilize landscaping buffers for screening incompatible land uses.

**Goal 14:** Initiate innovative programs to improve the open space-to-building ratio on public and private projects.

**Goal 15:** Improve urban form through review of zoning regulations pertaining to lot size, coverage, setbacks, parking and open space requirements, and work to minimize environmental hazards for public health and safety.

**Conformance:** These goals are fully met by the Landscape Plan in this Specific Plan.

**Goal 16:** Coordinate the City's open space, recreation and natural corridors with neighboring local jurisdictions and regional organizations.

**Goal 17:** Encourage legislation, both state and federal, which increases open space funding of various types.

**Goal 18:** Maintain a program designed to review, obtain and efficiently utilize all available state and federal grants

**PUBLIC SERVICES  
AND FACILITIES  
ELEMENT**

matching funds or subsidy programs to purchase and/or develop open space or recreational lands.

**Conformance:** The proposed project will not affect the above goals.

**Goal 19:** Ensure the City's continued economic well-being and increase property values by making it an attractive and suitable place to live, work, conduct business and be educated.

**Conformance:** Carson Town Center will accomplish this goal through the guidelines set forth in this Specific Plan.

**Goal 1:** Provide Civic Center complex accessible and convenient for residents and surrounding communities.

**Goal 2:** Create a focal center to further community identity and architecturally represent the City's Spanish heritage, with Spanish tile roof an adobe-type facades to be utilized in the design of the Civic Center facilities.

**Goal 3:** Provide a site which would allow space for a City Hall and related activities, i.e., county office federal office, court buildings, law enforcement offices and jail, and community center. The site should serve the needs of the community both present and future.

**Goal 4:** Ensure that the site is such that the surrounding area and land uses are, or will be, compatible to the public use concept of the Civic Center for the mutual benefit of the community.

**Goal 5:** Provide a site which is highly accessible by two major arterial streets and by good connections with both the San Diego and Harbor freeways.

**Goal 6:** Provide a site which is adjacent to the major shopping, office and commercial centers of the City.

**Goal 7:** Provide a site which would minimize total cost through ease of acquisition and lack of extensive clearance, grading or installation of utilities.

Conformance: These goals are not prescriptive in nature, but the services available to the project will be utilized in the manner directed by the City.

Goal: Encourage citizen participation in parks and recreation activities. Determine the needs of current and future populations for outdoor activities; develop and provide recreational facilities; coordinate development with surrounding jurisdictions; maintain a local park system, and utilize the utility transmission corridors for low-intensive recreational uses wherever possible.

Conformance: The Specific Plan does not include recreational amenities due to the business/commercial nature of the project and the availability of Carson Park and Municipal Pool near the project site. The Plan encourages plazas and outdoor seating areas and provides for a continuous landscape park-way through the site. Permitted commercial land uses allow for recreational facilities such as a health spa.

Goal 1: Support planned land uses, and relate transportation to land uses.  
Conformance: The Specific Plan proposes an integrated land use and circulation plan.

Goal 2: Promote the efficient transport of goods and the safe and effective movement of all segments of the population.  
Conformance: The project is suitably located adjacent to the Harbor Freeway and major highways.

Goal 3: Make efficient use of existing transportation facilities.  
Conformance: Efficient utilization of the existing transportation facilities is an integral component of the Specific Plan.

Goal 4: Protect environmental quality and protect the wise and equitable use of economic and natural resources.

Conformance: The non-polluting industrial commercial uses planned for the project produce no significant environmental

**CIRCULATION  
ELEMENT**

**RECREATION  
ELEMENT**

impacts. Traffic associated with the project may increase the point source pollution of the area.

**Goal 5:** Reduce congestion on City streets.

**Conformance:** The adjacency of the site to the freeway should minimize surface street usage.

**Goal 6:** Minimize non-local traffic within residential neighborhoods.

**Conformance:** The circulation in and around the site will not penetrate into the residential neighborhoods.

**Goal 7:** Correct localized traffic operational problems.

**Conformance:** Traffic control mitigation measures will be instituted in accordance with the traffic study prepared for the project.

**Goal 8:** Ensure that all streets within the City have surface drainage systems in good repair.

**Conformance:** The streets and drainage system constructed for Carson Town Center will be built to City and County standards.

**Goal 9:** Ensure adequate street improvements, such as curbs, gutters, sidewalks, pavement and street lights.

**Conformance:** Street improvements will be constructed to City standards.

**Goal 10:** Provide specialized routes for commercial vehicles to minimize residential and public school disturbances.

**Conformance:** The streets surrounding the project are designated as truck routes by the General Plan and will have no disturbance on public schools.

**Goal 11:** Conform to and support the Regional Transportation Plan.

## BICYCLE FACILITIES ELEMENT

**Conformance:** No alternations to the existing circulation designations are proposed.

**Goal 12:** Encourage the development of mass transit facilities within the City and surrounding planning area.

**Conformance:** Bus stops will be provided on perimeter streets as required by the City.

**Goal 13:** Promote the widening of highways, opening of streets, construction of railroad grade separations and coordination of local circulation with regional facilities.

**Conformance:** A new street will be provided. Existing street widening has already been completed and will not be required by the development.

**Goal 14:** Ensure adequate ingress and egress to all land use developments to protect the safety of vehicular and pedestrian circulation patterns.

**Conformance:** Ingress and egress are provided as required by the accompanying Traffic Study and are described in the Circulation section of the Specific Plan.

**Goal 15:** Streets in poor condition will be repaired, resurfaced, reconstructed or replaced as necessary through the implementation of an ongoing capital improvement, coordinated with the installation repair or replacement of underground utilities.

**Conformance:** All utilities will be underground. Development regulations for Carson Town Center will require maintenance of internal streets in accordance with this goal.

**Goal:** Torrance Boulevard is designated as a Class II bicycle route. This classification provides a restricted bike lane on the existing public street.

**Conformance:** Individual project developers within Carson Town center will be encouraged to provide bicycle storage facilities for employees and visitors to the site.

**SAFETY  
ELEMENT**

**FIRE SAFETY**

**Goal 1:** Provide for the protection of life and property from both natural and man-made hazards within the community.

**Goal 2:** Provide for the protection of public order through effective fire protection and rescue programs.

**Goal 3:** Work closely with other city, county, state and federal departments and the citizens of the community to develop and implement emergency communications and disaster preparedness programs to help ensure the overall health and safety of all those who reside and/or work within the City of Carson.

**Goal 4:** Prepare and present to the resident, schools, businesses and industries up-to-date educational programs on fire safety and rescue practices.

**Goal 5:** Maintain proper fire prevention, pre-fire planning and inspections of all commercial, public and industrial occupancies within the City.

**Goal 6:** Maintain the highest degree of proficiency in the fields of protection and rescue practices by providing continuous updated training and educational programs to members of the Fire Department.

**Conformance:** Fire protection to Carson Town Center will be provided by adherence to Fire Department requirements for access, fire hydrants, placement and insurance of adequate fire flows.

**SAFETY FROM GEOLOGIC HAZARDS**

**Goal 1:** Implement procedures and legislation to reduce geologic hazard to an acceptable level of risk.

**Goal 2:** Promote local, regional and state-wide programs, research and legislation which will provide scientific identification and practical protection from geologic activity.

**Goal 3:** Maintain and improve whenever necessary, present zoning and subdivision regulations requiring geologic approval prior to project implementation.

**Goal 4:** Ensure protection from geologic hazards in compliance with Division of Mines and Geology standards and such other standards as adopted by ordinance or resolution.

**Goal 5:** Collect data relating to local geology and ensure its availability and retrieval.

**Goal 6:** Notify property owners and/or tenants of known geologic hazards relating to those structures that could be vulnerable during an earthquake.

**Goal 7:** Require adherence to the Building Code standards to ensure protection from geologic hazards.

**Conformance:** All development within the Carson Town Center will adhere to legislation and Building Code practices which insure protection from geologic hazards.

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## SEISMIC SAFETY POLICY

**Goal 1:** Reduce loss of life, injuries, property damage and other effects associated with future earthquakes.

**Goal 2:** Locate any existing surface and sub-surface faults for the purpose of preventing future building on hazardous sites.

**Goal 3:** Develop a realistic contingency plan to be operational should the area be affected by a future earthquake.

**Goal 4:** Locate any substandard structures vulnerable to earthquake damage and to set standards for an orderly abatement.

**Goal 5:** Inform the public of potential structural seismic hazards.

**Conformance:** The Specific Plan provides a circulation system designed for easy access for all areas for patrol vehicles. Individual projects within the site will be encouraged to use "defensible space" design concepts.

**Goal:** Maintain preventative controls; apprehend offenders; provide fair, honest, prompt and courteous services; institute delinquency prevention programs; encourage "defensible space" design concepts; coordinate liaison efforts between the public and private sectors, and encourage private security forces in non-public areas needing additional protection.

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### CRIME PROTECTION AND PREVENTION

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**Conformance:** The General Plan identifies deficiency in storm drainage at the Carson Town Center site. This problem has been rectified in the clearance of the oil refinery operation. Completion of the infrastructure and grading will integrate the site into the City and County flood control programs. Carson Town Center will follow the Emergency Plan adopted by the City of Carson.

**Goal:** The City maintains an emergency plan in case of flooding. The City's Public Works Department is responsible for ensuring the property damage improvements are provided in the street and highway system. As vacant or under-utilized areas are developed or redeveloped, the Department is also responsible for maintaining the City streets during periods of inundation.

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### FLOOD SAFETY/GOALS AND PROGRAMS

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**Conformance:** All development with the Carson Town Center will adhere to legislation and building code practices which insure protection from seismic hazards.

**Goal 6:** Develop an effective and safe land use policy in conjunction with the seismicologic factors of earthquake hazards, including the development of separate standards for the following different uses: housing, commercial and industrial uses, and community and essential facilities.

**FINE ARTS  
ELEMENT**

**Goal:** Foster artistic and cultural development within the community; develop an on-going public/private partnership to support fine arts; insure public access and exposure to fine arts by bringing arts to public places; encourage citizen participation in artistic programs; establish lines of communication between all areas of the community. Foster ethnic and cultural events to reflect the community's diversity and promote preservation and rehabilitation of historic buildings and sites.

**Conformance:** The Specific Plan encourages open space and plazas in the center which may be used for fine arts display and programs.

**HISTORIC  
PRESERVATION  
ELEMENT**

**Goal:** To identify and preserve historically significant areas.

**Conformance:** There are no significant historical features on the site. Freeman Street, in the southwest portion of the site, is named for Mr. Burl Freeman to commemorate his many years as Manager of the Golden Eagle Refinery.

**NOISE  
ELEMENT**

**Goal:** Provide information on noise levels; development strategies for abatement of excessive noise; enforce insulation standards for new construction; encourage inter-governmental coordination; enforce current noise regulations; adopt construction and industrial noise standards and promote public awareness concerning the effects of noise.

**Conformance:** Noise mitigation will consist of: 1) Building construction hours limited to normal workday hours, 2) Separation of land uses that create high noise levels, 3) Construction of 8 foot masonry walls for noise attenuation along residential property line, 4) Insulation of buildings in conformance with the Uniform Building Code.

**CONSERVATION  
ELEMENT**

**CLEAN AIR**

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**Goal:** Adopt and enforce the high standards to control industrial sources of air pollution and odors and prevent the significant deterioration of air quality in the City; encourage adoption of strict standards for mobile and stationary sources of air pollution and odors; encourage the use of public transportation; support research and development of alternative fuels; consider flexible working schedules, and provide a proper mixture of housing for the people working in Carson.

**Conformance:** The Specific Plan recognizes the problems caused by polluting industrial uses and will permit only non-polluting enclosed uses in Carson Town Center. The project will provide employment in the City and the area, reducing the need for residents to commute.

**WATER SUPPLY**

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**Goal:** Encourage public utilities to restrict the types of uses to which lands along water routes can be put. Adopt more meaningful standards for drinking water; regulate development so that excessive loads are not placed on sanitary facilities; coordinate with relevant County agencies to regulate upstream industrial waste disposal; encourage public education regarding street cleanliness, and construct storm drain facilities when funds become available.

**Conformance:** The infrastructure plan for Carson Town Center includes provisions for adequate water supply and storm water and sewer discharge facilities. The landscape plan for the Center will provide low precipitating irrigation heads and the use of low water requirement type plant material to further conserve water. Also, measures have been taken to prohibit water penetration into the landfill area which is described in the Specific Plan.

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SOIL EROSION AND EARTH SUBSIDENCE

**Goal:** To monitor and study sanitary landfills to minimize the danger of collapse.

**Conformance:** The sanitary landfill on the site was closed in compliance with Subchapter 15 Closure requirements. In August 1987, SCS Engineers completed designing a Landfill Closure Plan Facilities for Golden Eagle Refining Company. The facilities consist of four major components: landfill cover, monitoring system, collection system, and the blower/flare system. An Operation, Maintenance, and Monitoring Manual was also developed to describe the as-built system and assist personnel in the operation and maintenance of the system to insure conformance with the above goal.

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CONSERVATION OF LAND RESOURCES

**Goal:** Determine blighted areas and develop a program to improve these areas; dedicate open space in accordance with the Quimby Act; adopt model oil and gas conservation regulation; eliminate non-conforming oil wells; determine emergency policies; develop an inter-coordinated open space system; replace deteriorating and substandard structures; convert commercial land to highway related uses; update the zoning standards to eliminate conflicting uses and encourage cleanup of visual pollution.

**Conformance:** The removal of the Golden Eagle Oil Refinery and the proposed development are in accordance with this goal.

SOLID WASTE DISPOSAL

**Goal:** Encourage more efficient and economical mode of transporting solid waste, and initiate programs for the recycling of reclaimable solid waste whenever public and/or private demand for the salvaged material is warranted.

**Conformance:** Solid waste disposal for this project will be by private contractors authorized by the City of Carson to handle solid waste. Individual project developers will be encouraged to recycle waste products.

SCENIC HIGHWAY  
ELEMENT

**Goal:** Conduct architectural review of buildings and signs in environmentally sensitive areas; require new construction of utilities to be underground; provide parkway trees along local streets; underground existing utility systems wherever economically feasible; abate non-conforming billboard signs and promote establishment of adequate entrance signs at significant locations.

**Conformance:** The Community Design and Site Development Standards sections of the Specific Plan describe setbacks, landscaping, and signage that promote these goals.

PARKWAY  
ELEMENT

**Goal:** A full-width sidewalk is placed between the back of the curb and the rear portion of the parkway section, six inches from the property line, except in those areas designated on the Parkway Map as areas where sidewalks are not required. In those areas, landscaping shall be installed with a permanent irrigation system.

**Conformance:** The proposed project will provide for the specific improvements as outlined above for all public streets.

## VIII. APPENDIX

### GLOSSARY OF TERMS

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The purpose for which land or building is arranged, designed, or intended, or for which land or building is or may be occupied or maintained.

**Alternate Uses** - Uses identified in the Site Development Standards section of this Specific Plan which are approved in the same manner as Permitted Uses.

**Conditional Uses** - Uses identified in this Specific Plan, in the City Zoning Ordinance or by the Planning Director which require approval by the Planning Commission.

**Permitted Uses** - Uses allowed by this Specific Plan, the City Zoning Ordinance or by the Planning Director.

**Prohibited Uses** - Uses not allowed by this Specific Plan, the City Zoning Ordinance or by the Planning Director.

**Architectural Review Board** - A three-member board whose purpose is to review proposed projects for conformance to this Specific Plan and to make aesthetic judgments to determine if projects will be compatible with others in the Center. Initially, the board will be made up of the Master Developer and his selected representatives.

**Building** - Any structure having a roof, but excluding all forms of vehicles even though immobilized.

**Building Height** - The vertical distance measured from the average level of the highest and lowest points of that portion of the building site covered by the building to the average level of the highest and lowest point of the roof.

**Floor Area Ratio (F.A.R.)** - The total (gross) square feet of building area divided by the total (gross) square feet of lot area.

APPROVAL  
PROCESSING  
TERMS

SITE  
DEVELOPMENT  
TERMS

**Landscape Setback** - Landscaped area adjacent to the Parkway but within individual lots in the Center.

**Parkway** - Landscaped area between the street curb and the property line within the public right-of-way.

**Story** - That portion of a building included between the surface of any floor and the surface of the floor next above, or if there is no floor above it, the ceiling next above it.

**Street** - A public or recorded private thoroughfare which affords the primary means of access to abutting property.

**Structure** - Anything constructed or erected which requires location on the ground or is attached to something having a location on the ground, but not including fences or walls six feet or less in height.

AN ORDINANCE OF THE CITY OF CARSON ADOPTING THE GOLDEN EAGLE CENTER SPECIFIC PLAN (SPECIFIC PLAN NO. 3-90) AND CERTIFYING THE ENVIRONMENTAL IMPACT REPORT THEREOF

THE CITY COUNCIL OF THE CITY OF CARSON HEREBY ORDAINS AS FOLLOWS:

Section 1. An application was duly filed by the applicant, Carson Town Center, Inc., with respect to real property located at 21000 South Figueroa Street and described in Exhibit "A" attached hereto, requesting approval of the Golden Eagle Center Specific Plan (Specific Plan No. 3-90), dated August, 1994, pursuant to California Government Code Sections 65450 through 65457, for the development of a 76-acre site to be known as the Golden Eagle Center (the "Project"). The Project will consist of 640,000 square feet of commercial/retail, 126,800 square feet of light industrial, 158,500 square feet of office and 31,700 square feet of research and development uses located in the ML (Manufacturing, Light) and ML-ORL (Manufacturing, Light-Organic Refuse Landfill) zoned districts and within Redevelopment Project Area One. The Project site is generally bounded by Torrance Boulevard on the north, Main Street on the east, 212th Street on the south and Figueroa Street on the west.

Section 2. An Initial Study was completed for the Project by the Community Development Department of the City of Carson, pursuant to Section 15063 of the State of California Environmental Quality Act (CEQA) Guidelines, which identified there was substantial evidence the Project may have significant impact on several environmental resources. Pursuant to CEQA Guidelines Sections 15064 and 15081, a decision was made to prepare an Environmental Impact Report (EIR) for the Project. The EIR consists of three separate volumes: the Draft EIR, dated April, 1993 (Volume I); the Technical Appendices to the Draft EIR, dated April, 1993 (Volume II); and the Final EIR, dated August, 1994 (Volume III). All three volumes are on file in the City of Carson's Community Development Department office.

Section 3. In compliance with CEQA Section 21080.4, a Notice of Preparation (NOP) and Initial Study were prepared by the City and were distributed to the State Clearinghouse, Office of Planning and Research, responsible agencies and other interested parties on August 24, 1990. Subsequent changes in the proposed Project and the site remediation process necessitated circulation of a second NOP, dated April 13, 1992, containing a revised Project description.

Section 4. A Draft EIR was prepared by a consultant, The Planning Center, retained by the City for the purpose of complying with CEQA. On May 4, 1993 the Draft EIR was completed. Pursuant to CEQA Guidelines Section 15085, the City prepared the Notice of Completion of the Draft EIR which was filed with the State Office of Planning and Research on May 4, 1993. The Draft EIR was circulated to interested agencies on May 4, 1993 for a 45-day comment period pursuant to CEQA Guidelines Section 15087. Comments were received and incorporated into the Final EIR. A copy of the Final EIR is on file in the City of Carson's City Clerk and Community Development Department offices.

Section 5. The Planning Commission conducted a workshop at a duly noticed meeting on May 11, 1993 at 6:30 pm at City Hall, Council Chambers, 701 East Carson Street, Carson, California to discuss the CEQA process and its relationship to the Project's Specific Plan and Draft EIR. The Environmental Commission conducted a duly noticed public meeting to receive and provide comments on the Draft EIR, on June 2, 1993 at 7:00 pm at City Hall, Council Chambers, 701 East Carson Street, Carson, California.



a) DEGRADATION OF AIR QUALITY: The EIR identified the development of the Project would result in a significant direct impact to air quality in the South Coast Air Basin. Development of the Project would generate peak daily construction equipment emissions from truck hauling, grading, and general construction emissions estimated at 11.7 pounds of carbon monoxide, 115.0 pounds of nitrogen oxides, 6.0 pounds of reactive organic compounds and 7.7 pounds of particulate matter. In addition, daily construction emissions from construction-related vehicle trips includes an estimated 9.7 pounds of carbon monoxide, 1.2 pounds of nitrogen oxides and 0.3 pounds of reactive organic compounds. The total daily emissions from the operation of the Project would be 3,117 pounds of carbon monoxide, 309 pounds of nitrogen oxides, 222 pounds of reactive organic compounds and 41 pounds of particulate matter. Changes or alterations have been required in, or incorporated into, the

Section 12. With respect to the potential significant environmental effects identified in the EIR, the City Council finds as follows:

Section 11. The City Council finds that the EIR has adequately addressed the environmental remediation of the Project site giving due regard to the fact that a separate action under CEQA must be taken by the State of California Environmental Protection Agency's (EPA) Department of Toxic Substances Control ("Department") for approval of a Remedial Action Plan (RAP) for the Project site. This subsequent CEQA action is required for the remediation of the site with the State EPA Regional Water Quality Control Board ("Board") and the Department as the joint lead agencies for site remediation. The Draft RAP was submitted for the Department's approval and a public meeting was held on August 2, 1994 at 7:00 pm at the Carson Community Center, 3 Civic Plaza, Carson, California to obtain public comment on the Draft RAP and the proposed Mitigated Negative Declaration. On August 31, 1994, the Department approved the RAP and Mitigated Negative Declaration. Approvals granted by the City for the Project will be contingent upon implementation of the RAP and remediation of the Project site in the manner specified therein.

Section 10. The City Council finds that the Draft EIR, the comments to the Draft EIR and the responses to those comments have been reviewed by the City Council, that the City Council has reviewed and considered those documents prior to acting on Specific Plan No. 3-90 and finds pursuant to CEQA Guidelines' Section 15090, that the Final EIR has been completed in compliance with CEQA, the CEQA Guidelines and the City's CEQA Guidelines. The City Council also finds that the City Council has independently reviewed and analyzed the EIR and that the EIR reflects the independent judgment of the City Council.

Section 9. Evidence, both written and oral, was duly presented to and considered by the City Council at the aforesaid meeting, including but not limited to staff reports, along with testimony received by the applicant and other members of the public.

Section 8. The City Council conducted a duly noticed public hearing on Specific Plan No. 3-90 on October 4, 1994 at 6:00 pm at City Hall Council Chambers, 701 East Carson Street, Carson, California. Notice of time, place and purpose of the aforesaid meeting was duly provided in accordance with California Government Code Sections 65355 and 65090.

Section 7. The Planning Commission conducted a duly noticed public hearing on the Golden Eagle Center Specific Plan (Specific Plan No. 3-90) on September 27, 1994, at 6:30 pm at City Hall, Council Chambers, 701 East Carson Street, Carson, California. Notice of time, place and purpose of the aforesaid meeting was duly provided in accordance with California Government Code Sections 65355 and 65090. Following the aforesaid public hearing at which evidence was presented to and considered by said Commission, the Commission voted to recommend certification of the EIR and approval of Specific Plan No. 3-

Section 6. The Planning Commission held a duly noticed public hearing on the Draft EIR on June 8, 1993 at 6:30 pm at City Hall, Council Chambers, 701 East Carson Street, Carson, California. Notice of time, place and purpose of the aforesaid meeting was duly provided in accordance with California Government Code Sections 65355 and 65090.

Project which may avoid or substantially lessen this potentially significant environmental effect. The mitigation measures required by the conditions of approval to be implemented with respect to such effect include, among numerous others, extensive dust control measures during grading and construction phases; use of alternative building materials and architectural coatings; providing for alternative modes of transportation, including the provision of funding for an established bus operator to provide services to the Project, bicycle racks, providing incentives to carpooling through the requirement of a Transportation Management Association and providing for future electric vehicles by identifying preferential locations that have access to an electrical supply. Despite the application of these mitigation measures, the EIR determined the total emissions load resulting from the Project permitted by Specific Plan No. 3-90 will exceed the thresholds recommended by the South Coast Air Quality Management District (SCAQMD) for determining significant air quality impacts. The significance thresholds for construction and regional air quality impacts are not health-based standards and have been set by the SCAQMD for the sole purpose of imposing mitigation measures for all but the smallest of general development projects. The air quality analysis contained within the Draft EIR, as amended via the Final EIR, provides an adequate analysis of Project and cumulative impacts and sets forth all feasible air quality mitigation measures, and these mitigation measures are required in or incorporated into the Project by the Conditions of Approval (Exhibit "B" attached hereto).

b) SIGNIFICANT TRAFFIC IMPACTS AT SEVEN INTERSECTIONS AND

ON A SEGMENT OF THE HARBOR (I-110) FREEWAY: The development of the Project will generate a total of 20,530 vehicle trips on a daily basis. The transportation mitigation measures identified in the Final EIR and required in, or incorporated into, the Project by the Conditions of Approval, were designed to accommodate the projected trips and have the roads operate at acceptable levels of service. However, at seven of the intersections and a segment of the Harbor (I-110) Freeway--Figueria Street/Torrance Boulevard, Figueria Street/I-110 NB On-Ramp, Vermont Avenue/Torrance Boulevard, Hamilton Avenue/I-110 SB Ramps, Hamilton Avenue/Del Amo Boulevard and the Harbor (I-110) Freeway segment between Carson Street and the San Diego (I-405) Freeway junction--the mitigation may not be feasible solely due to interjurisdictional coordination. It is anticipated, though, the mitigations will take place because the Project's applicant will be financially responsible for them and not another jurisdiction; also, many of the mitigations are merely roadway restripings. If the mitigations take place at these seven intersections that are located outside the City of Carson, they will all operate at acceptable levels of service after development of the Project is complete in 1998. The improvements required for these intersections are as follows: Figueria Street/Torrance Boulevard--Restripe southbound Figueria to provide a separate right-turn lane; add one lane eastbound on Torrance and designate the three eastbound lanes for one left, a left/through, and a through/right; split east/west signal operation; these measures will require the widening of Torrance Boulevard through the underpass below the I-110 Freeway by the elimination of one of the two existing sidewalks; Figueria Street/I-110 NB On-Ramp--Restripe Figueria to provide a second northbound left-turn lane and a separate southbound right-turn lane; Vermont Avenue/Torrance Boulevard--Restripe Vermont to provide separate northbound and southbound right-turn lanes; Hamilton Avenue/Torrance Boulevard--Add a separate eastbound left-turn lane on Torrance and Hamilton; provide two westbound through lanes on Torrance and two southbound approach lanes on Hamilton; Vermont Avenue/Del Amo Boulevard--Restripe Del Amo to provide a second eastbound through lane; Hamilton Avenue/I-110 SB Ramps--Monitor future traffic volumes and prepare a detailed traffic signal warrant analysis based on actual conditions; install traffic signal when warranted; and Hamilton Avenue/Del Amo Boulevard--Monitor future traffic volumes and prepare a detailed traffic signal warrant analysis based on actual conditions; install traffic signal when warranted; and Harbor Freeway segment between Carson Street and the San Diego (I-405) Freeway junction--The applicant shall pay a "fair-share" cost of the improvements that will be necessary to eliminate the present merge conditions and enhance the freeway to freeway movements at the traffic study impact of existing and future traffic volumes and enhance regional (freeway to freeway) traffic flow. If, however, all the identified improvements are not implemented prior to the completion of the Project, then this represents a significant traffic impact.



Section 13. The EIR also identifies potentially significant adverse project and cumulative environmental effects in other issue areas. However, the City Council finds, pursuant to California Public Resources Code Section 21081, that mitigation measures addressed in the EIR will mitigate these impacts to a level of insignificance and the identified mitigation measures either (i) are incorporated into the Conditions of Approval attached hereto, or (ii) are within the jurisdiction and control of other public agencies, which can and should adopt them. Each of the potentially adverse Project and cumulative environmental impacts and the mitigation measures the City Council finds will reduce those impacts to a level of insignificance are briefly summarized below, with citations to the portions of the EIR addressing those impacts and mitigation measures:

a) The buried waste, groundwater contamination, landfill gases, lead and hydrocarbon soil and floating petroleum product underlying or on the surface of the Project would cause significant Project and cumulative impacts in the form of risks to human health (DEIR at Sections 2.2.1-2.2.3). Mitigation measures, including but not limited to Regional Water Quality Control Board and Department of Toxic Substances Control approval and oversight of the ongoing remediation of the Project site and certain subsequent development activities, and the operation of approved collection and treatment facilities, will reduce the impacts to a level of insignificance and/or are within the jurisdiction of the Board and Department or other public agencies (DEIR at Sections 2.2.2-2.2.3). In addition, any structural development on the existing landfill will require a conditional use permit approved by the Planning Commission and the City Council (DEIR at Section 4.1.2 and FEIR at Section 2).

b) The Project potentially would cause significant Project and cumulative traffic impacts at a number of intersections (FEIR at Sections 2, 4 and Appendix). Reduction in the size of the Project as described in the Draft EIR, coupled with various changes to the factors employed in the supplemental traffic impact analysis for the Project, has lessened the required mitigation. Mitigation measures, including but not limited to, physical modifications and transportation control measures, will reduce the impacts to a level of insignificance at all but seven of those intersections and cumulative impact on the operating conditions of the Harbor (I-110) Freeway segment between Carson Street and the San Diego (I-405) Freeway junction, which are discussed in Section 12 b) above (FEIR at Sections 2, 4 and Appendix). As discussed in Section 12 b), interjurisdictional coordination would be the sole reason the mitigation measures needed to reduce the impacts to a level of insignificance at these seven intersections and the Harbor Freeway segment would not take place.

c) The noise caused by remediation of the Project site, construction on the Project site and operation of the Project potentially would cause significant impacts, particularly to the residential area to the south of the Project (DEIR at Sections 4.4.1-4.4.2). Mitigation measures, including but not limited to limiting hours of operation for construction activities, routing construction vehicles away from residential areas and orienting truck loading areas to minimize noise intrusion into the residential areas, will reduce the impacts to a level of insignificance (DEIR at Sections 4.4.3-4.4.3 and FEIR at Sections 2 and 4).

d) The Project potentially would cause significant adverse Project and cumulative effects on human lives and buildings in the event of an earthquake (DEIR at Sections 4.5.1-4.5.2). Mitigation measures, including but not limited to, engineering in conformance with the recommendations of geotechnical analyses and various seismic safety standards, and the development of an access and disaster plan for employees and visitors of the Project, will reduce the impacts associated with geologic hazards to a level of insignificance (DEIR at Sections 4.5.3-4.5.4 and FEIR at Sections 2 and 4).

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a) The Southern California region as a whole and the sub-region including the Project site are experiencing severe unemployment with consequent social harm. As of July, 1994, the City's unemployment rate was 9.8%. The Project is expected to add temporary construction jobs and would gradually add about 3,401 permanent jobs as

Section 15. The City Council finds that individual and cumulative adverse impacts generated by the Project will be mitigated to the extent feasible through the Mitigation Measures as contained in the Environmental Impact Report and as required by the Conditions of Approval. Irrespective of these measures, the City Council finds some impacts cannot be feasibly mitigated to a level of insignificance through mitigation measures or project alternatives. In addition to the individualized findings contained in Section 12 above, the City Council finds the individual and collective benefits provided by the Project will outweigh any adverse impacts caused by the Project. These benefits are determined by the City Council to include the following:

Section 14. With respect to the significant impacts included in Sections 12 a) and b) that cannot be mitigated to a level of insignificance, the City Council finds, pursuant to California Public Resources Code Section 21081 and CEQA Guidelines Section 15091, that: (a) certain changes or alterations have been required in, or incorporated into, the Project which avoid or substantially lessen certain significant environmental effects as identified in the Final EIR; (b) certain changes or alterations are within the responsibility and jurisdiction of other public agencies and not the City of Carson, those changes or alterations can and should be adopted by such other agencies, and the City of Carson does not have concurrent jurisdiction with such other agencies to deal with such feasible mitigation measures; and (c) the specific economic, social, public health and safety and other considerations of approving Specific Plan No. 3-90 make infeasible certain mitigation measures or Project alternatives identified in the EIR and offer numerous benefits that outweigh the unavoidable impacts associated with the development of the Project. Sections 12 a) and b) above and Section 15 below specify in further detail the rationale for these findings.

(g) The Project potentially would cause significant Project and cumulative impacts related to fire risks and to the adequacy of public services in the area (DEIR at Sections 4.9.1-4.9.2). Mitigation measures, including but not limited to, compliance with fire code requirements, obtaining approvals for all wastewater/sewerage connection fees, informing future tenants of solid waste recycling services available, the applicant providing a hydrology study to determine the adequacy of the existing drainage system to handle the expected storm water flows, and compliance with the City's Water Efficient Landscape section of the City's Zoning Ordinance, will reduce the impacts to a level of insignificance (DEIR at Sections 4.9.3-4.9.4 and FEIR at Sections 2 and 4).

(f) The Project's proposed R&D and light industrial uses present normal risks of upset that periodically occur in modern urban settings. Due to the extensive existing regulatory framework no significant impact is expected. However, mitigation measures have been included that address the presence of an abandoned oil well on the site; these include the closing of the oil well under the auspices of the State Oil and Gas Supervisor. In addition, since structures may be located within 1000 feet of an organic landfill, which generates methane gas that can create a risk of explosion, a mitigation measure has been included that requires the design and installation of landfill gas monitoring and protection measures as needed (Draft EIR at Sections 4.8.1-4.8.4 and FEIR at Section 2).

(e) Although the impacts on population, housing and employment as related to local jobs/housing balance are not thought to be significant, a mitigation measure is included for the proposed office, light industrial and R&D component of the Project that future development applications for these categories shall include estimates of job numbers and the potential for generating long-distance commutes (Draft EIR at Sections 4.7.1-4.7.4).

individual developments on the site begin operations. These jobs will contribute to the expansion and improvement of the economy in the City of Carson and Los Angeles County.

b) The Project's development will provide both temporary and permanent jobs which are a good match with the local work force. The provision of these jobs provides employment opportunities for local residents at projected income levels to make affordable to employees housing now available in the Carson area.

c) The development of the Project will result in the further remediation of contaminated land and its beneficial reuse. Implementation of the California Environmental Protection Agency's Department of Toxic Substances Control-approved Remediation Action Plan (RAP) is required prior to development of the Project. Since implementation of the RAP would appropriately address on-site contamination, development of the Project would eliminate existing potential health risks to the citizens of Carson, particularly for those residing adjacent to the Project site.

d) The Project serves to develop a substantial portion of Redevelopment Project Area One consistent with the stated intent and policies of the Redevelopment Plan. From a land use planning perspective, the Project is a large-scale mixed-use urban infill development which integrates retail, commercial, office, research and development and light industrial facilities within the existing City and freeway circulation system, thereby creating meaningful opportunities for reductions in vehicle trips and vehicle miles traveled.

e) The development of the Project would provide an annually recurring source of substantial revenues to the City. The Golden Eagle Center, once fully-operational, is expected to generate approximately \$1,891,000 in sales tax revenues per year and property tax increment revenues of approximately \$815,300 per year. Given the low cost of providing municipal services to the Project, estimated at \$128,212 per year in the first year of operation, the Project is expected to generate a large net surplus of revenues over costs; when fully built-out, the Project is anticipated to provide to the City a surplus of approximately \$2,483,310 per year. In addition to any direct economic benefits to the City, development of the Project would substantially diversify the range of retail shopping opportunities available within the City. Therefore, the development of the Project would strengthen the overall attractiveness of the City as a primary shopping destination.

f) As conditioned, the Project would improve the City's circulation system to address identified Project impacts. In many instances Project impacts represent only a portion of the total future traffic impact currently forecast at an individual location. Identified roadway mitigation measures result in the creation of additional travel lanes via restriping and new construction. These improvements cannot be implemented in a manner which solely address the incremental impact attributable to the Project. Therefore, implementation of the identified mitigation measures would increase roadway capacity beyond that required to mitigate the Project's impact and as such would serve to improve overall traffic flow in general on several major roadways located in the west-central area of the City.

Section 16. The City Council has reviewed and considered the alternatives to the Project discussed in the EIR. Those alternatives are (1) a "No Project/No Development" Alternative; (2) a "No Project/Permitted Use" Alternative; (3) a "Specific Plan A" Alternative and (4) alternative sites. In addition, the original project description in the Draft EIR was of a project larger (1,174,743 square feet plus a 300-room hotel) than that included in the Final EIR (957,000 square feet); this change to the Specific Plan resulted in fewer significant environmental impacts to be considered and, where possible, mitigated.

With respect to these alternatives to the Project, the City Council finds, pursuant to California Public Resources Code, Section 21081, that there are direct and indirect economic,

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Section 18. The Project involves no potential for any adverse effect, either individually or cumulatively, on wildlife resources and therefor, a De Minimis Impact Finding is made relative to AB 3158, Chapter 1706, Statutes, 1991.

v) A statement of the relationship of the Specific Plan to the General Plan and public works projects and financing measures necessary to carry out paragraphs i), ii) and iii);

iv) A program of implementation measures including regulations, programs, for the conservation, development, and utilization of natural resources, where applicable; iii) Standards and criteria by which development will proceed, and standards

ii) The proposed distribution, location, extent and intensity of major components of public and private transportation, sewage, water, drainage, solid waste disposal, energy and other essential facilities proposed to be located within the area covered by the Plan and needed to support the land uses as described in the Plan;

i) The distribution, location and extent of the uses of land, including open space within the area covered by the Plan; specify in detail:

a) The Golden Eagle Center Specific Plan (Specific Plan No. 3-90), dated August, 1994, which is on file in the office of the City Clerk and is hereby incorporated herein by reference, will comply with the requirements of California Government Code Section 65451 in that, as revised to incorporate the conditions attached to this Ordinance as "Exhibit B", Conditions of Approval, Specific Plan No. 3-90", Specific Plan No. 3-90 ("Plan") does

Section 17 With respect to the Golden Eagle Center Specific Plan (Specific Plan No. 3-90), the City Council finds:

In addition to the general reasons stated above, the City Council finds the following: (1) that Alternative 1, the "No Project/No Development" alternative, although environmentally superior in some respects to the Project, is not feasible as it would preclude many necessary remediation activities from taking place, resulting in a continuation of existing environmental contamination on the Project site and would also result in the land remaining vacant and thus contribute to the overall atmosphere of the area being rundown as well as prevent positive fiscal and social impacts, including increased employment opportunities, from occurring; (2) that Alternative 2, the "No Project/Permitted Use" alternative, which would allow the site to be developed per the City of Carson's General Plan and Redevelopment Plan, is not a feasible alternative because it would permit some land uses that are not as compatible with the residential area to the south as those proposed in the specific plan and thus increase negative environmental impacts such as noise and odors; (3) that Alternative 3, the "Specific Plan A" alternative, which would permit a 1,625,440 square feet mixed-use development, is not a feasible alternative as it would increase traffic, noise, air quality and demand on public services compared to the specific plan; and (4) that Alternative 4, the "alternative site" alternative, is not feasible since four of the sites are on landfills and are not characterized and as far along toward being cleaned up, and are expected to have high redevelopment costs as would the Ascot Raceway site. In addition, the Gardena Valley Landfills 1 & 2 site is infeasible because, at 14 acres, is much too small for the Project. The Project site is preferable to the alternative sites because a) the alternative sites are not owned or controlled by the project applicant; 2) the essential goal of the Project is to develop the proposed site and 3) the proposed Project is appropriate for the site as demonstrated by the goals of the City's General Plan and the Redevelopment Plan of the area.

social, public health and safety, and other considerations of the Project that make these alternatives infeasible.

**Section 19.** The City Council hereby certifies the EIR for the Project, which includes the Draft EIR (Volume I) and the Technical Appendices (Volume II), the Final EIR (Volume III), any comments received, any responses of the City to the comments received, and other materials as set forth in the staff report dated October 4, 1994.

**Section 20.** The City Council has reviewed and considered the Mitigation Monitoring Program ("Program") for the Golden Eagle Center (Specific Plan No. 3-90), dated August 1994 and contained in a separate document, which is on file in the office of the City Clerk and is hereby incorporated herein by reference, and finds that the Program has been prepared pursuant to the requirements of Public Resources Code Section 21081.6 and such Program is designed to ensure compliance with the mitigation measures during Project implementation. The City Council therefore adopts the Mitigation Monitoring Program for the Project.

**Section 21.** Based on the aforementioned findings, the City Council hereby adopts Specific Plan No. 3-90 for the property described in Exhibit "A" attached hereto, subject to the Conditions of Approval set forth in Exhibit "B" attached hereto.

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CITY ATTORNEY

APPROVED AS TO FORM:

CITY CLERK

ATTEST:

MAYOR

Section 22. The City Clerk shall certify to the adoption of this Ordinance and shall transmit copies of the same to the applicant.  
PASSED, APPROVED AND ADOPTED THIS 4TH DAY OF OCTOBER, 1994.

ALSO EXCEPT THEREFROM ALL OIL, GAS AND OTHER HYDROCARBON SUBSTANCES, AND ALL OTHER MINERALS IN AND UNDER ALL OF SAID REAL PROPERTY, LOCATED BELOW FIVE HUNDRED (500) FEET FROM THE SURFACE OF SAID REAL PROPERTY, TOGETHER WITH THE PERPETUAL AND EXCLUSIVE RIGHT OF SUBSURFACE PASSAGE THROUGH ALL OF SAID REAL PROPERTY BELOW SAID DEPTH OF FIVE HUNDRED (500) FEET FROM THE SURFACE, FOR THE PURPOSE OF DRILLING AN UNLIMITED NUMBER OF WELLS AND THE PRODUCING OF OIL, GAS AND OTHER HYDROCARBON SUBSTANCES AND OTHER MINERALS FROM SAID REAL PROPERTY, AS RESERVED IN DEED RECORDED APRIL 3, 1958, AS INSTRUMENT NO. 1679, OFFICIAL RECORDS.

ALSO EXCEPT FROM THE REMAINDER THOSE PORTIONS OF SAID LOT 22 DESCRIBED AS PARCELS 13-5 AND 6-5 IN THE FINAL DECREE OF CONDEMNATION ENTERED IN CASE NO. 901,401 SUPERIOR COURT, IN THE STATE OF CALIFORNIA, IN AND FOR THE COUNTY OF LOS ANGELES, A CERTIFIED COPY THEREOF BEING RECORDED ON APRIL 1, 1969 AS INSTRUMENT NO. 7334, IN BOOK D4325 PAGES 345 AND OFFICIAL RECORDS OF SAID COUNTY.

BEGINNING AT A POINT IN THE NORTH LINE OF SAID LOT 22, DISTANT ALONG SAID LINE NORTH 89 DEGREES 24 MINUTES 07 SECONDS EAST 187.02 FEET FROM THE NORTHWEST CORNER OF SAID LOT 22; THENCE SOUTH 11 DEGREES 50 MINUTES 19 SECONDS WEST 595.01 FEET TO THE POINT OF TANGENCY WITH A CURVE CONCAVE EASTERLY, HAVING A RADIUS OF 1450.00 FEET; THENCE SOUTHERLY ALONG SAID CURVE THROUGH AN ANGLE OF 12 DEGREES 25 MINUTES 38 SECONDS AN ARC DISTANCE OF 314.50 FEET TO THE POINT OF TANGENCY OF SAID CURVE WITH THE EAST LINE OF FIGUEROA STREET 4,100 FEET WIDE.

ALSO EXCEPT THEREFROM THAT PORTION OF SAID LOTS 22 AND 26 LYING WESTERLY OF THE FOLLOWING DESCRIBED LINE:

EXCEPT FROM SAID LOTS 26, 27, 28, AND 29 THOSE PORTIONS THEREOF INCLUDED WITHIN FIGUEROA STREET 100 FEET WIDE, AS CONVEYED TO THE STATE OF CALIFORNIA, RECORDED AUGUST 9, 1935 IN BOOK 13459 PAGE 359 OF OFFICIAL RECORDS, IN SAID OFFICE OF THE COUNTY RECORDER.

THE LAND REFERRED TO HEREIN IS SITUATED IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:  
LOTS 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34 AND 35 OF TRACT NO. 6378, IN THE CITY OF CARSON AS PER MAP RECORDED IN BOOK 68 PAGES 1 AND 2 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

GOLDEN EAGLE CENTER SPECIFIC PLAN  
(SPECIFIC PLAN NO. 3-90)

LEGAL DESCRIPTION

EXHIBIT "A"

**GENERAL CONDITIONS**

1. This Specific Plan ("Plan") for the Golden Eagle Center project ("Project") shall run with the land and shall bind upon the applicant, his/her successors and assigns, and any future owners, encumbrances and their successors or assigns, and shall continue in effect until otherwise released by the authority of the Planning Commission, Redevelopment Agency or City Council of the City of Carson or until such time as the Municipal Code of the City of Carson unconditionally permits the release of this Plan.
2. The applicant shall comply with all city, county, state and federal regulations applicable to this project.
3. The applicant shall file an Affidavit of Acceptance with the Community Development Department within thirty days of receipt of the City Council Ordinance. The applicant shall record said Affidavit and these Conditions of Approval in the Office of the Los Angeles County Recorder, and proof of such recordation shall be submitted to the Community Development Department within thirty days of receipt of the City Council Resolution.
4. It is made a condition of this approval that if any condition is violated or if any law, statute or ordinance is violated, the Plan shall lapse, provided the applicant or other responsible party has been given written notice to cease such violation and has failed to do so for a period of thirty days.
5. Within forty-eight hours of approval of the subject project, the applicant shall deliver to the Community Development Department a cashier's check or money order payable to the County Clerk in the amount of \$25.00 (twenty-five dollars) pursuant to AB 3185, Chapter 1706, Statutes of 1990, to enable the city to file the Notice of Determination under Public Resources Code Section 21152 and 14 California. Code of Regulations 15075. If within such forty-eight hour period the applicant has not delivered to the Community Development Department the above-noted cashier's check or money order, the approval for the project granted herein may be considered null and void.
6. Should the Department of Fish and Game reject the Certificate of Fee Exemption filed with the Notice of Determination and require payment of fees, the applicant shall deliver to the Community Development Department, within forty-eight hours of notification, a cashier's check or money order payable to the County Clerk in the amount of \$850 (eight hundred fifty dollars) pursuant to AB 3158, Chapter 1706, Statutes of 1990. If this fee is imposed, the subject project shall not be operative, vested or final unless and until the fee is paid.
7. A modification of the conditions of this Plan, including additions or deletions, may be considered upon filing of an application by the owner of the subject property or his/her authorized representative in accordance with Section 9173.1 of the Zoning Ordinance. Modification may require additional environmental review as required by CEQA.
8. A landfill gas protection plan prepared by a licensed Civil Engineer designated by the applicant and approved by the City, shall be submitted to the Community Development Department (in accordance with Section 9141.12 of the Zoning Ordinance) prior to the issuance of building permits for property designated as ORL (Organic Refuse Landfill). Surface treatments, accessibility or landscaping strategies shall be designed to deter graffiti including the use of graffiti-resistant material where possible. Stucco or cinder block walls, with access to the public, should be set back or landscaped in such a way as to deter graffiti. Graffiti shall be removed within 48 hours of it being reported to the applicant or his/her representative.

**CONDITIONS OF APPROVAL**  
**GOLDEN EAGLE CENTER SPECIFIC PLAN**  
 (SPECIFIC PLAN NO. 3-90)



10. A construction and construction-related activity monitor shall be retained by the applicant to document compliance with these Conditions of Approval. Said Construction Monitor's qualifications, identification, address and telephone number shall be listed in the construction and construction-related contracts and shall be placed in the pertinent files of the Community Development Department. The Construction Monitor will be required to monitor all construction and construction-related activities on the site on a periodic basis; keep written records which shall be open for public inspection; and to file monthly reports with the Director of Community Development and appropriate permit granting authorities.
11. Upon identification of instances of non-compliance of any mitigation measures, the Construction Monitor shall immediately notify the applicant and the designated representative of the Community Development Department, or other appropriate permit granting authority. Once notified of a condition of non-compliance, the applicant shall immediately act to ensure attainment of compliance. The applicant shall require in all construction and construction-related contracts and subcontracts, provisions requiring compliance with all special environmental conditions included in all relevant entitlement approval actions of the City. Said contracts shall reference or include copies of the Plan, this Ordinance and any other related documents. Such provisions shall also include retention of the power to effect prompt corrective action by the applicant, its representative or prime contractor, upon failure of a contractor, subcontractor or operator to correct noticed noncompliance. Should remedial action not occur, the Director of the Community Development Department is empowered to issue cease and desist orders.
12. Modifications to this Specific Plan or these Conditions of Approval may be considered upon the applicant or other relevant party (or parties) filing an application in accordance with Section 9173.1 of the Carson Municipal Code. If the Director, the Planning Commission or City Council concludes the proposed modification to the Plan or Conditions extends beyond the intent of the original approval of the Plan or Conditions, then a public hearing shall be held. In addition, modifications to the Plan may require, pursuant to the California Environmental Quality Act, a Mitigated Negative Declaration, Subsequent EIR or other required document to be prepared by the City and paid for by the applicant or other relevant party.
13. Prior to the issuance of a building permit for the Project, a complete geotechnical report identifying seismic parameters, such as peak ground acceleration, to which buildings shall be built to enable structures to withstand the maximum credible earthquake and to alleviate any remaining weak soil characteristics after soil remediation shall be prepared by a California-registered geologist or engineering geologist and approved by the City's Building & Safety Division. This report shall include design requirements to address all site-specific soils, geologic and seismic hazards.
14. The Project shall adhere to the recommendations of the Project geotechnical reports as approved by the Building and Safety Division for foundation, excavation, subdrain system and other geotechnical components of project design.
15. The applicant shall provide to the City written clearance from the State's Environmental Protection Agency's Regional Water Quality Control Board ("Board") and Department of Toxic Substances Control ("Department") prior to the initiation of grading activities on the entire project site and portions thereof. This clearance shall be supported by submission of all requisite documentation, including the Remedial Action Plan approved by the Department and any subsequent amendments, and a mitigation monitoring plan as needed and deemed acceptable to the City.
16. The District Engineer of the City's Building and Safety Division, the Board and the Department, as applicable, shall review and approve any foundation plans prior to the issuance of any building permits.
17. To reduce soil erosion, an erosion control plan shall be prepared by a California-registered Civil Engineer and implemented.
18. To reduce hazards to construction workers, all excavations deeper than five feet shall be constructed in accordance with state and federal law. The geotechnical reports shall recommend the type of sloping or shoring to be employed.
19. The applicant shall obtain haul route approval for all imported materials from the City of Carson Department of Engineering Services and all agencies with jurisdiction along

**EARTH GRADING**

32. At Figueroa Street/Torrance Boulevard, applicant shall, under the review and approval of the City of Carson and County of Los Angeles: re-stripe southbound Figueroa Street to provide a separate right turn lane, widen Torrance Boulevard through the underpass, add one eastbound lane on Torrance Boulevard and designate the three eastbound lanes for one left, a left/through, and a through/right; and split east/west signal operation. The applicant shall be permitted to obtain Certificates of Occupancy for up to 320,000 square feet of retail/commercial uses before this Condition No. 32 is required to be fulfilled, provided the City has received plans and specifications for the improvements;

**TRANSPORTATION AND CIRCULATION: Traffic**

- 31. If determined necessary by the Community Development Department Director, the applicant shall pay a pro-rated share of the cost of updating and implementing the City's Emergency Plan to include the Project.
- 30. Safety glass or window film treatments shall be used on all overhead glass. In the event of an earthquake, overhead glass, untreated, has a potential to shatter into projectile shards. Efforts should be taken, either in design or materials, to mitigate this hazard.
- 29. Vending machines, ice machines (if used) and other types of machines and equipment shall be bolted or braced and pictures and decorative items within common areas shall be secured for earthquake safety.
- 28. To minimize the potential for injury to customers and employees, wall hangings, light fixtures, bookshelves, suspended ceilings and other objects which could cause personal injury shall be securely fastened to structural elements of buildings.
- 27. To assist in response to a seismic event, an emergency response and building-specific evacuation plan for all project structures shall be developed and posted on each occupied floor of buildings on the site. Such information shall be disseminated to occupants to reduce the potential for human injury.
- 26. The project shall conform to criteria set forth in the Recommended Lateral Force Requirements and Commentary by the Structural Engineers Association of California.
- 25. The Project shall be designed and built to sustain the maximum probable ground shaking effects of an earthquake in conformance with the Seismic Safety Element of the City of Carson General Plan, applicable portions of Los Angeles County Building Code Section 309, and the seismic safety requirements of the Building and Safety Division. The structural design of the buildings shall be in conformance with the recommendations included in the geotechnical reports prepared for the project and approved by the Building and Safety Division.

**EARTH: GEOLOGICAL HAZARDS (Seismicity)**

- 24. If required, as determined by the District Engineer of the Building and Safety Division, the applicant shall retain a landfill gas consultant to review proposed project construction operations and provide recommendations regarding the safety of on-site workers, and to mitigate nuisance factors such as odors to adjacent property owners.
  - 23. A registered geotechnical engineer or engineering geologist and the District Engineer of the Building and Safety Division shall check all project excavation surfaces before concrete is poured. All footing excavations shall be inspected prior to concrete pouring.
  - 22. Any fill shall be placed under the inspection and approval of the District Engineer of the City's Building and Safety Division. No fill shall be placed until the City Grading Inspector has inspected and approved the bottom excavations. A compaction report shall be submitted to the Department of Building and Safety upon completion of the compaction.
  - 21. Any hydrocarbon-contaminated soil, or any other contaminated soil identified during grading must be removed and any contamination source must be remediated according to the recommendations of the Remedial Action Plan (RAP) as approved by the Department of Toxic Substances Control on August 31, 1994.
  - 20. The applicant shall provide barriers, and warning signs as required by the Department of Engineering Services.
- the haul route. All truck staging shall be on the project site. No transport of imported materials shall be permitted through residential neighborhoods.

43. The applicant shall submit a Transportation Demand Management (TDM) Plan for approval by the Community Development Department. The TDM Plan shall be approved before the first occupancy permit is granted for the Project and its provisions shall be included in all lease agreements for tenants of the Project and be included in the CC&Rs for all property owners and tenants of the Project.

Transportation Control Measures (TCM)/Transportation Demand Management (TDM)

42. The applicant shall pay a "fair-share" cost of the improvements that will be necessary to eliminate the present merge conditions and enhance the freeway to freeway movements at the traffic study freeway ramp locations. The ramp/freeway improvements will be necessary to offset the impact of existing and future traffic volumes and enhance regional (freeway to freeway) traffic flow.

41. At Hamilton Avenue/Del Amo Boulevard, applicant shall, under the review and approval of the City of Carson, County of Los Angeles and City of Los Angeles, monitor future traffic volumes and prepare a detailed traffic signal warrant analysis based on actual conditions. A traffic signal shall be installed when warranted and justified to the satisfaction of those agencies. Applicant shall participate in a "fair-share" study with the County of Los Angeles, City of Los Angeles and the City of Carson to determine applicant's cost share of any new traffic signal.

40. At Hamilton Avenue/I-110 southbound ramp, applicant shall, under the review and approval of the City of Carson, County of Los Angeles and Caltrans, monitor future traffic volumes and prepare a detailed traffic signal warrant analysis based on actual conditions. A traffic signal shall be installed when warranted and justified to the satisfaction of those agencies. Applicant shall participate in a "fair-share" study with the County of Los Angeles and the City of Carson to determine applicant's cost share of any new traffic signal.

39. Applicant shall be required to fulfill Condition Nos. 33, 34, 35, 36, and 38 before a Certificate of Occupancy is issued for any structures on the Project site. Fulfillment of Condition Nos. 32, 33, 34, 37 and 38 may be waived or modified by the Community Development Department Director if it is determined interjurisdictional approval is unable to be achieved.

38. At Vermont Avenue/Del Amo Boulevard, applicant shall, under the review and approval of the City of Carson, County of Los Angeles and City of Los Angeles, re-stripe Del Amo Boulevard to provide a second eastbound through lane.

37. At Hamilton Avenue/Torrance Boulevard, applicant shall, under the review and approval of the City of Carson and County of Los Angeles, add a separate eastbound left-turn lane on Torrance Boulevard, provide two westbound through lanes on Torrance Boulevard and two southbound approach lanes on Hamilton Avenue. These improvements shall be coordinated with those listed in Condition 32 above. The applicant shall be permitted to obtain Certificates of Occupancy for up to 320,000 square feet of retail/commercial uses before this Condition No. 37 is required to be fulfilled, provided the City has received plans and specifications for the improvements, as delineated by this Condition, before a Certificate of Occupancy is issued for any structures on the Project site.

36. At Main Street/Torrance Boulevard, applicant shall, under the review and approval of the City of Carson, re-stripe Main Street to provide a second northbound left-turn lane and a separate southbound right-turn lane.

35. At Figueroa Street/Del Amo Boulevard, applicant shall, under the review and approval of the City of Carson, re-stripe northbound and southbound Figueroa Street to provide separate right-turn lanes. Re-stripe Del Amo Boulevard east of Figueroa Street to provide dual westbound left-turn lanes.

34. At Vermont Avenue/Torrance Boulevard, applicant shall, under the review and approval of the City of Carson and the County of Los Angeles, re-stripe Vermont Avenue to provide separate northbound and southbound right-turn lanes.

33. At Figueroa Street/I-110 northbound on-ramp, applicant shall, under the review and approval of the City of Carson and Caltrans, re-stripe Figueroa Street to provide a second northbound left-turn lane and a separate southbound right-turn lane.

as delineated by this Condition, before a Certificate of Occupancy is issued for any structures on the Project site.

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- a) Assist existing and prospective employees in obtaining commute information and forming ridesharing groups.
- b) Provide information to all tenants regarding bus schedules, park-and-ride commuting, bicycle commuting, regional transit maps and other materials.
- c) Provide education and outreach to newly-hired employees. The TDM Plan shall be presented as a benefit to potential employees in employment interviews.
- d) Monitor annually the commute trip lengths and residential locations of all employees to determine changes in employee commute lengths.
- e) Implement and operate an incentive program for employees that participate in ridesharing, use vanpools, use public transit, bicycle or walk to work. The incentive could include coupons that would be redeemable at retail stores within the Project, cash or increased employee vacation time.
- f) Investigate the feasibility of promoting telecommuting and staggered work hours for certain jobs and educate employees and employers on the results.
- g) Implement and operate a referral program to provide new and existing employees with services to direct them to housing opportunities within close proximity of the Project by providing information regarding available rental and for-purchase homes and condominiums. Such referrals shall cover a broad price range and focus on units located within 10 miles of the project site.
- h) Work with on-site employers to actively advertise all job opportunities within the Carson area to target hiring programs to those potential employees already located in close proximity to the site.
- i) Provide a transit pass subsidy program that consists of a \$60 monthly allowance (or other such amount as set forth within the Project's approved TDM plan or the Metropolitan Transit Authority's Congestion Management Plan) paid to employees by employers, to purchase a transit pass.
- j) Provide a vanpool subsidy program that consists of a monthly vanpool allowance of \$32 (or other such amount as set forth within the Project's approved TDM plan or the Metropolitan Transit Authority's Congestion Management Plan) paid to employees by employers, to purchase vanpool fare.
- k) Provide a monthly carpool allowance of \$24 (or other such amount as set forth within the Project's approved TDM plan or the Metropolitan Transit Authority's Congestion management Plan) paid by employers to employees who carpool.
- l) Provide a monthly bicycle allowance of \$24 (or other such amount as set forth within the Project's approved TDM plan or the Metropolitan Transit Authority's Congestion Management Plan) paid by employers to employees who bicycle to work.

- 44. A Transportation Management Association (TMA) shall be developed to implement the TDM Plan including a comprehensive rideshare marketing and information program coordinated with the City. The TMA shall be composed of all property owners and tenants located on the Project site and its services shall include, but not be limited to: carpool/vanpool matching, transit pass sales, transit route planning, promotional events, marketing, promotional incentives (such as prize drawings) and guaranteed ride-home services for TMA-member employees.
- 45. The TDM Plan shall contain a monitoring component to ensure that the project is reducing vehicle trips according to the goals developed mutually with the City and as specified in the conditions of approval for the Project. If these goals are not being met, the TDM Plan shall be revised and submitted to the City for approval. The City may impose additional TDM requirements and/or project limitations to the extent necessary to achieve reasonable goals for reducing vehicle trips.
- 46. For the duration of the life of this Project, the applicant (or any subsequent successor in interest to the Project) shall provide an on-site Transportation Coordinator (TC) with staff and facilities as required to organize and administer the trip reduction programs of the Project and to act as transportation liaison with the City. The TC shall be responsible for the following:

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50. Graded surfaces shall be watered at least twice daily to form a wind-resistant temporary crust. This program should include control of wind-blown dust on site access roadways and in the existing paved areas of the Project.

**AIR QUALITY**

- h) The applicant shall work with the City and provide funds as necessary to make day care available in the project vicinity.
- g) Building space shall be set aside to accommodate, as feasible, a full set of services (e.g., banking, laundry, restaurant/food services, postage services, medical office facilities, bank automated teller machines).

**Land Use**

f) Transportation information display areas shall be provided in buildings and parking facilities for both customers and employees. The telephone number of the Transportation Coordinator shall be prominently displayed for customers and shall be widely available to all employees at the site.

**Information**

- e) Pedestrian walks and bikeways shall be incorporated into the site plan to connect buildings with the adjacent arterials.
- d) Attractively landscaped and safe indoor/outdoor pedestrian areas and walkways shall be provided to encourage employees to stay on-site during lunch and breaks.

**Non-Motorized Transportation**

- c) Secure bicycle parking and/or storage lockers, clothes lockers and showers shall be provided near building entrances as determined by the Community Development Department Director.
- b) Separate loading and waiting areas shall be made available for carpool and transit riders. Waiting areas shall be sheltered to make waiting safe and comfortable.
- a) A minimum of 10 percent of employee parking spaces shall be designated for carpool/vanpool use only by employees. Preferential parking shall be located near building entrances in the most secure areas.

**Parking and Loading Areas**

- 49. The applicant shall include the following TDM-related physical features within the project, phased in accordance with the development schedule:
  - 48. The applicant shall participate in funding for an established bus operator to provide services to the Project. The funding and commencement of services shall be subject to the approval of the Community Development Department Director.
  - 47. All tenants of the Project shall be required to assign a full-time employee to serve as a liaison, as needed, with the on-site Transportation Coordinator.

- o) Provide compliance with Sections 9165.1, 9165.2, and 9165.3 of the City of Carson Municipal Code relating to Transportation Demand and Trip Reduction Measures.
- n) Provide a bus or buspool subsidy program that consists of a monthly buspool/subscription bus service allowance of \$32 (or other such amount as set forth within the Project's approved TDM plan or the Metropolitan Transit Authority's Congestion Management Plan) to purchase a buspool subscription instead of parking.
- m) Provide a monthly walking allowance of \$24 (or other such amount as set forth within the project's approved TDM plan or the Metropolitan Transit Authority's Congestion Management Plan) paid by employers to employees who walk to work.

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- 62. Construction vehicle routing shall avoid routes adjacent to residential uses where feasible.
- 61. Stationary equipment shall be placed such that emitted noise is directed away from occupied buildings in the Project area. The construction contracts shall require the proper placement of all stationary construction equipment.
- 60. All construction equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers. The construction contracts shall require that all equipment and noise mufflers are in proper working order.
- 59. The applicant shall permit construction activities to take place only between 7:00 am and 6:00 pm, Monday through Saturday. Hours of operation shall be incorporated in all construction documents.

**NOISE, MOBILE AND STATIONARY**

- k) Provide for future electric vehicle spaces by identifying preferential locations that have access to an electrical supply. Conduit access to electrical supply should be available so that reconstruction is not necessary to convert spaces.
- j) Design parking lot layouts to limit access so that parking control could be easily added if parking pricing becomes a City-wide or regionwide strategy.
- i) Synchronize any traffic signals installed in conjunction with the Project with other signals in the Project vicinity.
- h) Low-polluting and high-efficiency appliances shall be installed wherever possible.
- g) Use lighting controls and energy efficient lighting.
- f) Use energy efficient parking lot lights such as metal halide, clear lucalox or high pressure sodium.
- e) Use energy efficient and automated controls for air conditioners.
- d) Provide extensive use of shade trees to reduce building heat.
- c) Increase walls and attic insulation beyond Title 24 requirements.
- b) Use building materials that do not require use of paints and solvents such as pre-primed wood molding and trim products and pre-primed wallboard.
- a) Use light-colored roof materials to reflect heat.

**Energy Use**

- 58. The applicant shall utilize, as feasible, the following mitigation measures to help reduce the level of impact of the Project on air quality:
- 57. Truck deliveries to on-site locations shall occur in off-peak hours to the greatest extent feasible.
- 56. Construction activities shall minimize obstruction of through traffic lanes adjacent to the Project site and, if necessary, a flagperson shall be retained to maintain safety adjacent to existing roadways.
- 55. Electric or diesel-powered equipment shall be utilized to the extent feasible in-lieu of gasoline-powered engines.
- 54. Construction equipment shall be selected considering emission factors and energy efficiency. All equipment shall be properly tuned and maintained.
- 53. Any earth being transported shall be covered and the wheels and lower portions of transport trucks shall be sprayed with water before they leave the construction area.
- 52. Ground cover shall be planted as soon as practical in the construction process.
- 51. The Project site and the construction equipment shall be sprayed with water at regular and frequent intervals as necessary to control fugitive dust.

63. Site design of retail commercial areas in the Specific Plan's Parcel 1, in proximity to the Harbor Freeway, shall consider attenuation of roadway noise. Buildings can be setback to increase the distance to the roadway by locating parking areas and landscaping in intervening spaces.

64. Truck access, parking area design and air conditioning/heating units, and other rooftop units, shall be carefully designed and evaluated at more detailed levels of planning to minimize the potential for acoustic incompatibilities between land uses.

65. Truck loading areas shall be oriented and designed in a manner that minimizes noise intrusion into the residential areas south of the Project. Should noise from loading activities become a nuisance, truck access could be restricted to the hours between 7:00 am and 7:00 pm.

### POPULATION, HOUSING, EMPLOYMENT

66. Future development applications involving Research and Development land uses within the "Office/R&D/Light Industrial" areas of the Project shall include an estimate of the number of jobs by income categories and the potential for generating long-distance commutes.

### RISK OF UPSET/HUMAN HEALTH

67. The applicant shall obtain any permits required by the Los Angeles County Department of Public Works pursuant to the installation or removal of underground storage tanks, industrial waste or sewage discharge facilities.

68. Prior to issuance of a building permit for any structure to be constructed over an abandoned well, plans shall be transmitted to the State Oil and Gas Supervisor for review pursuant to Public Resources Code Section 3208.1. The applicant shall be responsible to abandon the well to current specifications if required by the Supervisor.

69. If plugged and abandoned oil wells on site, or any unrecorded wells which may exist on the site, are damaged or uncovered during excavation, grading or other activities in the development of the Project, the applicant shall immediately contact the district office of the Division of Oil, Gas and Geothermal Resources of the State Department of Conservation. The damages or uncovered well shall be promptly remedied as required by the Division.

70. In accordance with Los Angeles County Uniform Building Code 308C, a state-registered civil engineer, whom the County recognizes as having experience and expertise in the control of landfill gas, shall design and install landfill gas monitoring and protection measures whenever structures are located within 1,000 feet of an organic waste landfill.

### PUBLIC SERVICES: FIRE PROTECTION AND EMERGENCY MEDICAL SERVICES

71. The proposed project shall comply with all applicable State and local fire code and ordinance requirements for construction, access, water main, fire flows, and fire hydrants. Safety features that shall be included in the design of the project are as follows: (1) primary and secondary water and power systems, (2) adequate fire alarm systems, (3) early warning systems, and (4) communications and extinguishing systems.

72. Automatic fire sprinkler systems shall be installed under the supervision of the Building and Safety Division and to the satisfaction of the Fire Department.

73. Fire flows of 5,000 gallons per minute at 20 pounds per square inch residual pressure for a five-hour duration shall be provided. The applicant shall address this and other fire life safety requirements at the building plan check stage.

74. Fire hydrants shall be placed at 300-foot intervals on interior site roadways.

### ENERGY CONSERVATION

75. The applicant shall submit a report to the Community Development Department Director identifying cost-effective energy conservation measures which shall be incorporated into the final design of the Project. As part of the report preparation process, the applicant shall contact the Southern California Edison's Customer

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86. All required sewer improvements shall be designed and constructed according to the standards of the City of Carson and County of Los Angeles.

**UTILITIES: SEWERS**

85. Upon final design of the Project, the applicant shall consult with the Dominguez Water Corporation to ensure the connection of adequate flow for fire suppression.

84. To the maximum extent feasible, reclaimed water shall be used during the grading and construction phase of the project for the following activities: (1) dust control, (2) soil compaction, and (3) concrete mixing.

83. The Project shall be designed to recycle all water used in cooling systems to the maximum extent feasible.

82. Automatic irrigation systems shall be set to insure irrigation during early morning or evening hours to minimize water loss due to evaporation. Sprinklers must be reset to water less in cooler months and during rainfall season so that water is not wasted on excessive landscape irrigation.

81. Landscaping of the Project site shall utilize low maintenance, drought-resistant plantings.

80. The Project shall participate in the West Basin Municipal Water District's "West Basin Water Recycling Program," when available, and facilitate participation in this program via the installation of a dual plumbing system capable of receiving and utilizing reclaimed water for applicable purposes. Verification shall be obtained from the local water purveyor or West Basin Municipal Water District prior to the issuance of building permits.

79. The Project shall comply with the City's Water Efficient Landscape Ordinance.

78. The Building and Safety Division shall review building plans to ensure that water reducing measures are utilized, as required by Title 20 and Title 24 of the California Administrative Code. These measures include, but are not limited to, water conserving dishwashers, low-volume toilet tanks, and flow control devices for faucets.

**UTILITIES: WATER CONSERVATION AND SUPPLY**

e) Time-controlled interior and exterior public area lighting limited to what is necessary for security.

d) The isolation of air conditioning to selected areas;

c) Sequential operation of air conditioning equipment in accordance with building demands;

b) A 100% outdoor air economizer cycle to obtain free cooling during cool and dry climatic periods;

a) A variable air volume system which results in minimum energy consumption and avoids hot water energy consumption;

77. Consideration shall be given to high efficiency air conditioning, controlled by a computerized energy management system in the office and retail spaces, which provides the following:

d) The use of reflectors in ceiling lights.

c) The use of fluorescent compact or other energy efficient light bulbs instead of incandescent light bulbs;

b) Thermal insulation in walls which meets or exceeds state and local standards;

a) Tinted or solar reflective double glazing;

76. The applicant shall incorporate feasible opportunities to reduce on-site consumption of natural gas and electricity including the following:

Technology Application Center in Irwindale and the Gas Company's Marketing Department to identify all relevant energy conservation measures.

87. Fee payment is required prior to the issuance of a permit to connect to district sewer facilities.

**UTILITIES: SOLID WASTE**

88. Pursuant to the California Solid Waste and Recycling Access Act (Pub. Res. Code Section 42900 through 42911), adequate, accessible, and convenient space for collecting, storing, and loading of recyclable materials shall be provided.

89. The Project shall comply with all measures of the Integrated Waste Management Act of 1989 as implemented by the City of Carson.

90. The Project applicant and occupants shall comply with applicable waste management practices as detailed in the County of Los Angeles Solid Waste Management Plan.

91. The Project applicant and occupants shall provide collection chutes or convenient locations for sorting and recycling bins to facilitate the recycling of paper.

92. Compaction facilities shall be utilized for non-recyclable materials as deemed necessary to reduce both the total volume of solid waste produced and the number of trips required for collection.

93. The applicant shall contract with solid waste removal firms which recycle appropriate waste materials.

94. The applicant shall institute an employee education program which would, through a series of brief educational sessions, outline various methods whereby employees can further contribute to methods of recycling/conservation in the office and home (e.g., contacting with firms for purchase of recycled paper, use of two-sided reports, replacement of Styrofoam cups with coffee mugs, etc.). This program shall also include the identification of local buy back centers and recycling markets.

95. Partitions made with particle board using recycled cardboard shall be used when feasible.

96. Furnishings made from plastic wood (recycled from plastic bottles) shall be used for interior seating, benches, picnic tables, molding around windows, and as curbs in parking areas, when feasible.

97. Insulation and roofing felt shall be made from recycled newspapers, when feasible.

98. Recycled paint shall be used as the base coat, when feasible.

99. "Rubberized" asphalt or "Glassphalt", asphalt which includes recycled rubber (such as tires) or glass, shall be used in place of standard asphalt, when feasible.

**FLOOD CONTROL**

100. Prior to approval of development plans under the Specific Plan, the applicant or the applicant's contractor shall perform a hydrology study following the County of Los Angeles' standards to the satisfaction of the City Engineer, to determine the adequacy of the existing drainage system to handle the expected storm water flows.

101. If the hydrology study demonstrates the drainage system would be inadequate following implementation of the Specific Plan, then, concurrent with site construction, all necessary storm system improvements shall be implemented to the satisfaction of the City Engineer and the County of Los Angeles.

102. The applicant shall comply with statewide NPDES Permit for Storm Water Discharge by doing the following:

- a) Eliminate or reduce non-storm water discharge to storm sewer systems and other waters of the nation by utilization of applicable Best Management Practices (BMPs) outlined in the publication entitled "Construction Activity Best Management Practice Handbook."
- b) Submit a Notice of Intent to the State Water Resources Control Board.
- c) Develop and implement a storm water pollution prevention plan.





103. The applicant shall pay all school financing fees required pursuant to State law and local school district policy.

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**SCHOOLS**

(d) Perform inspections of storm water pollution presentation measures (control practices).