



CITY OF CARSON

PLANNING COMMISSION STAFF REPORT

PUBLIC HEARING: May 14, 2013

SUBJECT: Conditional Use Permit Nos. 877-11/878-11 and General Plan Amendment No. 88-10

APPLICANT: Donna Martin
401 Rockefeller Apt. 1403
Irvine, CA 92612

REQUEST: Approve a conditional use permit for a truck yard operation; recommend to the City Council approval of development on an organic refuse landfill site and a General Plan amendment to change the land use designation from Light Industrial to Heavy Industrial

PROPERTY INVOLVED: 19101 S. Broadway

COMMISSION ACTION

- Concurred with staff
- Did not concur with staff
- Other

COMMISSIONERS' VOTE

<u>AYE</u>	<u>NO</u>		<u>AYE</u>	<u>NO</u>	
		Chairman Faletogo			Gordon
		Vice-Chair Verrett			Piñon
		Brimmer			Saenz
		Diaz			Schaefer
		Goolsby			

Item No. 11-B

I. Introduction

Requests

Conditional Use Permit No. 877-11 for operation of a truck yard business

Conditional Use Permit No. 878-11 for development of an Organic Refuse Landfill (ORL) site

General Plan Amendment No. 88-10 to change the land use designation of said property from Light Industrial to Heavy Industrial

Property Owner and Applicant

Donna Martin, 401 Rockefeller Apt. 1403, Irvine, CA 92612

Project Address

19101 S. Broadway, Carson, CA 90745

Project Description

The applicant requests the approval of a conditional use permit to allow the use of a truck yard business on a 2.7-acre site with 29 proposed semi-diesel truck spaces and 5 parking spaces for the truckers/guest vehicles to be located in the MH-D-ORL (Manufacturing Heavy, Design Overlay Review, Organic Refuse Landfill) zoning district. Pursuant to Carson Municipal Code (CMC) Section 9148.9, a truck yard use located within the MH zone district shall obtain a conditional use permit. Pursuant to CMC Section 9122.12, no use shall be permitted on property designated as ORL without the approval of a conditional use permit. The project also includes a General Plan amendment changing the land use designation from Light Industrial to Heavy Industrial.

II. Background

Use of Property

The property is vacant and is formerly an organic refuse landfill under Los Angeles County Industrial Permit No. 1913 that accepted materials such as steel mill slag, asbestos fiber and dried mud cake from oil field sumps. A 1997 Phase II subsurface soils investigation confirmed the presence of metals, petroleum hydrocarbons and a limited variety of volatile organic compounds. The site is covered by a two-foot thick subsurface cover of gravel and sand that has been placed over the land-filled materials to prevent potential human exposure and provide a stable and usable surface. The subject site was operated by the Southwest Steel Rolling Mills Company which closed the landfill operation in 1968.

The owner/applicant of the subject site previously operated a truck yard without compliance with the CMC requirements for conditional use permit approval for development on an organic refuse landfill site. City code enforcement actions required the illegal truck yard to cease operations.



Previous Discretionary Permits

There are two discretionary permits of record, Special Use Permit No. 5-68 that was approved on January of 1969 for an expansion of a waste disposal facility and Variance No. 413-99 that was approved in May 1999 for deviation from CMC Section 9162.0 (Paving and Drainage of Vehicular Areas).

Public Safety Issues

The Public Safety Department opened a case for lack of maintenance on the subject property, however, the owner/applicant has cleaned the property street frontage area of any trash and weeds.

III. Analysis

Location/Site Characteristics/Existing Development

The 2.7-acre subject property is located at 19101 S. Broadway. The site is currently vacant and no hazardous wastes are stored on the property.

Light and heavy industrial uses surround the subject property. Surrounding zoning includes ML-D (Manufacturing, Light – Design Overlay) and MH-D (Manufacturing, Heavy – Design Overlay).

The site's existing MH-D-ORL zoning requires the processing of a conditional use permit application and the submittal of a report approved by the Building and Safety Division and the City Council prepared by a licensed civil engineer that would provide and include plans for a protective system or systems designated to eliminate or mitigate the potential hazards and environmental risks associated with the proposed use. According to Targhee, Inc., Environmental Consultants, excavation of the surface cover or landfill below the cover would potentially raise health and safety concerns for on-site workers as well as disposal issues relating to the unknown hazardous nature of the foundry related gravel located under the surface cover.

The State Department of Toxic Substances Control (DTSC) has reviewed the proposed use and the engineer's report prepared for the proposed project. According to DTSC the former landfill site accepted wood chips, petroleum hydrocarbons (dried mud cake from oil fields), solvents, anti-freeze, metal fragments, oil-stained debris and garbage material. DTSC has determined that the methane concentrations at this site will require monitoring and mitigation and the total petroleum hydrocarbons (TPH) concentrations may pose a potential nuisance effect. Considering the proposed truck yard use DTSC identifies the following:

1. Applicant/owner shall coordinate with the LA County Division of Building and Safety to ensure that a mitigation system for methane and an engineering control for the TPH concentrations are incorporated in property development plan;
2. DTSC will require the applicant/owner to sign a Land Use Covenant to be prepared by DTSC ensuring that no intrusive work will be performed at the



- site, that no structures be constructed at the site (other than a small restroom without permanent foundation) and that the use be limited to the truck yard;
3. Although other contaminants such as metals (and potentially asbestos) were detected in the subsurface, these contaminants will not pose a threat to human health so long as the site remains paved and the soils are not disturbed in any way.

The proposed truck yard will have no office building and will have a restroom facility for truck drivers, guests and or any security that may use the facility. The site plan includes 29 stalls with parking stalls averaging 20 feet by 65 feet in size for diesel trucks with trailers. The hours of operation will be from 6:00 a.m. to 2:00 a.m. Monday to Saturday. There will on-site security cameras on the subject site. There are no residential uses within 500 feet of the proposed truck yard operation. There will be no hazardous materials stored on site; no overweight and no trans-loading will occur at the site. The proposed truck yard site plan was reviewed and approved by the LA County Fire Department. The City's Traffic Engineer reviewed the proposed interior truck parking areas and deemed them as adequate and in compliance with the CMC. There are no adverse impacts expected from this project that would adversely affect residential or commercial areas. Truck drivers will be informed to adhere to the City truck routes and avoid residential areas.

CMC Section 9148.9 requires that:

- All setbacks abutting a public right-of-way shall be a minimum of 25 feet and that landscape plans be prepared by a licensed landscape architect;
- Any chain-link fencing visible from public right-of-way be removed and replaced with decorative masonry walls, such as split-face, stucco block or slump-stone and be approved by the Planning Division; and
- Decorative wrought iron gates with opaque screening shall be installed at all access points visible to the public right-of-way.

The applicant/owner has provided a landscape plan by a licensed landscape architect as per the CMC and the site currently has a twenty-five (25) foot front yard setback area that will facility the landscape setback requirement. The owner/applicant will provide new asphalt in compliance with CMC Section 9162.0 which requires that the minimum thickness of the paving and base to be determined by an on-site pavement study completed by a licensed soils engineer approved by the Public Works Director.

The required landscaping, fencing and asphalt paving to be improved within 90 to 120 days or sooner in compliance to the CMC.

Zoning/General Plan Designation

The subject property is zoned MH-D-ORL (Manufacturing, Heavy – Design Overlay – Organic Refuse Landfill) and surrounding properties to the east and northeast share the same zoning designation with exception to the ORL designation. The property to



the north is zoned ML-D (Manufacturing, Light-Design Overlay Review). The subject property has a General Plan Land Use designation of Light Industrial.

Required Findings: General Plan Amendment

State law requires compatibility between land use zoning classifications and the General Plan. The proposal to change the General Plan land use designation to Heavy Industrial is consistent with the existing MH-D-ORL (Manufacturing Heavy – Design Overlay-Organic Refuse Landfill) zoning district. The proposed change would also be compatible with existing heavy industrial uses and manufacturing heavy zoning to the east and north-east across Broadway Street. Staff can support the proposed change based on the findings in the resolution.

Applicable Zoning Ordinance Regulations

The proposed CUP is subject to the approval of a development plan in accordance with the Conditional Use Permit (CUP) procedures as provided in Section 9172.21 and subject to CMC Section 9148.9 (Truck Terminal and Truck Yard Facilities).

Required Findings: Conditional Use Permit

Pursuant to Section 9172.21(D), Conditional Use Permit, the Planning Commission may approve the proposal only if the following findings can be made in the affirmative:

1. The proposed use and development will be consistent with the General Plan upon General Plan Amendment approval to Heavy Industrial Land Use Designation.
2. The site is adequate in size, shape, topography, location, utilities and other factors to accommodate the proposed use and development.
3. There will be adequate street access and traffic capacity.
4. There will be adequate water supply for fire protection.
5. The proposed use and development will be compatible with the intended character of the area.

The required findings pursuant to Section 9172.21(D) can be made in the affirmative as discussed in the proposed resolution.

IV. Environmental Review

Pursuant to Section 15070, Decision to Prepare a Negative or Mitigated Negative Declaration, of the California Environmental Quality Act (CEQA) Guidelines an initial study has been prepared for the proposed project and has determined that there is no substantial evidence that the project may have a significant effect on the environment.

V. Recommendation


That the Planning Commission:

- Adopt the Negative Declaration for said project;
- **WAIVE** further reading and **ADOPT** Resolution No._____, entitled "A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF CARSON RECOMMENDING APPROVAL TO THE CITY COUNCIL OF GENERAL PLAN AMENDMENT NO. 88-10 CHANGING THE GENERAL PLAN LAND USE DESIGNATION FROM LIGHT INDUSTRIAL TO HEAVY INDUSTRIAL AND CONDITIONAL USE PERMIT NO. 878-11 TO PERMIT DEVELOPMENT ON AN ORGANIC REFUSE LANDFILL SITE AND APPROVING CONDITIONAL USE PERMIT NO. 877-11 FOR A TRUCK YARD USE TO BE LOCATED AT 19101 S. BROADWAY."

VI. Exhibits

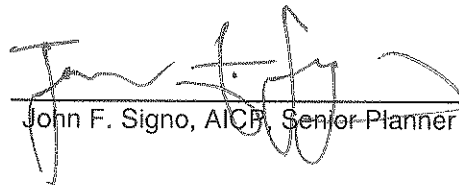
1. Draft Resolution and "Exhibit A" (Legal Description)
2. Exhibit "B" Amendment to the General Plan Designation
3. Development Plan
4. Initial Study/Negative Declaration
5. Engineer's reports

Prepared by:



Zak Gonzalez II, Associate Planner

Reviewed by:



John F. Signo, AICP, Senior Planner



**CITY OF CARSON
PLANNING COMMISSION**

RESOLUTION NO. 13-

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF CARSON RECOMMENDING APPROVAL TO THE CITY COUNCIL OF GENERAL PLAN AMENDMENT NO. 88-10 CHANGING THE GENERAL PLAN LAND USE DESIGNATION FROM LIGHT INDUSTRIAL TO HEAVY INDUSTRIAL AND CONDITIONAL USE PERMIT NO. 878-11 TO PERMIT DEVELOPMENT ON AN ORGANIC REFUSE LANDFILL SITE AND APPROVING CONDITIONAL USE PERMIT NO. 877-11 FOR A TRUCK YARD USE TO BE LOCATED AT 19101 S. BROADWAY

THE PLANNING COMMISSION OF THE CITY OF CARSON, CALIFORNIA, HEREBY FINDS, RESOLVES AND ORDERS AS FOLLOWS:

Section 1. An application was duly filed by the applicant Donna Martin with respect to real property located at 19101 S. Broadway Street and described in Exhibit "A" attached hereto requesting approval of a Conditional Use Permit No. 877-11 to permit operation of a truck yard; Conditional Use Permit No. 878-11 for development on an Organic Refuse Landfill site zoned MH-ORL-D (Manufacturing, Heavy – Organic Refuse Landfill – Design Overlay); and a General Plan Amendment to change the land use designation from Light Industrial to Heavy Industrial.

Section 2. A public hearing was duly held on May 14, 2013, at Carson City Hall, Council Chambers, 701 East Carson Street, Carson, California. A notice of the time, place, and purpose of the aforesaid meeting was duly given. Evidence, both written and oral, was duly presented to and considered by the Planning Commission at said hearing.

Section 3. The Planning Commission finds that:

- a) The proposed Heavy Industrial land use designation for the 2.7 acres is compatible with the surrounding area, including the heavy industrial uses to the east and northeast.
- b) The proposed project is consistent with the General Plan goals and policies for heavy industrial use. The existing and planned street system (completion of Broadway improvements) and proximity to the 405 and 91 Freeways have adequate capacity to handle traffic levels from the proposed truck yard use.
- c) The proposed development plans comply with the Carson Municipal Code requirements ensuring that the project is well designed and aesthetically pleasing to the surrounding physical environment.

EXHIBIT NO. 01



- d) State law requires compatibility between land use zoning classifications and the General Plan. The proposal to change the General Plan land use designation from Light Industrial to Heavy Industrial is consistent with the existing MH-D-ORL (Manufacturing, Heavy-Design Overlay-Organic Refuse Landfill) zoning. The proposed change would also be compatible with existing heavy industrial uses to the east and northeast.
- e) The proposed use is subject to the requirements of CMC Section 9141.12, Uses Permitted on Organic Refuse Landfill Sites. Approval by the Building and Safety Division of a report submitted by the applicant/owner shall provide and include plans for a protective system or systems designated to eliminate or mitigate the potential hazards and environmental risks associated with the proposed use, shall be required prior to issuance of any building permit(s).
- f) The State Department of Toxic Substances Control (DTSC) will require the applicant/owner to sign a Land Use Covenant ensuring that no intrusive work will be performed at the site and limiting the use to a truck yard.

Section 4. Pursuant to Section 15070, Decision to Prepare a Negative Declaration, of the California Environmental Quality Act (CEQA) Guidelines an initial study has been prepared for the proposed project which shows no substantial evidence that the project may have a significant effect on the environment. As such, the Planning Commission hereby adopts the Negative Declaration.

Section 5. Based on the aforementioned findings, the Planning Commission hereby approves Conditional Use Permit No. 877-11 to permit operation of a truck yard and recommends to the City Council approval of Conditional Use Permit No. 878-11 to permit development on an Organic Refuse Landfill site and amend the General Plan Land Use Element to change the designation of certain property as legally described in Exhibit "A" and shown in Exhibit "B", attached hereto, from Light Industrial to Heavy Industrial.

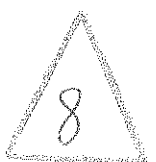
Section 6. The Secretary shall certify to the adoption of the Resolution and shall transmit copies of the same to the applicant.

PASSED, APPROVED AND ADOPTED THIS 14TH DAY OF MAY, 2013.

ATTEST:

CHAIRMAN

SECRETARY



2 3

EXHIBIT "A"

That certain real property located in the County of Los Angeles, State of California, described as:

That portion of Lot 116 of Tract 4671 in the City of Carson, County of Los Angeles, State of California, as per map recorded in Book 56 Pages 30 and 31 of Maps, in the Office of the County Recorder lying Westerly of the center line and its Southerly prolongation of that portion of Broadway 100 feet wide extending Southerly from the Northerly line of said Lot 116 as condemned by final decree of condemnation entered in Case No. 274177, Superior Court, Los Angeles County, a certified copy of said decree being recorded in Book 12339 Page 97, official records.

EXCEPT that portion of said lot described in final decree of condemnation of record on October 17, 1952 as instrument no. 3854 in Book 40100 Page 403, official records.

ALSO EXCEPT that portion of said lot designated as parcel 549 in the final order of condemnation entered in Superior Court, Los Angeles County, Case No. 759196, a certified copy of which recorded in Book D1952 Page 184 official records.

ALSO EXCEPT that portion of said lot designated as parcel 804 in the final order of condemnation entered in Superior Court, Los Angeles County, Case No. 842295, a certified copy of which was recorded in Book D 2982 Page 345 official records.

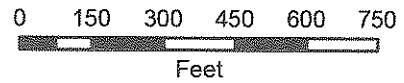
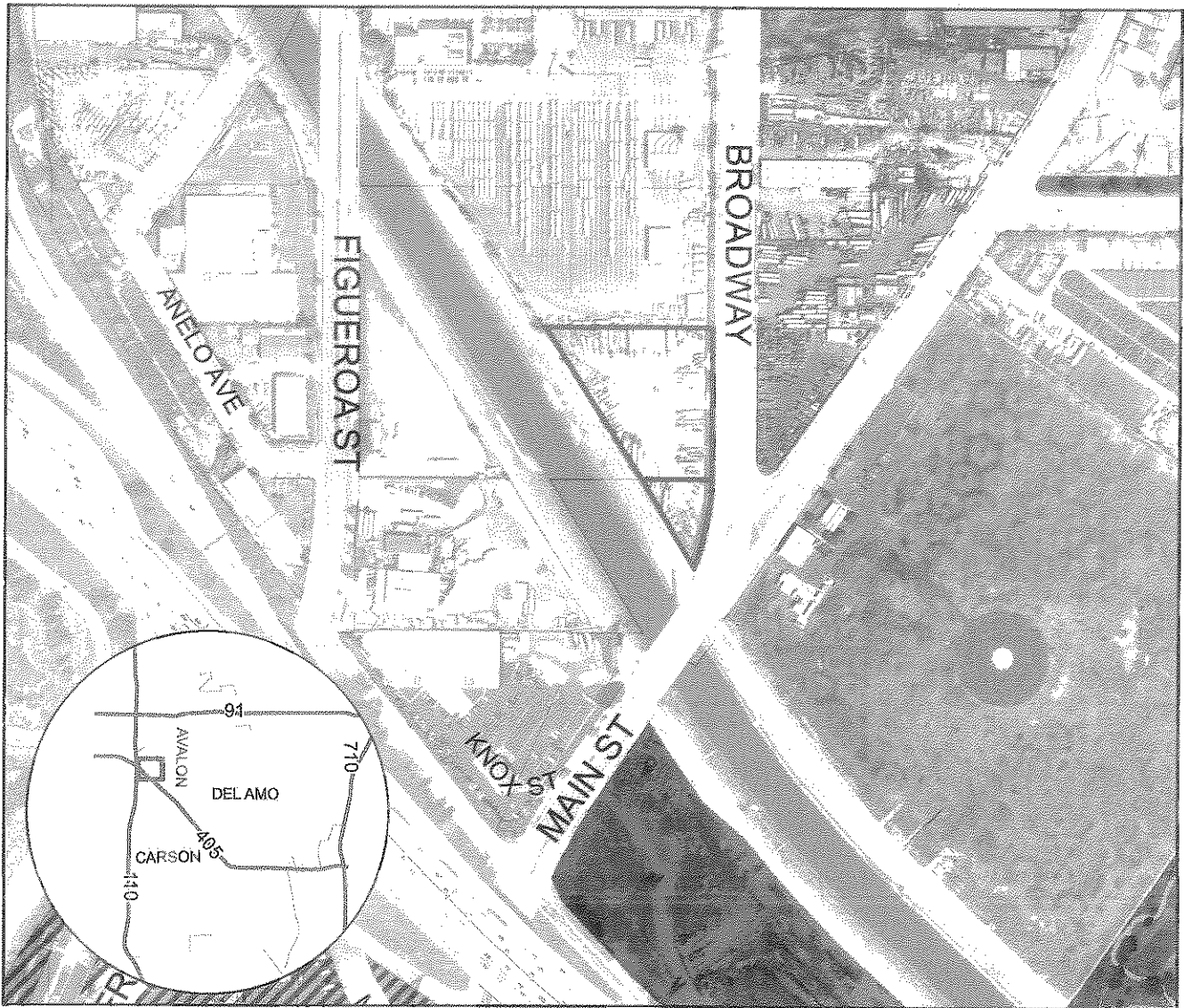
ALSO EXCEPT all crude oil, petroleum, gas, brea, asphaltam and all kindred substances and other minerals under and in said land, but without right of surface entry as reserved by Henry and May Scheinbaum in Deed recorded April 4, 1957 in Book 54124 Page 27 official records.

97 122954



AMENDMENT TO THE GENERAL PLAN LAND USE DESIGNATION

General Plan Amendment No. 88-10



The site, as shown above, is currently designated as follows:

GENERAL PLAN LAND USE MAP: Light Industrial

It is proposed that the site be amended to the following:

ZONING MAP: Heavy Industrial

ADDRESS

19101 S Broadway
Carson CA, 90745



CITY OF CARSON
ECONOMIC DEVELOPMENT
PLANNING DIVISION
EXHIBIT "B"

CONDITIONS OF APPROVAL
CONDITIONAL USE PERMIT NO. 877-11
CONDITIONAL USE PERMIT NO. 878-11
GENERAL PLAN AMENDMENT NO. 88-10

GENERAL CONDITIONS

1. If a business license permit for said use is not issued within one year of the date of approval of Conditional Use Permit No's. 877-11/878-11 said permits shall be declared null and void unless an extension of time is requested prior to expiration and approved by the Planning Commission.
2. Upon activation, the Conditional Use Permits shall become automatically null and void if said use has been suspended or has ceased to exist for a period of one year, unless an extension of time is requested prior to expiration and approved by the Planning Commission.
3. The approved Resolution, including the Conditions of Approval contained herein, and signed Affidavit of Acceptance, shall be copied in their entirety and placed directly onto a separate plan sheet behind the cover sheet of the development plans prior to Building and Safety plan check submittal. Said copies shall be included in all development plan submittals, including any revisions and the final working drawings.
4. The applicant shall comply with all city, county, state and federal regulations applicable to this project.
5. The applicant shall make any necessary site plan and design revisions to the site plan and elevations approved by the Planning Commission in order to comply with all the conditions of approval and applicable Zoning Ordinance provisions. Substantial revisions will require review and approval by the Planning Commission. Any minor revisions shall be reviewed and approved by the Planning Division prior to Building and Safety plan check submittal.
6. The applicant and property owner shall sign an Affidavit of Acceptance form and submit the document to the Planning Division within 30 days of receipt of the Planning Commission Resolution.
7. It is further made a condition of this approval that if any condition is violated or if any law, statute ordinance is violated, this permit may be revoked by the Planning Commission or City Council, as may be applicable; provided the applicant has been given written notice to cease such violation and has failed to do so for a period of thirty days.



8. The applicant shall submit two complete sets of plans that conform to all the Conditions of Approval to be reviewed and approved by the Planning Division prior to the issuance of a building permit.
9. In accordance with CMC Section 9148.9, the owner/applicant shall:
 - a. Provide a minimum 25-foot landscape setback abutting public street;
 - b. Remove any chain-link fencing visible from the public right-of-way and replace with decorative masonry walls, such as split-face, stucco block, or slumpstone and approved by the Planning Division;
 - c. All chain-link gates visible from the public right-of-way shall be replaced with wrought iron gates with opaque screening with a Fire Department emergency access approved device;
 - d. Shall provide new landscaping via 24-inch box trees and evergreen shrubs and ground cover in the planting strip along the public right-of-way via an automatic irrigation system;
 - e. Landscape and irrigation plans shall submitted and signed by a landscape architect for Planning Division approval; and
 - f. Said landscaping and fencing shall be provided within 90 to 120 days or sooner from date of Planning Commission approval.
 - g. Landscape architect shall coordinate with the City's Stormwater Quality Programs Manager to develop a "bio-swale" within the landscaped areas fronting on Broadway Street to capture and treat stormwater run-off from the subject site.
10. Chain-link fencing, including barbed and concertina wire, shall be prohibited.
11. All parking areas shall be re-slurried and re-stripped in compliance with CMC requirements. Areas for truck parking currently without asphalt shall be provided with new asphalt in compliance with CMC Section 9162.0 which requires that the minimum thickness of the paving and base to be determined by an on-site pavement study completed by a licensed soils engineer approved by the Public Works Director. Said asphalt work to be completed within 90 to 120 days or sooner.
12. The truck yard hours of operation shall be Monday to Saturday, 6 a.m. to 2 a.m.
13. Trucks shall not be parked on public streets during hours of operation, overnight or on weekends.
14. The owner/applicant shall comply with all LA County Fire Department emergency vehicle safety access and fire flow/fire hydrant location requirements.
15. The owner/applicant shall submit for a separate sign permit for Planning Division approval if a business sign is proposed.



16. Applicant shall defend, indemnify and hold harmless the City of Carson, its agents, officers, or employees from any claims, damages, action, or proceeding against the City or its agents, officers, or employees to attack, set aside, void or annul, and approval of the City, its advisory agencies, appeal boards, or legislative body concerning Conditional Use Permit No's. 877-11/878-11. The City will promptly notify the Applicant of any such claim, action, or proceeding against the City and the Applicant will either undertake defense of the matter or pay the City's associated legal costs or will advance funds to pay for defense of the matter by the City Attorney. The City will cooperate fully in the defense. Notwithstanding the foregoing, the City retains the right to settle or abandon the matter without the Applicant's consent but should it do so, the City shall waive the indemnification herein, except, the City's decision to settle or abandon a matter following an adverse judgment or failure to appeal, shall not cause a waiver of the indemnification rights herein.
17. A traffic circulation plan shall be submitted designating the truck routes to be utilized as a means of minimizing impacts to residential areas. The plan shall be approved by the City's traffic engineer prior to issuance of a building permit. The owner/applicant will establish a driver education program to provide compliance with the approved plan.
18. The owner/applicant shall coordinate with the State Department of Toxic Substances (DTSC) and sign a "Land Use Covenant" to be prepared by DTSC ensuring that no intrusive work will be performed at the site, no structures be built other than a small restroom without permanent foundation.
19. Prior to issuance of a building permit, the owner/applicant shall submit a report prepared by licensed civil engineer to Los Angeles County Building Official for approval to ensure that a mitigation system for methane and an engineering control for the TPH concentrations is incorporated in the property development plan to eliminate the potential hazards and environmental risks associated with the proposed use in compliance with CMC Section 9121.12 (Uses Permitted on Organic Refuse Landfill Site).
20. The owner/applicant shall install security cameras in coordination with the Los Angeles County Sheriff Department security camera monitoring systems.
21. The owner/applicant shall pay all necessary California Department of Fish and Game fees for California Environmental Quality Act (CEQA) review and approvals.

ENGINEERING SERVICES DEPARTMENT - CITY OF CARSON

The Department of Public Works recommends approval of the proposed project subject to the following conditions:

GENERAL

22. The Developer shall submit a copy of approved Grading plans to the City of Carson – Engineering Division, prior to issuance of grading permits.



23. The Developer shall submit a copy of approved plans (*such as, Sewer, Street and/or Storm Drain Improvements, whichever applies*), to the City of Carson – Engineering Division, prior to issuance of construction permits.
24. Any existing off-site improvements damaged during construction shall be removed and reconstructed per City of Carson Standard plan and to the satisfaction of the City Engineer.
25. A construction permit is required for any work to be done in the public right-of-way.
26. Submit Proof of Worker's Compensation and Liability Insurance.

BUILDING PERMITS

Prior to issuance of **Building Permit**, the proposed development is subject to the following:

27. Drainage/Grading plan shall be submitted for approval of the Building and Safety Division. The Developer shall submit a copy of approved Drainage/Grading plans on bond paper to the City of Carson – Engineering Division.
28. The Developer shall comply with the applicable SUSMP requirements and shall include Best Management Practices necessary to control storm water pollution from construction activities and facility operations prior to issuance of Building Permit.
29. Soils report, sewer area study, drainage concept, hydrology study and stormwater quality plan shall be reviewed and approved. Building Permit issuance will not be granted until the required soils, sewer, drainage concept, hydrology study and stormwater information have been received and found satisfactory.
 - a. Comply with mitigation measures recommended in the approved soils, sewer area study, drainage concept, hydrology study and stormwater quality plan.
30. The Developer shall submit a sewer area study to the Los Angeles County Department of Public Works (LACDPW) to determine if capacity is adequate in the sewerage system to be used as the outlet for the sewer of this development. If the system is found to have insufficient capacity, the problem must be addressed and resolved to the satisfaction of the L.A. County Sewer Division.
31. Quitclaim or relocate any easements interfering with building locations to the satisfaction of the City, appropriate agency or entity.
32. The Developer shall submit improvement plans to the Development Services Group – Engineering Division showing all the required improvements in the public right of way for review and approval of the City Engineer. A copy of approved conditions of approval shall be attached to the plans when submitted.
 - a. Street Improvements (*if any*) along Broadway.
 - b. Sewer Main Improvements (*if any*) along Broadway as determined by the aforementioned sewer area study.

- c. Storm Drain Improvements (*if any*) along Broadway as determined by the
aforementioned requirement.
33. Offsite improvements (*eg. driveways, sidewalk, parkway drains, trees, curb/gutter*) shall be shown on the grading plan.
34. Construction bond for all work to be done within the public right of way shall be submitted and approved by Engineering Services Division.

CERTIFICATE OF OCCUPANCY

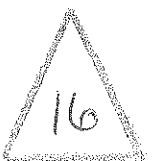
Prior to issuance of **Certificate of Occupancy**, the proposed development is subject to the following:

35. The Developer shall install separate sewer laterals to individually serve each building in the development. Installation and dedication of main line sewers may be necessary to meet this requirement.
36. The Developer shall comply with all the requirements from L.A. County Sewer Maintenance Division for maintenance of new and/or existing sewer main (if any), relating to this development.
37. The Developer shall execute and provide to the City Engineer, a written statement from the water purveyor indicating that the water system will be operated by the purveyor and that under normal conditions, the system will meet the requirements for the development and that water service will be provided to each building.
38. Comply with mitigation measures recommended by the water purveyor.
39. The Developer shall construct and guarantee the construction of all required drainage infrastructures in accordance with the requirements and recommendations of the hydrology study, subject to the approval of the City Engineer.
40. The developer shall construct new driveway approaches per City of Carson Standard and in compliance with the ADA requirements. The Developer shall protect or relocate any facilities to accommodate the proposed driveway approach. The maximum driveway approach width allowed for the site is 30 feet.
41. The Owner shall annex the area to the L.A. County Lighting Maintenance District, for the purpose of operating and maintaining the existing streetlights. The annexation shall be to the satisfaction of L.A. County and shall be completed prior to the issuance of Certificate of Occupancy.
42. Streets abutting the development, with new utility trench cuts to serve the development, shall be slurry sealed from curb-to-curb or from median-to-curb when medians are existing or as approved by the City Engineer. Slurry Seal materials shall be rubberized emulsion aggregate slurry (REAS)

All infrastructures necessary to serve the proposed development (water, sewer, storm drain, and street improvements) shall be in operation prior to the issuance of Certificate of Occupancy.

BUSINESS LICENSE DEPARTMENT – CITY OF CARSON

43. Per section 6310 of the Carson Municipal Code, all parties involved in the project, including but not limited to contractors and subcontractors, will need to obtain a City Business License.



Appendix G

Environmental Checklist Form

NOTE: The following is a sample form and may be tailored to satisfy individual agencies' needs and project circumstances. It may be used to meet the requirements for an initial study when the criteria set forth in CEQA Guidelines have been met. Substantial evidence of potential impacts that are not listed on this form must also be considered. The sample questions in this form are intended to encourage thoughtful assessment of impacts, and do not necessarily represent thresholds of significance.

1. Project title: General Plan Amendment No. 88-10 and CUP No's. 877-11 & 878-11

2. Lead agency name and address:
City of Carson, Planning Division, 701 E. Carson Street, Carson, CA 90745

3. Contact person and phone number: Zak Gonzalez II, Associate Planner, 310-952-1700/1301

4. Project location: 19101 Broadway, Carson, CA 90745

5. Project sponsor's name and address:
Donna Martin, 401 Rockefeller, #1403, Irvine, CA 92612

6. General plan designation: Light Industrial 7. Zoning: MH-D-ORL

8. Description of project: (Describe the whole action involved, including but not limited to later phases of the project, and any secondary, support, or off-site features necessary for its implementation. Attach additional sheets if necessary.)
The proposed project consists of a General Plan Amendment No. 88-10 requesting a change in the land use designation from Light Industrial to Heavy Industrial, and CUP No's: 877-11 to permit development of a former landfill site and 878-11 to permit a truck yard on an 2.73 acre parcel zoned MH-D-ORL (Manufacturing, Heavy-Design Overlay-Organic Refuse Landfill).

9. Surrounding land uses and setting: Briefly describe the project's surroundings:
Light and heavy industrial uses and the Dominguez Channel abutting the site to the west. The 405 Freeway is located south of the subject site and Freeway 91 is located to the north. Trucks using the proposed truck yard would have close proximity freeway access away from residential areas of the City of Carson.

10. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement.)
The Los Angeles County Fire Department.



ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

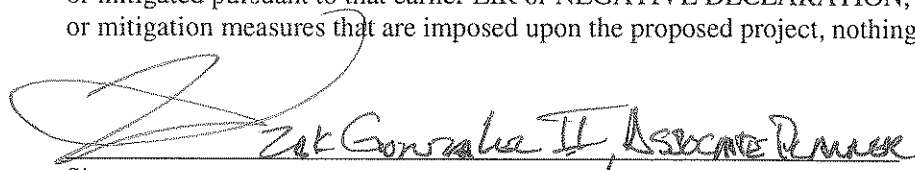
The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

- | | | |
|---|---|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture and Forestry Resources | <input type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Geology /Soils |
| <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Hydrology / Water Quality |
| <input type="checkbox"/> Land Use / Planning | <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Noise |
| <input type="checkbox"/> Population / Housing | <input type="checkbox"/> Public Services | <input type="checkbox"/> Recreation |
| <input type="checkbox"/> Transportation/Traffic | <input type="checkbox"/> Utilities / Service Systems | <input type="checkbox"/> Mandatory Findings of Significance |

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

 11-1-12
 Signature Date

 Signature Date

SAMPLE QUESTION

Issues:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
I. AESTHETICS -- Would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

II. AGRICULTURE AND FOREST

RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. -- Would the project:

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
--	--------------------------------	--	------------------------------	-----------

Production (as defined by Government Code section 51104(g))?

d) Result in the loss of forest land or conversion of forest land to non-forest use?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

de) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

III. AIR QUALITY -- Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

a) Conflict with or obstruct implementation of the applicable air quality plan?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--------------------------	--------------------------	-------------------------------------	--------------------------

d) Expose sensitive receptors to substantial pollutant concentrations?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

e) Create objectionable odors affecting a substantial number of people?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

IV. BIOLOGICAL RESOURCES -- Would the project:

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
V. CULTURAL RESOURCES -- Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
VI. GEOLOGY AND SOILS -- Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

VII. GREENHOUSE GAS EMISSIONS --

Would the project:

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

VIII. HAZARDS AND HAZARDOUS MATERIALS - Would the project:

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
for people residing or working in the project area?				<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
IX. HYDROLOGY AND WATER QUALITY --				
Would the project:				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
X. LAND USE AND PLANNING - Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
XI. MINERAL RESOURCES -- Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
XII. NOISE -- Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
--	--------------------------------	--	------------------------------	-----------

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

XIII. POPULATION AND HOUSING -- Would the project:

a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

XIV. PUBLIC SERVICES

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

Fire protection?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

Police protection?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

Schools?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

Parks?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

Other public facilities?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

XV. RECREATION --

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

XVI. TRANSPORTATION/TRAFFIC -- Would the project:

a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

XVII. UTILITIES AND SERVICE SYSTEMS -- Would the project:

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

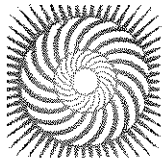
	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
could cause significant environmental effects?				<input checked="" type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE --

a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Note: Authority cited: Sections 21083, 21083.05, Public Resources Code. Reference: Section 65088.4, Gov. Code; Sections 21080, 21083.05, 21095, Pub. Resources Code; *Eureka Citizens for Responsible Govt. v. City of Eureka* (2007) 147 Cal.App.4th 357; *Protect the Historic Amador Waterways v. Amador Water Agency* (2004) 116 Cal.App.4th at 1109; *San Franciscans Upholding the Downtown Plan v. City and County of San Francisco* (2002) 102 Cal.App.4th 656.

Revised 2009



January 24, 2012

Donna Martin
30736 Paseo Amore
San Juan Capistrano, CA 92675

**Re: Air Quality Impact Analysis for Proposed Truck and Trailer Parking Lot at 19101 S. Broadway,
Carson, California**
UltraSystems Project No. 5848

Dear Ms. Martin:

UltraSystems Environmental, Inc. (UltraSystems) has completed an air quality impact analysis for the subject proposed project. The purpose of this letter report is to summarize our methods and results, including a determination of whether regional and local air quality impacts under the California Environmental Quality Act (CEQA) will be significant.

PROJECT DESCRIPTION

The subject truck and trailer asphalt parking lot is located at 19101 S. Broadway in Carson, California. The project will not include any new construction or alteration of the existing facility. The parking lot is approximately 2.6 acres, and has approximately 46 semi-tractor trailer parking spaces. The site also contains a portable building that houses a unisex bathroom that is accessible to the handicapped. During operations, approximately 25 diesel-powered double-axle 16 wheelers (trucks) will enter and exit the lot through one wrought iron gate every 24 hours.

Because this analysis does not take into account actual truck counts, nor the individual model and specifications of each truck, to be conservative, the following assumptions were made:

- All trucks are diesel-powered Heavy-Heavy Duty (HHD) Tractor Trucks
- No trucks will idle during parking and exiting
- No passenger vehicles will be parked on site (the emissions of passenger vehicles are negligible)

SUMMARY OF FINDINGS

Emissions of criteria pollutants will be below the South Coast Air Quality Management District's thresholds of significance under CEQA for regional and localized emissions. A screening health risk assessment determined that the maximum individual cancer risk (MICR) from exposure of residents and off-site workers near the facility to diesel particulate matter will be less than the SCAQMD's significance threshold of 10 in 1,000,000.

Corporate Office – Orange County
16431 Scientific Way
Irvine, CA 92618-4355
Telephone: 949.788.4900
Facsimile: 949.788.4901
Website: www.ultrasystems.com

EXHIBIT NO. 05



METHODOLOGY

Regional Criteria Pollutant Emissions

Regional criteria pollutant¹ emissions were estimated using annual average emission factors from EMFAC2011 Web Based Data Access.² The assumptions stated above in the project description were used throughout this analysis. The general formula to estimate air emissions is:

$$\text{Daily Emissions} = \text{EF} * \text{VMT} * \text{N}$$

Where:

EF = Emission Factor (grams/mile)

VMT = Vehicle Miles Traveled

N = Number of Trucks per day

The VMT accounts for the truck distance traveled within the parking facility. As a conservative estimate, UltraSystems assumed that each truck would travel the furthest possible distance, from the entrance to the far northwest corner of the lot. This conservative distance was measured to be approximately 484 feet, or 0.092 miles. On average, 50 trucks will enter and exit the facility per day.³ Other assumptions include the following:

- Truck speed of 5 miles per hour
- Operational Year of 2012
- All trucks are diesel-powered
- No passenger vehicles

Localized Significance Analysis

The localized significance analysis (LSA) is a screening analysis developed by SCAQMD used to determine any localized impacts from nitrogen oxides (NO_x), carbon monoxide (CO), and particulate matter of 10 microns or less (PM₁₀ and PM_{2.5}). The LSA is conducted by comparing the SCAQMD's localized significance thresholds with the estimated regional emissions. The LSA screening methodology⁴ depends on three factors:

- Location
- Project acreage
- Distance from the project site to the nearest sensitive receptor

¹ Criteria pollutants are air pollutants for which the U.S. Environmental Protection Agency and/or the California Air Resources Board have set ambient air quality standards, or which are precursors to those pollutants. They include, but are not limited to, carbon monoxide (CO), ozone (O₃), nitrogen oxides (NO_x), sulfur oxides (SO_x), volatile organic compounds (VOC), respirable particulate matter (PM₁₀), and fine particulate matter (PM_{2.5}).

² California Air Resources Board (ARB). EMFAC Emission Rates Database. 2011. Available at http://www.arb.ca.gov/jpub/webapp/EMFAC2011WebApp/rateSelectionPage_1.jsp. Accessed on January 23, 2012.

³ Email from Donna Martin, Property Owner to Ole Barre, Senior Project Manager, UltraSystems Environmental Incorporated, Irvine, California. December 2, 2012.

⁴ Chico, T., et al., *Final Localized Significance Threshold Methodology*. Diamond Bar, California: South Coast Air Quality Management District. June 2003.

The project's location, or Source Receptor Area (SRA) as defined by the SCAQMD, is South Coastal Los Angeles County (SRA No. 4). UltraSystems estimated the facility to be approximately 2.6 acres, and the nearest sensitive receptor is a residence that is 1,000 feet, or 305 meters from the lot.

Health Risk Assessment

Tier 1 Screening

Diesel particulate matter (DPM) is of concern because it is believed to be a major contributor to cancer risk in Southern California. To determine whether DPM emissions will be a potential problem, UltraSystems used SCAQMD's Rule 1401, Tier 1 screening method,⁵ which considers only emission levels. To be conservative, it was assumed that PM₁₀ emissions were composed entirely of DPM. According to the SCAQMD,⁶ the risk analysis should include PM₁₀ emissions from the facility and within 0.25 mile thereof. The 0.25-mile radius includes the movement of trucks within the facility itself as well as the VMT for trucks traveling away from the facility. UltraSystems assumed that half the trucks leaving the facility would travel northbound on the 110 Freeway, while the other half would travel southbound on the 405 Freeway. Because of the freeway on-ramp locations, traveling both north and southbound would require trucks to travel on similar surface streets amounting to 0.5 VMT each (Westbound on Griffith Street, northbound on S. Figueroa Street, and southwest on W. 190th Street).

Tier 2 Screening

As will be discussed below, the estimated DPM emissions within 0.25 mile of the facility exceeded the Tier 1 threshold. It was therefore necessary to use the SCAQMD's Rule 1401, Tier 2 screening risk assessment method. The Tier 2 screening method uses the following formula to estimate maximum individual cancer risk (MICR) from exposure to a single toxic air contaminant during a 70-year lifetime:

$$\text{MICR} = \text{CP} * \text{Q}_{\text{tons}} * \text{X/Q} * \text{AF}_{\text{ann}} * \text{MET} * \text{DBR} * \text{EVF} * 10^{-6} * \text{MP}$$

where

- MICR = Maximum individual cancer risk
- CP = Cancer Potency (risk per milligram per kilogram per day)
- Q_{tons} = Annual emissions (tons)
- X/Q = Dispersion factor (micrograms per cubic meter per ton per year)
- AF_{ann} = Annual concentration adjustment factor (unitless)
- MET = Meteorological correction factor (unitless)
- DBR = Daily breathing rate (liters per day per kilogram of body weight)
- EVF = Exposure value factor (unitless)
- MP = Multi-pathway factor (if applicable)

The MICR was calculated separately for two emission sources: activities on the parking lot and travel to the local freeways. The parking lot was treated as a "volume source," in which emissions are released over the entire area of the parking lot, through an imaginary box 15 feet high. To be conservative, we assumed that all on-road emissions would occur along South Figueroa Street. The nearest receptor was assumed to be a residence about halfway along

⁵ Risk Assessment Procedures for Rules 1401 and 212, Version 7.0. South Coast Air Quality Management District, Diamond Bar, California (July 1, 2005).

⁶ Personal communication from James Koizumi, South Coast Air Quality Management District, Diamond Bar, California to Michael Rogozen



the South Figueroa Street pathway. To estimate risk, South Figueroa Street was treated as 80 volume sources in a row; the emissions from each volume source were assumed to be one eightieth of the total roadway emissions. Therefore the MICR calculation was performed 80 times, the only difference from one calculation to another being the distance from the small volume source to the receptor. The dispersion factor (X/Q), which varies with distance, was calculated for each small source. The risks from the 80 on-road volume sources and the parking lot volume source were then added to obtain the total risk. Table 1 shows the values of the parameters other than X/Q . They were obtained from the SCAQMD's latest guidance document for Rule 1401 health risk assessments.⁷

RESULTS AND DISCUSSION

Regional Emissions

Table 2 shows that the maximum daily criteria pollutant emissions from the parking facility are below the SCAQMD's thresholds of significance for all pollutants; therefore, regional criteria pollutant emission impacts will be less than significant under CEQA.

Localized Significance Analysis

As a general rule, the larger the project area, the higher is the significance threshold for a given distance. Also, the farther away the receptor, the higher is the significance threshold for a given area. As seen in Table 3, the maximum daily criteria pollutant emissions from the parking facility are below the SCAQMD's localized significance thresholds for a two-acre site that is 200 meters away from the nearest sensitive receptor. Because the actual site is larger than two acres and further than 200 meters from the nearest residence, the localized criteria pollutant emission impacts will be less than significant under CEQA.

Health Risk Assessment

Tier 1 Screening

Table 4 shows that the diesel particulate matter from the truck parking facility exceeds the Tier 1 screening method's conservative thresholds; therefore, the less conservative Tier 2 screening method was used.


Tier 2 Screening

Table 5 shows the results of the Tier 2 screening analysis. The SCAQMD's threshold for significance for MICR is 10 in 1 million.⁸

This concludes our analysis. If you have any questions, please contact us at (949) 788-4900.

Sincerely,

UltraSystems Environmental, Inc.



Benjamin Wong, EIT
Air and Noise Engineer



Michael Rogozen, D.Env.
Senior Principal Engineer

⁷ Permit Application Package "L" for Use in Conjunction with the Risk Assessment Procedures for Rules 1401 and 212, Version 7.0. (Revised September 10, 2010).

⁸ "SCAQMD Air Quality Significance Thresholds." Available at <http://www.aqmd.gov/ceqa/handbook/signthres.pdf>. (Revised March 2011.)

TABLES

**Table 1
 Parameters Used for Tier 2 Risk Screening Analysis**

Parameter	Units	Value for Type of Receptor	
		Residential	Worker
CP for DPM	(mg/kg-day) ⁻¹	1.1	1.1
AF _{ann}	None	1	1
MET	None	0.99	0.99
DBR	L/kg-day	302	149
EVF	None	0.96	0.38
MP	None	1.00	1.00

**Table 2
 Maximum Daily Emissions**

	VOC	NO _x	CO	PM ₁₀	PM _{2.5}
Pounds per Day	0.093	0.400	0.159	0.018	0.017
SCAQMD Threshold (pounds)	55	55	550	150	55
Significant Impact?	No	No	No	No	No

Source: CalEEMod 2011.1.1, UltraSystems, SCAQMD

**Table 3
 Results of Localized Significance Analysis**

Pollutant	Distance From Receptor (m)	Calculated Emissions (lbs/day)	Threshold Emissions (lbs/day)	Exceeds Threshold?
NO _x	305	0.400	106	No
CO	305	0.159	2,869	No
PM ₁₀	305	0.018	17	No
PM _{2.5}	305	0.017	8	No

Source: CalEEMod 2011.1.1, UltraSystems, SCAQMD

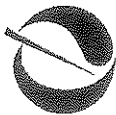
**Table 4
 Annual PM₁₀ Emissions Within 0.25 Mile of the Project Facility**

Type	PM ₁₀ Emissions (lbs/year)
Trucks Traveling to Freeways	17.96
Trucks Traveling within Facility	6.59
Total	24.54
Exceeds Tier 1 Threshold of 1.39 lbs/year?	Yes

Source: EMFAC2011 Web Based Data Access, UltraSystems

Table 5
Results of Tier 2 Health Risk Screening Analysis

Emission Source	Residential MICR (Number per Million)	Off-Site Worker MICR (Number per Million)
Project Site	0.74	0.18
On-Road Truck Traffic	2.22	2.40
Total	3.0	2.6
SCAQMD Threshold	10	10
Significant?	No	No



Matthew Rodriguez
Secretary for
Environmental Protection



Department of Toxic Substances Control

Deborah O. Raphael, Director
5796 Corporate Avenue
Cypress, California 90630



Edmund G. Brown Jr.
Governor

May 30, 2012

Ms. Donna Martin
30736 Paseo Avenue
San Juan Capistrano, California 92675

RECOMENDATIONS FOR THE PROPERTY LOCATED AT 19101 SOUTH BROADWAY, CARSON, CALIFORNIA

Dear Ms. Martin:

The Department of Toxic Substances Control (DTSC) Human and Ecological Risk Office (HERO) reviewed two reports titled "Soil-Vapor Survey Workplan" and a "Subsurface Investigation Report and Vapor Mitigation Plan" for the property located at 19101 South Broadway, Carson, California. The reports were prepared by Targhee, Inc., for the subject site, and dated January 2, 2008 (Soil Vapor Workplan) and February 19, 2008 (Subsurface Investigation Report).

The property is a former landfill, where wood chips, petroleum hydrocarbons (dried mud cake from oil fields), solvents, anti-freeze, metals fragments, oil-stained debris, and some garbage material, were disposed. This fill material was then covered up with sand and foundry related gravel. The owner of the property is planning on paving the entire site and utilizing the property for truck parking. A portable above-ground modular office without permanent foundation, along with a restroom facility is also being proposed.

As previously mentioned in a June 2009 communication, DTSC determined that the methane concentrations at this site will require monitoring and mitigation, and the Total petroleum Hydrocarbons (TPH) concentrations may pose a potential nuisance effect. Considering the plan of utilizing the property for truck parking and an above-ground modular office/restroom, DTSC has the following recommendations:

1. Coordinate with the County of Los Angeles to ensure that a mitigation system for methane and an engineering control for the TPH concentrations is incorporated in the property development plan;
2. Although other contaminants, such as metals (and potentially asbestos) were detected in the subsurface, these contaminants will not pose a threat to human

Ms. Donna Martin
May 30, 2012
Page 2

health so long as the site remains paved, and the existing cover is not disturbed in any way; and,

3. DTSC will work with you to develop a Land Use Covenant, ensuring that no activities will be performed at the site that would intrude upon, penetrate or disturb the existing cover, and that site activities are limited to the aforementioned use;

On May 9th 2012, Zak Gonzalez II, Associate Planner, of the City of Carson, Economic Development/Planning Division forwarded a recommendation letter dated March 1, 2011, written by Charles Lindeman (CA REA II -20251) and J. C. Williams (California Professional Geologist No. 6895) of Targhee, Inc., for the subject property. Based on a review of this letter, DTSC's original recommendation still apply.

We are looking forward to working with you to complete the Land Use Covenant. Please do not hesitate to contact me should you have any questions or concerns.

Sincerely,



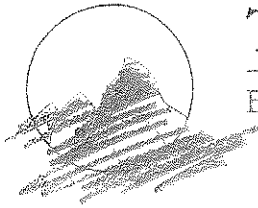
Maryam Tasnif-Abbasi
Project Manager
Brownfields and Environmental Restoration Program

cc: Zak Gonzalez II
City of Carson
Economic Development/Planning Division
701 E. Carson Street
Carson, CA 90749
ZGonzale@carson.ca.us

Charles F. Lindeman
Targhee
110 Pine Avenue, Suite 925
Long Beach, CA 90802-4455
clindeman@targheeinc.com

Dr. Shukla Roy-Semen
Department of Toxic Substances Control
5796 Corporate Avenue
Cypress, California 90630





TARGHEE, INC.

ENVIRONMENTAL CONSULTING

March 1, 2011

Ms. Donna Martin
30736 Paseo Amore
San Juan Capistrano, CA 92675

Re: Existing Gravel and Sand Cover Over Former Landfill Site
A.P.N. 7339-016-007 and A.P.N. 7339-016-008
19101 South Broadway, Carson, California

Dear Ms. Martin:

As we have previously discussed, upgrading the surface cover of the above-referenced site for vehicle parking or intermodal-container storage is one redevelopment option for the subject property that would mitigate current adverse subsurface environmental conditions at the site (Figure 1 – Local Area Map). However, please be aware that any penetration of the existing cover for infrastructure improvements at the site will be problematic.

During the 1950s, the subject property was landfilled under County Industrial Waste Permit No. 1913 in order to reclaim the land for beneficial use by elevating the low-lying properties above the surrounding slough. A 1997 Phase II subsurface investigation at the site confirmed the presence of materials legally allowed in the landfill during its County-permitted operation in the 1950s. Materials placed in the landfill during the 1950s contained metals, petroleum hydrocarbons and, to a more limited extent, a limited variety of volatile organic compounds.

Boring logs were completed for four borings (B-1 through B-4) advanced at the site during the 1997 subsurface investigation (Figure 2 – 1997 Plot Plan). According to the boring logs and accompanying hydro-geologic write-up contained the geologist's report for the draft 1997 *Subsurface Soils Investigation Report* (Targhee, Inc., April 28, 1997), the subject site is covered with approximately two feet of gravel (60% to 70%) and sand which overlies a one-to-two foot layer of foundry-related gravel and sand. The logs indicate that this foundry-related gravel and sand may extend to six feet below ground surface ("bgs") in some areas. Landfilled debris and other materials from the 1950s are also present beneath these identified layers (Attachment A – *Subsurface Soils Investigation*, Targhee, Inc., April 10, 1997).

The 1997 subsurface investigation report indicated that this foundry-related gravel and sand unit located approximately two feet bgs (and up to six feet bgs) contains metals exceeding their current applicable Total Threshold Limit Concentration ("TTLC"). Lead was detected in boring B1 samples at a concentration of 1,200 mg/kg; this concentration exceeds the TTLC of 1,000 mg/kg for lead. Nickel (2,200 mg/kg) and zinc (33,000 mg/kg) were detected in boring B2 samples; these concentrations exceed the TTLC limits of 2,000 mg/kg for nickel and 5,000 mg/kg for zinc. Additional samples contain concentrations of arsenic, chromium, copper or lead at levels exceeding 20 times the applicable

110 Pine Avenue, Suite 925 • Long Beach, CA 90802-4435 • (562) 435-8080 FAX (562) 590-8795
www.targheeinco.com



TCLP and/or 10 times the applicable STLC; however, these samples were not analyzed for TCLP or STLC at the time of the 1997 subsurface investigation and may or may not exceed their applicable TCLP or STLC limits.

Based on the collected analytical data, the 1997 subsurface investigation report concluded, in part, the following:

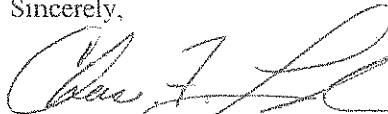
- *The subject site was permitted by the Los Angeles County Industrial Waste Division to accept such materials as steel mill slag, asbestos fibre and products therefrom, and dried mud cake from oil field sumps. It is apparent that this type of material was placed on the subject site. Based on this subsurface study and the short-time operation of the landfill, it is assumed that similar analytical results could be found throughout the site.*

While the two-foot thick surface cover of gravel and sand that has been placed over the landfilled materials provides a stable and usable surface, the cover also currently serves to prevent potential human exposure to the landfilled materials beneath the cover by breaking any direct-contact exposure pathways that may exist at the site. Excavation of the surface cover, or excavation of the materials landfilled below the cover, would potentially raise health and safety concerns for on-site workers, as well as disposal issues relating to the unknown hazardous or non-hazardous nature of the foundry-related gravel located under the surface cover.

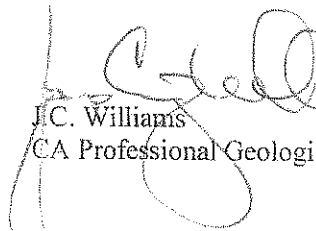
It is the professional opinion of the undersigned that the existing two-foot thick gravel and sand surface cover should not be excavated, penetrated or disturbed in any manner in order to maintain the integrity of the surface cover and, therefore, prevent any potential direct-contact human exposure to the landfilled materials.

CSC Targhee trusts that you find this information helpful. Please feel free to call me at 800-488-1862 or 800-8080 if you need additional information or further assistance.

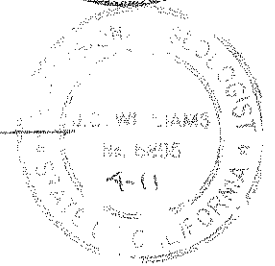
Sincerely,



Charles F. Lindeman
CA REA II - 20251



J.C. Williams
CA Professional Geologist No. 6895



Attachment

Sepich Enterprises LLC, dba

BROWNFIELD SUBSLAB

SOIL VAPOR MANAGEMENT FOR DEVELOPERS

4007 McCullough Ave. #469 / San Antonio TX 78212

5655 Lindero Canyon Road, Suite #106-3, Westlake Village, CA 91362

tel (213) 500-0425, <jesepich@gmail.com>

City of Carson
 P.O. Box 6234
 Carson, CA 90449

September 14, 2011

Re: 19101 South Broadway, Carson, CA 90248
CUP No.877-11 (Truck Yard), CUP No.878-11 (Organic Refuse Landfill Site)
Engineer's Assessment and Recommendations

Executive Summary: Design of the proposed project must address special issues related to the previous use of the site as a landfill. Development of the site will avoid unnecessary excavation into the old waste material. Methane and other soil vapors must be mitigated under habitable structures through the use of crawl space ventilation and sub-floor membranes. Proper drainage should be maintained by repairing any differential settlement which may occur at the surface of the site. All structural, vapor control, health, and runoff issues must be reviewed and permitted by appropriate agencies during project design phase.

Reference Reports: The following document(s) have been reviewed:

- "Subsurface Investigation Report and Vapor Mitigation Plan, Broadway Self Storage, 19101 South Broadway, Carson, CA" Targhee, February 19, 2008.
- "Document Review for Broadway & Main Corporation Property Located at 19101 to 19145 South Broadway, Carson, CA," State of California Department of Toxic Substances Control to Ms. Donna Martin, July 15, 2009.
- "Existing Gravel and Sand Cover over Former Landfill Site A.P.N. 7339-016-007 and A.P.N. 7339-016-008, 19101 South Broadway, Carson, CA," Targhee, Inc. to Ms. Donna Martin, March 1, 2011.
- "Incomplete Determination on CUP No. 877-11 (Truck Yard) and CUP No. 878-11 (Organic Refuse Landfill Site) 19101 South Broadway, Carson, CA (Related GPA No. 88010 Requesting Change in General Plan Land Use Designation from light Industrial to Heavy Industrial)," City of Carson to Katherman Company, July 5, 2011.
- "Uses Permitted on Organic Refuse Landfill Sites," City of Carson Municipal Code § 9121.12, <http://www.codepublishing.com/ca/carson.html>, accessed September 7, 2011.
- "§110.3 Fills Containing Decomposable Material" and "§110.5 Conditional Use," County of Los Angeles Building Code.
- "Foundation Investigation, So. Broadway & So. Main, Carson District, County of Los Angeles," Bernard Slomovitz, Civil Engineer, July 28, 1969.
- "California Regional Water Quality Control Board, Los Angeles Region, Order No. 01-182, Waste Discharge Requirements for Municipal Storm Water and Urban Runoff Discharges within the county of Los Angeles, and the Incorporated Cities therein, except the City of Long Beach," December 13, 2001, amended August 9, 2007.

1. Project. The above site, near the intersection of Broadway and Main in Carson (see Exhibit A) initially was used as a landfill (1950's) to reclaim the low lying area for development. An application has been made for a change of use for the site from Light Industrial to Heavy Industrial, in order to utilize the property for off street parking of heavy trucks such as over-the-road semi-trucks and trailers. The City of Carson in a July 5, 2011, letter to the Katherman Company listed a number of requirements, including submitting an "engineer's report" which should describe and include plans for a protective system or systems designated to eliminate or mitigate the potential hazards and environmental risks associated with the City's requirement that the site shall include an office building containing men's and women's rest rooms to serve the facility.

2. Issues. This report is intended to address County of Los Angeles Building Code Section §110 regarding methane, Carson Municipal Code §9148.9 regarding land use, LARWQCB Order No. 01-182 regarding urban runoff, and the State of California Department of Toxic Substances Control (DTSC) concerns related to disturbance of existing solid waste impacted with petroleum hydrocarbons.

(a) methane soil gas issues: Sanitary Landfills are known to produce methane soil gas. Methane soil gas is a safety issue, not a health issue. Methane gas can be explosive when mixed with air. The lower explosive limit (L.E.L.) of methane in air is 50,000 parts per million by volume (ppmv) which is exactly the same as 5% by volume. Below 50,000 ppmv methane cannot ignite, combust, burn, flash, or explode, regardless of pressure or other conditions. In the soil, methane does not explode or propagate a flame at any concentration, regardless of how high, because soil pore spaces are too small to propagate a flame.

- **code:** The City of Carson utilizes the Los Angeles County (LAC) Building Code. The LAC Building Code provides guidance for protection of structures from methane soil gas. The pertinent code sections (§110.3 and §110.5) read as follows:

§110.3 Fills Containing Decomposable Material. Permits shall not be issued for buildings or structures regulated by this Code within 1000 feet (304.8m) of fills containing rubbish or other decomposable material unless the fill is isolated by approved natural or artificial protective systems or unless designed according to the recommendation contained in a report prepared by a licensed civil engineer. Such report shall contain a description of the investigation, study and recommendation to minimize the possible intrusion, and to prevent the accumulation of explosive concentrations of decomposition gases within or under enclosed portions of such building or structure. At the time of the final inspection, the civil engineer shall furnish a signed statement attesting that the building or structure has been constructed in accordance with the civil engineer's recommendations as to decomposition gases required herein. Buildings or structures regulated by this code shall not be constructed on fills containing rubbish or other decomposable material unless provision is made to prevent damage to structure, floors, underground piping and utilities due to uneven

settlement of the fill. One story light frame accessory structures not exceeding 400 square feet (37.2 m²) in area nor 12 feet (3658 mm) in height may be constructed without special provision for foundation stability.

§110.5 Conditional Use. Work required by this section as a condition for the use of the site shall be performed prior to the connection of the utilities or occupancy of the building.

The subject project lies amidst a number of offsite sanitary landfills containing decomposable material, and is also on a fill containing decomposable material (see Exhibit B). Los Angeles County and City of Carson methane mitigation requirements are radius based, requiring any property within 1,000 feet of a sanitary landfill to address methane mitigation issues. At the time building permits are secured, the construction documents should include a methane report and construction level methane mitigation plans, construction phase deputy inspection procedures, a schedule for continued monitoring, a methane contingency plan, and a covenant and agreement addressing the maintenance of the system, the rights of specific public agencies to access the property and monitor the works, and the prohibition of excavation or other subsurface disturbance of the site.

- **methane concentrations onsite:** Methane soil gas has been measured onsite at concentrations well above the L.E.L. (see Exhibit C). It is unknown whether this methane is from the subject site, from nearby sites, or a combination of sources.
- **methane mitigation standards:** Los Angeles County's normal mitigation standards for slab-on-grade construction are subslab vent piping and gas barrier membrane, with passive gas monitoring probes above and below the membrane. Mitigation systems must be installed by or under the supervision of a California registered civil engineer knowledgeable in the field of landfill gas migration and monitoring. Daily inspection reports for the methane gas system must be generated and submitted prior to occupancy; and the signature of the registered civil engineer must be affixed on each of the reports.
- **project methane mitigation:** No slab-on-grade structures are proposed for the subject project. Modular building construction will be utilized instead. This type of construction will have ventilated crawl space, and should be provided with a sub-floor vapor barrier at the top of the crawl space, within the pre-fabricated modular floor. The barrier should meet with agency requirements for mitigation of soil vapors known to exist at the site.
- **post construction methane monitoring:** Methane monitoring systems must be maintained permanently for the project, with monitoring done under the supervision of the professional civil engineer: prior to occupancy; monthly for the first three months; and quarterly thereafter.

The primary monitoring location at modular buildings should be the crawl space. Secondary locations, such as inside the buildings, would be monitored only if exceedances are found in the crawl space.

- **methane gas contingency plan:** If gas is detected in the crawl space above 20% L.E.L. then monitoring in the habitable space should be conducted immediately thereafter to determine whether gas is present in the structure. If gas is present in the structure at or above 20% of the L.E.L. the structure should be evacuated. Upon evacuation of a building the owner must implement the requirements of a contingency plan. The first element of any contingency plan should include opening all doors and windows, and turning on any available building fans. Secondary element of the contingency plan may be other measures approved by the City of Carson and County of Los Angeles.

(b) other soil vapors: Subsurface investigations conducted by CSC Targhee have identified various soil vapors other than methane in the subsurface soil atmosphere at the site including the following, some of which are found in gasoline: benzene, chlorobenzene, ethylbenzene, n-propylbenzene, acetone, carbon disulfide, MTBE, hexane, cyclohexane, 2,2,4-trimethylpentane, heptane, toluene, m,p-xylenes, and o-xylene. These compounds belong to a family of chemicals known as volatile organic compounds (voc's), and may be the result of volatilization of materials found in the soil matrix under or near the site.

- **source of vapors:** The above soil vapors could be from materials in the onsite artificial fill, or could be from offsite sources such as the adjacent MTA Bus maintenance Yard (a former leaking underground storage tank, or "LUST" site) and the nearby BKK Landfill site. These vapors are at concentrations too low to be combustible. With the exception of benzene and ethylbenzene, all voc's detected during the 2008 site-wide soil-gas survey are below current residential California Human Health Screening Levels (Targhee, February 19, 2008).
- **mitigation of vapors:** Membrane barriers which are standard for methane mitigation include high density polyethylene (HDPE) and various spray-on core materials laminated with chemical resistant plastic sheeting. These membranes are resistant to the various voc's detected under the site and will provide a barrier against these chemicals at the same time as protecting from combustible methane gas.

(c) leaching potential: Rainfall or irrigation water has the ability to percolate down through the landfilled materials and create leachate. It is important to minimize the formation of leachate and its potential affect on groundwater. The site is currently covered with areas of asphalt and compacted sand and gravel. ✓

- **site gravel surface:** Current plans call for the proposed off-street parking of heavy trucks, without additional paving on the site. Instead the existing asphalt and gravel surfaces will be dressed-out and maintained.
- **site grading:** For control of stormwater infiltration on an unpaved site, one of the most important things which can be done is to create good and proper initial grade and drainage, and then monitor settlement with a plan to repair any local variations which might occur over the years. Repairs would be accomplished by adding material to fill any local settlement areas, and not by excavation.

(d) settlement issues: Settlement can occur due to microbial activity on landfilled materials, and also due to low compaction of landfilled material. Landfilled material typically includes both inert and organic fractions. Inert materials placed in the landfill under its County permit included concrete, glass, brick, dirt and other non-decomposable materials. Organic materials placed in the landfill under its County permit included wood, wood products, paper, clothing, shrubbery and possibly garbage and market refuse.

- **site 1969 boring logs:** The 1969 Slomovitz soils report documented artificial fill at the site to a depth of 14 to 16 feet, with the top 2 to 3 feet of that fill comprised of slag and clay.
- **site 1997 boring logs:** The 1997 Targhee subsurface investigation described in a March 1, 2001, correspondence to the property owner confirmed the total depth of artificial fill at the site to be in the same range of 14 to 16 feet. But at this time there is 2 to 3 feet of gravel topping the site; and the "foundry material" is encountered below that.
- **site historical settlement:** The above boring log history suggests that the site settled several feet between 1969 and present, a normal amount of settlement for fill of this type and age. The top-most gravel layer was added, probably gradually and incrementally, to make up for the ongoing settlement.
- **site predicted settlement:** The landfill is older and already well past the early years when heavier settlement occurs in organic landfills. The artificial fill also contains a good deal of inert material according to historical records and boring logs. The site will continue to settle over the years, but at a reduced rate. Differential settlement (i.e. where one area settles faster than another) should be minimal given the age of the fill, the shallow depth, and the amount of inert material.

(e) storm runoff: Storm runoff can increase when pavement is added to a site. Storm runoff can also increase from areas of new roof, due to the impermeability

of roofs. These are volumetric considerations. Certain site uses can also affect storm runoff quality.

- **code issues:** The proposed project is within the jurisdiction of the Los Angeles Regional Water Quality Control Board (LARWQCB) and subject to LARWQCB Order No. 01-182 regarding urban runoff. Under the order, requirements are triggered for parking lots exceeding 5,000 square feet in area. The order also has requirements for sites which include vehicle fueling, maintenance, washing and repair.
- **storm runoff at subject project:** The proposed project is for off-street parking of heavy trucks only. No vehicle fueling or maintenance activities will be allowed on this site. There is some existing paving at the site, left from previous site activities. This paving will remain. No new pavement is proposed at the subject project, and there would be no increased runoff due to paving. Any new roof area will be very small in comparison to the site, perhaps several hundred square feet as compared to several acres of site area. The effect on overall storm runoff volume from roofed areas will be de-minimis. And there will be no new paving or slab under the proposed modular building(s), so that the gravel areas under the building(s) will remain available for dissipation of rainfall.
- **requirements:** The proposed project does not appear to trigger the requirements of the RWQCB order, but this should be confirmed with the agency during the design and permitting process.
- **design:** Subject to approval of the City during plan check, stormwater will be directed from the site to a strip of landscaping fronting Broadway (the site eastern property line). This landscaping is being required by the City of Carson. This is a direction away from the Dominquez Channel (western property line) which generally receives area-wide storm runoff via sheet flow and the County storm drain.

(f) excavation concerns: DTSC has concerns regarding potential exposure to petroleum hydrocarbons in the landfilled material during site development. Post-construction control of vapors from VOCs will be managed as described in section 1(b) above, through the use of subfloor passive ventilation and the use of in-floor membranes in the proposed modular structures at the site. Potential exposure to solid waste impacted with petroleum hydrocarbons will be managed as described below.

- **avoid unnecessary excavation:** Construction of foundations and utilities normally results in disturbance of the subsurface. Subsurface disturbance will be avoided, thereby avoiding exposure to the petroleum hydrocarbons that may be present in excavated materials. Alternatives are described below for installation of both foundations and utilities, without excavation.

- **excavation requirements:** Should it be necessary to perform some limited excavation, there must be sampling and laboratory analyses of the material to determine whether the excavated material can be placed back on the site. Otherwise it must be exported to a permitted legal disposal site. The top several feet (possibly the top four feet) of the site is known to be gravel material. It is possible, based upon the boring logs, that very shallow excavations would not enter the old landfill material. Any excavation into the waste must be permitted and performed under South Coast Air Quality Management District (SCAQMD) rule §1150.1. Subsurface disturbance of the landfilled material will be avoided.

(g) foundation alternatives: There are a number of alternatives, generally described below, each requiring the specific design recommendations of a foundation engineer, and appropriate permitting through the City.

- **earth rafts not an option:** Installation of a compacted earth raft is a common method of preparing landfill surfaces for light structures. This method requires removal of artificial fill and is not considered a viable option at the subject project.
- **spread footings:** Spread-footings on grade may be used under support points of the modular buildings, in conjunction with tie-downs. The tie-downs are to counteract overturning due to lateral loading, such as from wind or earthquake. "Deadman" anchors can be driven or screwed into the subsurface without exposing or bringing up any material.
- **concrete matt slab:** A heavy matt slab might also be used. This method of foundation would rely upon the weight of the concrete and the proper fastening of the building to the slab.
- **piles:** It is also possible to drive piles for foundation support, without exposing landfilled material. But this method is most commonly used for heavier structures than the proposed modular buildings.

(h) utility alternatives: Utility trenches should not be carried to the depth of contaminated artificial fill. Piping materials for all utilities on site artificial fill should be flexible and impact resistant, such as butt welded heavy gage high density polyethylene (HDPE) or other materials which can accommodate the anticipated settlement and use.

- **sleepers:** Modular structures should be located near property lines at the perimeter of the site, so that utilities can be run above ground on sleepers rather than in trenches. If the utilities are run along the property lines, inside the fence, they will not interfere with vehicular traffic.

- **shallow trenches:** It may be possible to install utilities in a shallow trench in the upper gravel layer at the site, pursuant to testing of the material to determine that it is not contaminated. This method may or may not be a viable option at the subject property as subsurface disturbances of landfilled materials will be avoided.

3. **Sketches.** The following sketches are not intended to be construction drawings. They are intended to provide sufficient information to allow the City to process the application for the change in land use. The sketches are as follows:

- Exhibit D – conceptual site plan showing
 - available locations for rest rooms and office
 - available locations for routing of utilities
- Exhibit E – methane mitigation concept
- Exhibit F – utilities concept

4. **Limitations.** Conclusions presented in this report are focused, to address County of Los Angeles Building Code Section 110 requirements (methane); and Carson Municipal Code Section 9148.9 (storm water); and the DTSC's concern that existing solid waste not be disturbed by the project.

Professional opinions herein are based upon our review of observations and testing done by others, and other information or sources cited above. This study is not intended to be a definitive review of soil gas or other environmental conditions across the subject property. Opinions and conclusions presented herein apply to site conditions and information available or reasonably foreseeable when our services were performed.

This document has been prepared by Brownfield Subslab only for use by our client, CSC Targhee, and project owners/principals, in relation to the subject project. The report was prepared under the supervision and direction of the undersigned, a registered Civil Engineer in the State of California, with experience in methane gas control, mitigation and monitoring, using currently accepted practices and principles.

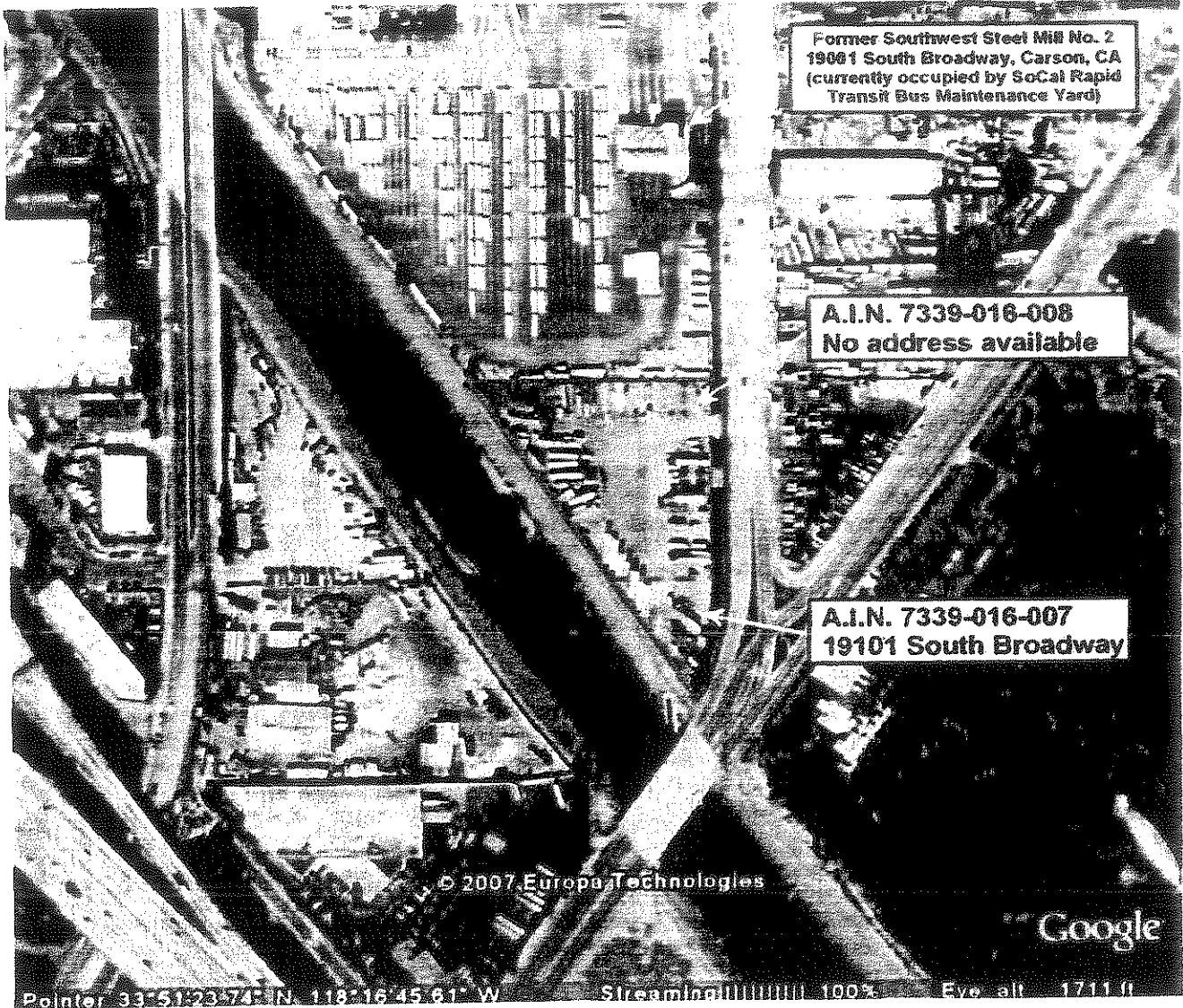
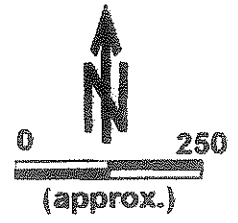


Sincerely, Brownfield Subslab

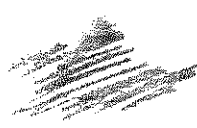
John E. Sepich, P.E.

Exhibits

- A. Aerial Photo of Site and Surrounds
- B. Area Landfills – L.A. County Map
- C. Methane Concentrations at Site
- D. Site Utilities and Structures
- E. Conceptual Methane Mitigation
- F. Conceptual Utility Construction

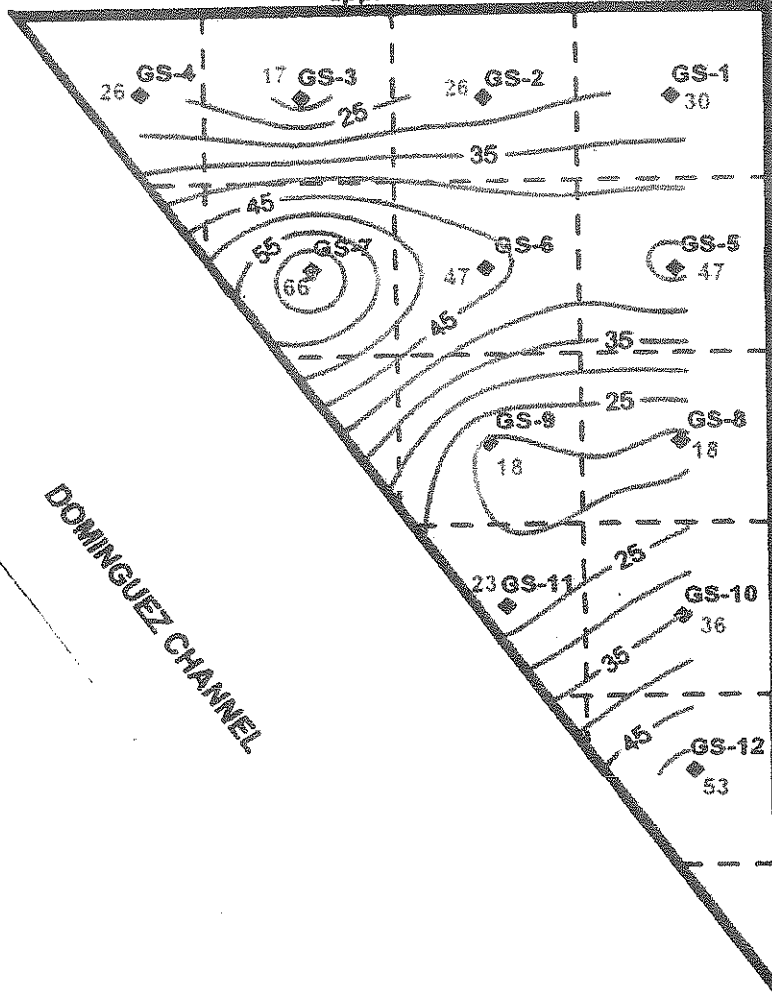


Source: Targhee, February 19, 2008, Subsurface Investigation Report

 <p>TARGHEE, INC. ENVIRONMENTAL CONSULTING 11111 Pacific Avenue, Suite 107 Long Beach, CA 90802-4428 TEL: 562-599-8900 FAX: 562-599-8901</p>	Site Map	
	Proposed Broadway Self Storage 19101 South Broadway Carson, CA 90248	
	FIGURE 2	February 2008

Southern California
Rapid Transit Center
Bus Maintenance Yard

approx. 390'



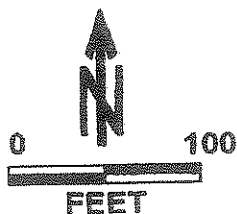
SOUTH BROADWAY

Auto Storage
Yard

SOUTH MAIN STREET

approx. 560'

DOMINGUEZ CHANNEL



Methane iso-concentrations based on soil-vapor samples collected from probes placed at 4 feet or 5 feet below ground surface ("bgs").

- GS-1 January 2008 Soil-Vapor Survey
- ◆ Multi-Depth Probe Locations and
- 34 Methane Concentrations (in per cent).



TARGHEE, INC.
ENVIRONMENTAL CONSULTING

10000 Wilshire Blvd., Suite 100
Los Angeles, CA 90024, USA
TEL: (310) 550-0000 FAX: (310) 550-0700

METHANE ISO-CONCENTRATIONS
Proposed Broadway Self-Storage Site
19101 South Broadway
Carson, CA 90248

FIGURE 9

February 2008

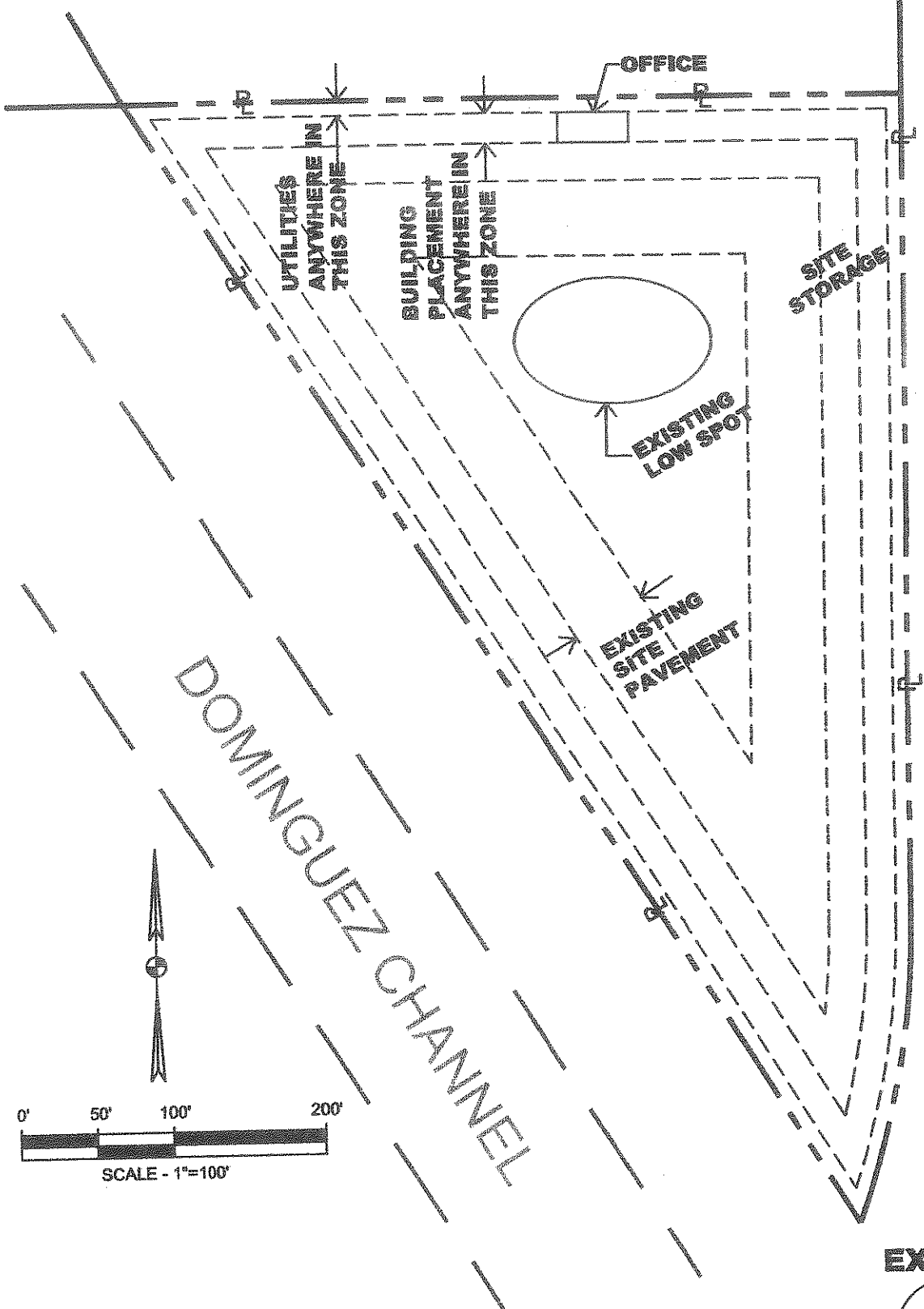
Source: Targhee, February 19, 2008, Subsurface Investigation Report

EXHIBIT

METHANE CONCENTRATIONS AT SITE C

48

BROWNFIELD SUBSLAB WESTLAKE VILLAGE, CALIFORNIA / SAN ANTONIO, TEXAS <jeepich@gmail.com> (213) 500-0425
SOIL VAPOR MANAGEMENT FOR HABITATION



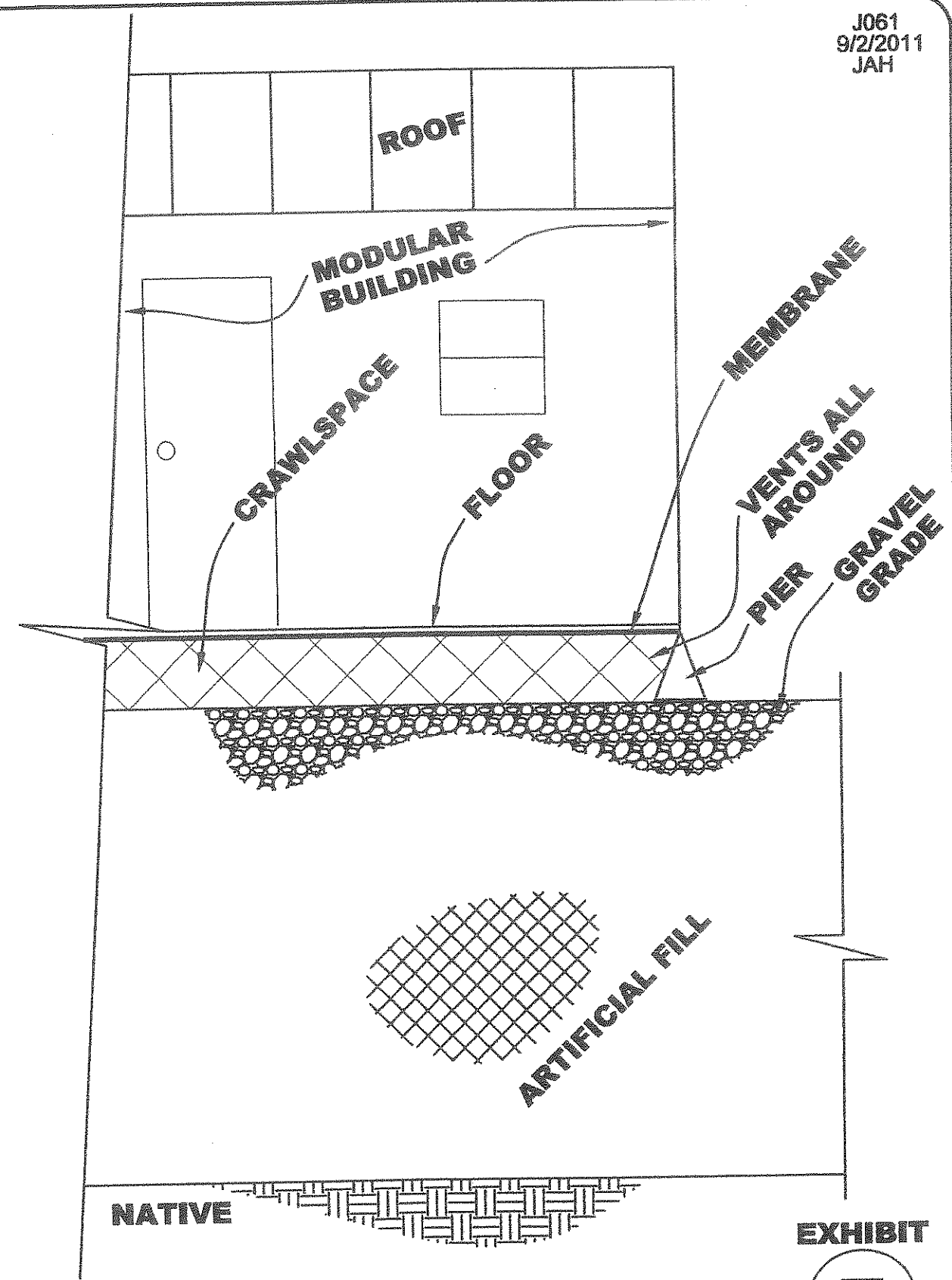
SITE UTILITIES AND STRUCTURES

EXHIBIT

D

J061
9/2/2011
JAH

BROWNFIELD SUBSLAB WESTLAKE VILLAGE, CALIFORNIA / SAN ANTONIO, TEXAS <jlespich@gmail.com> (213) 500-0425
SOIL VAPOR MANAGEMENT FOR HABITATION



CONCEPTUAL METHANE MITIGATION

EXHIBIT

E

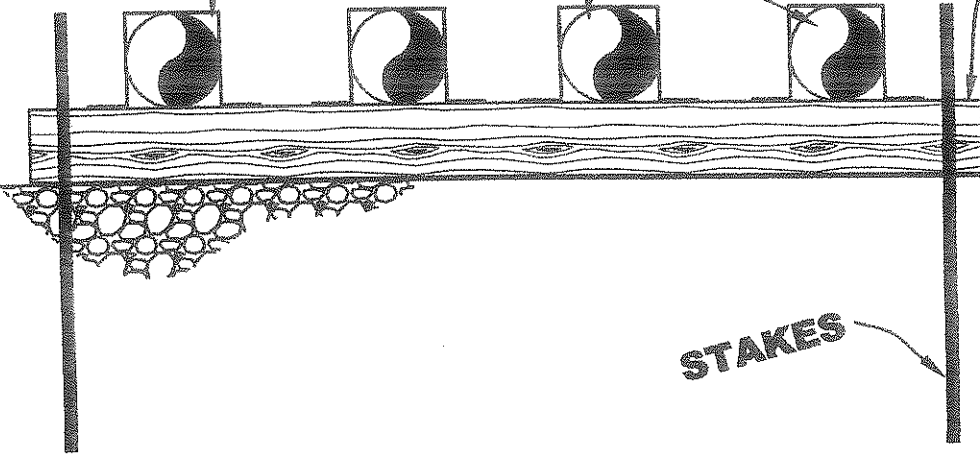
50

J061
9/2/2011
JAH

PIPE STRAPS

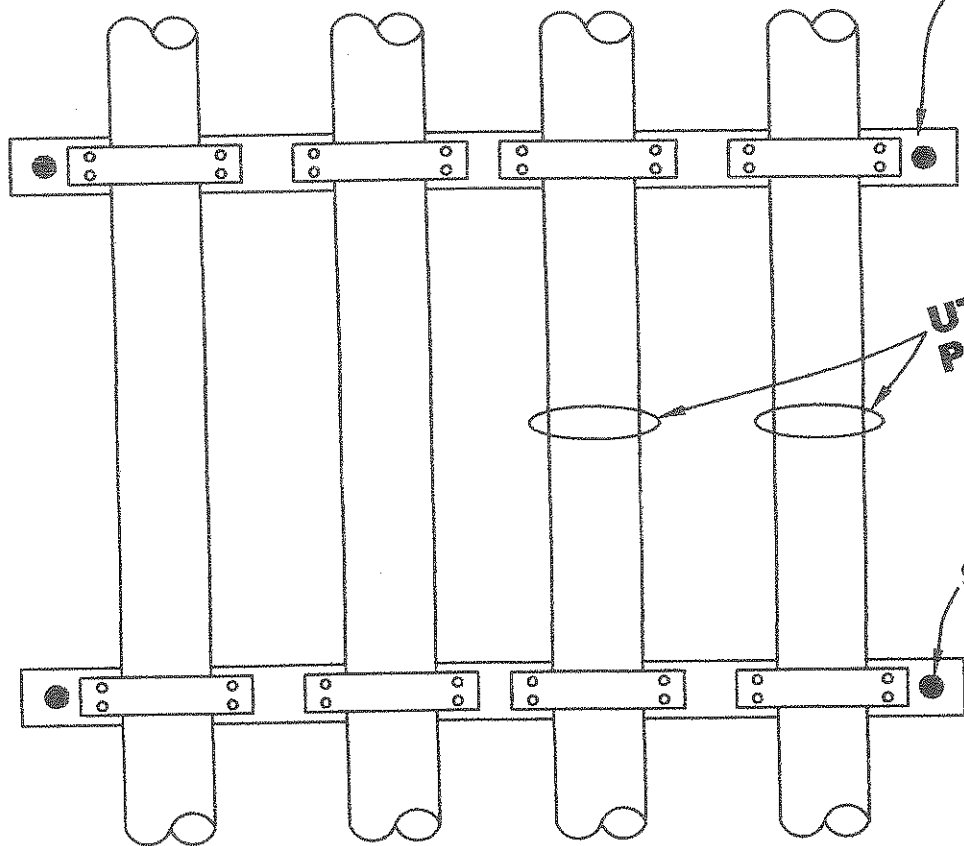
UTILITIES

TREATED
TIMBER
SLEEPER



STAKES

SLEEPER



UTILITY
PIPES

STAKE

BROWNFIELD SUBSLAB WESTLAKE VILLAGE, CALIFORNIA / SAN ANTONIO, TEXAS <feseptich@gmail.com> (213) 500-0425

SOIL VAPOR MANAGEMENT FOR HABITATION

CONCEPTUAL UTILITY CONSTRUCTION

EXHIBIT

F