



City Council Hearing

May 23, 2022

The 2021 District at South Bay

Creation of the Carson Reclamation Authority

- ▶ The Carson Reclamation Authority (CRA) formed in January 2015 as a joint powers authority to acquire and remediate the 157 Acre Site:
 - ▶ Relieves the City of liability for Site remediation and environmental issues.
 - ▶ The CRA acquired site on May 20, 2015. Remediation systems began to come online (still incomplete).
 - ▶ The CRA has issued multiple requests for proposals (RFPs) since 2015 to the develop the Site.

Planned Cleanup of the Site (Partially Complete)

The DTSC-approved RAP requires:

- Grading and compacting existing soil cover
- Constructing an engineered landfill cap
- Installing landfill gas collection/treatment system
- Installing a groundwater collection/treatment system
- Monitoring groundwater
- Installing a building protection system (BPS) under each building
- Piles installed under all buildings and structures
- A portion of the remediation is complete

Landfill Cell Map



RFP Process for the Site

- CRA issued requests for proposals (“RFPs”) in June, 2016 and October, 2017, for Cells 1, 3, 4, and 5. All such development proposals, included unsolicited proposals (35 total) failed to produce a feasible project.
- The City approved entitlements for Cell 2 in 2018, and construction began. However, the Cell 2 Project stalled in October 2019.
- The CRA issued a 3rd RFP on October 3, 2019, for Cells 3, 4, and 5 (the “Remainder Cells”).
 - Seven proposals were received; all included light industrial and/or warehousing development.

Reasons this Project is Superior to Other Proposals

COMMUNITY BENEFITS

- ▶ Carson Country Mart
 - ▶ 11.12 acres for community use and enjoyment
 - ▶ Restaurants and Retail Space
 - ▶ Dog Park | Children's Playground | Outdoor Dining | Event Lawn
- ▶ Public Art
- ▶ Job creation – Thousands of NEW indirect and permanent jobs

Reasons this Project is Superior to Other Proposals

COMMUNITY BENEFITS

- ▶ The Applicant will contribute to Affordable Housing in one of the following options, prior to the issuance of a certificate of occupancy for the last light industrial building constructed:
 - ▶ Participate in any adopted City-wide affordable housing program;
 - ▶ Pay an in lieu affordable housing fee of \$4,901,640; OR
 - ▶ Provide 100 off-site units of affordable housing.

Reasons this Project is Superior to Other Proposals:

- ▶ Payment of \$45 million dollars in Residual Land Value Payment to the CRA
 - ▶ \$12.5 Million was used to pay CRA's obligations (already received by the CRA)
 - ▶ \$32.5 Million would be available to complete Cell 2 remediation and encourage Cell 2 development, or for other site development costs

Reasons this Project is Superior to Other Proposals:

- ▶ Payment of \$7.5 million dollar Development Agreement Fee (in lieu of Citywide Development Impact Fee)
- ▶ Payment of 60% of CRA's ongoing O&M costs for the site (up to \$250k per month), plus 60% of all infrastructure costs (streets)
- ▶ Contribution to a robust insurance program for site construction

Construction and Remediation Responsibility

- ▶ The Applicant is responsible for design and construction of the remedial systems and site development improvements underlying the surface lot of PA3.
- ▶ The Applicant will also be responsible for the vertical development of the Project.
- ▶ CRA to maintain remedial systems through funding from the Community Facilities District (paid into by developers)

Other Possible Outcomes

If the proposed project does not move forward:

- ▶ Applicant stops funding their pro rata Operations and Maintenance costs, affecting the CRA's ability to pay
- ▶ A source of additional funds to be available to complete the remediation for Cell 2 will be lost
- ▶ Future development, which is the mechanism to pay for the installation of remedial systems, will be more unlikely

Requests

Consider Appeal of Planning Commission Decision to Approve:

- ▶ Site Plan and Design Overlay Review DOR 1877-2021
- ▶ Vesting Tentative Tract Map VTTM 83481
- ▶ Supplemental EIR SCH No. 2005051059

Consider: (Item 2022-376)

- ▶ General Plan Amendment GPA 112-2021
- ▶ Specific Plan Amendment SPA 27-2021
- ▶ Development Agreement DA 29-2021

LAND USE REVISIONS ONLY OCCUR IN PLANNING AREA 3

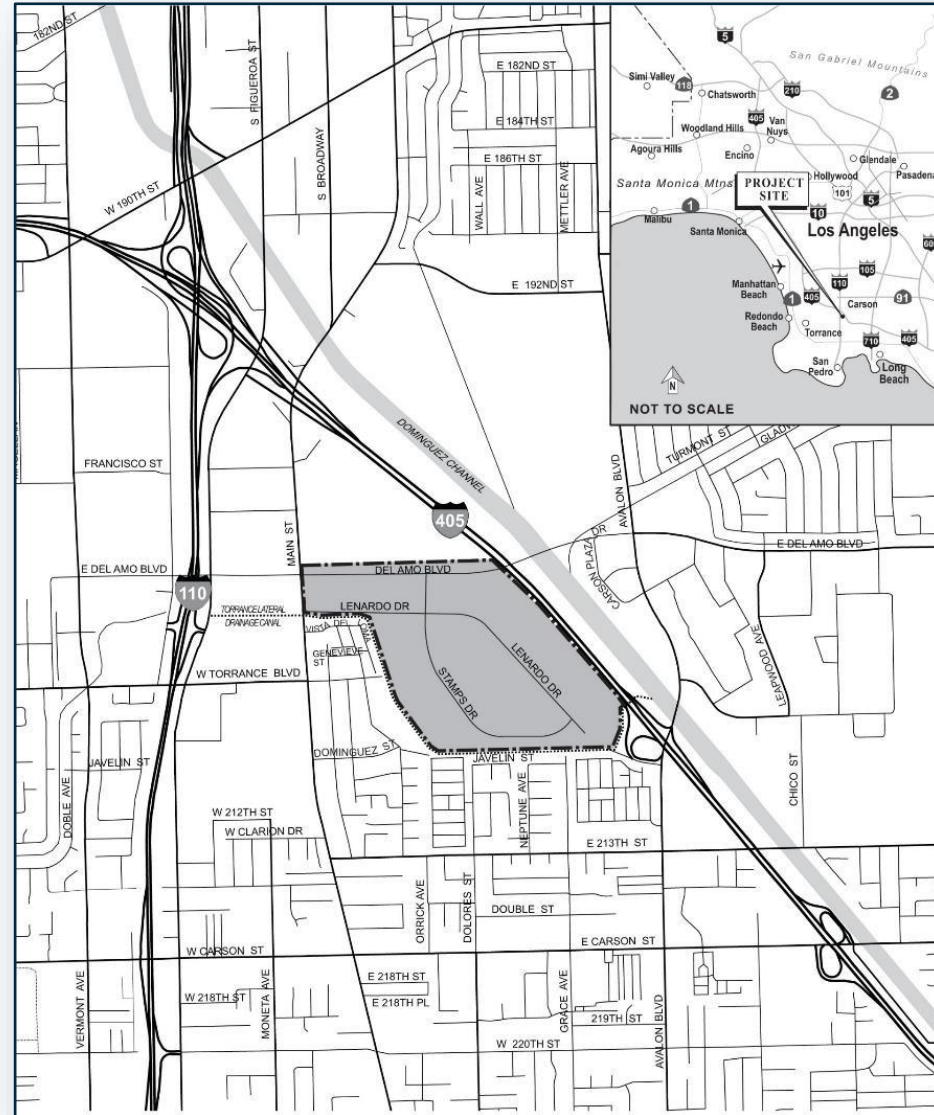
Appeal

On April 18, 2022, Planning Commission Approved:

- ▶ Site Plan and Design Overlay Review DOR 1877-2021
- ▶ Vesting Tentative Tract Map VTTM 83481
- ▶ Supplemental EIR SCH No. 2005051059

Appeal Filed Councilmember Arleen Bocatija Rojas on April 21, 2022

Project Location



Site History



1965

After 6 years of operation, the Cal Compact Landfill is shut down, and property is covered with soil.

30 years of no activity

1995

Remedial Action Plan (RAP) approved by Department of Toxic Substances Control (DTSC).

2006

The property rezoned to Carson Marketplace Specific Plan; GP Land Use designation changed from Mixed-Use Industrial and Regional Commercial to Mixed-Use Residential. EIR is approved.

2009

An addendum to EIR approved to allow a flare system in the gas extraction and treatment system.

2011

The property sold and becomes The Boulevards at South Bay Specific Plan.

2015

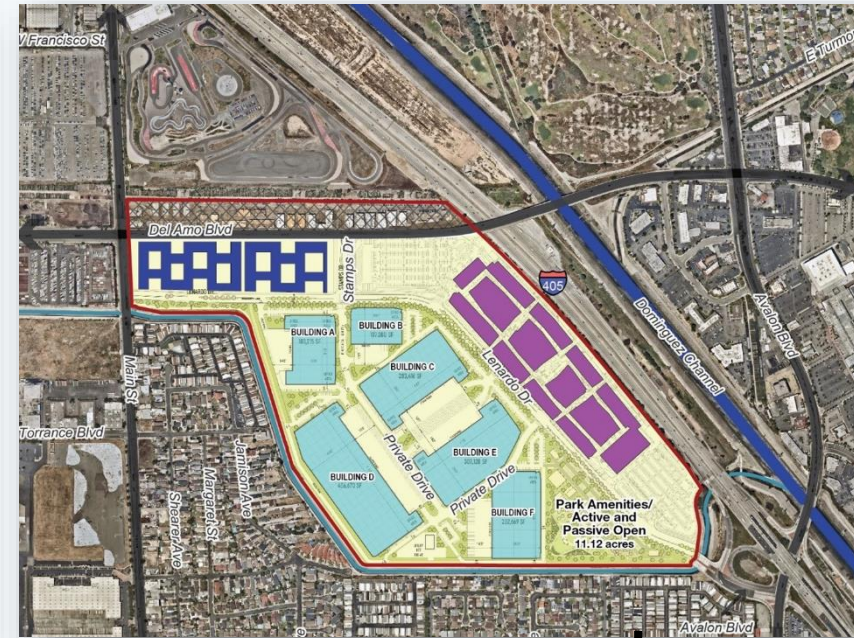
The CRA acquires the Site. A ballot measure adding a Stadium Overlay zone to the property passed. However, Stadium was built elsewhere and overlay zone no longer in effect

Site History (Approved vs. Proposed)



2018

Specific Plan Amendment and SEIR for The District at South Bay approved



2019

Los Angeles Premium Outlets (Cell 2) put on hold.
RFP process initiated.
All 7 responses included light industrial and/or warehouse uses.
Only one included a substantial community benefit.

2022

2021 Specific Plan Amendment and SEIR for District at South Bay currently under consideration

Land Use Summary

PA1
NO CHANGE

Up to 1,250
Residential
Units (with
GPA).

PA3
REVISED

Up to 33,800 SF of
Commercial and
11.74 acres of Park &
Amenity Space and
1,567,090 SF of Light
Industrial

PA2
NO CHANGE

Up to 711,500 SF
of Regional
Commercial and
Outlet

Development District 3
CONSTRUCTED

300 Residential Units
at Evolve South Bay

2022 Project

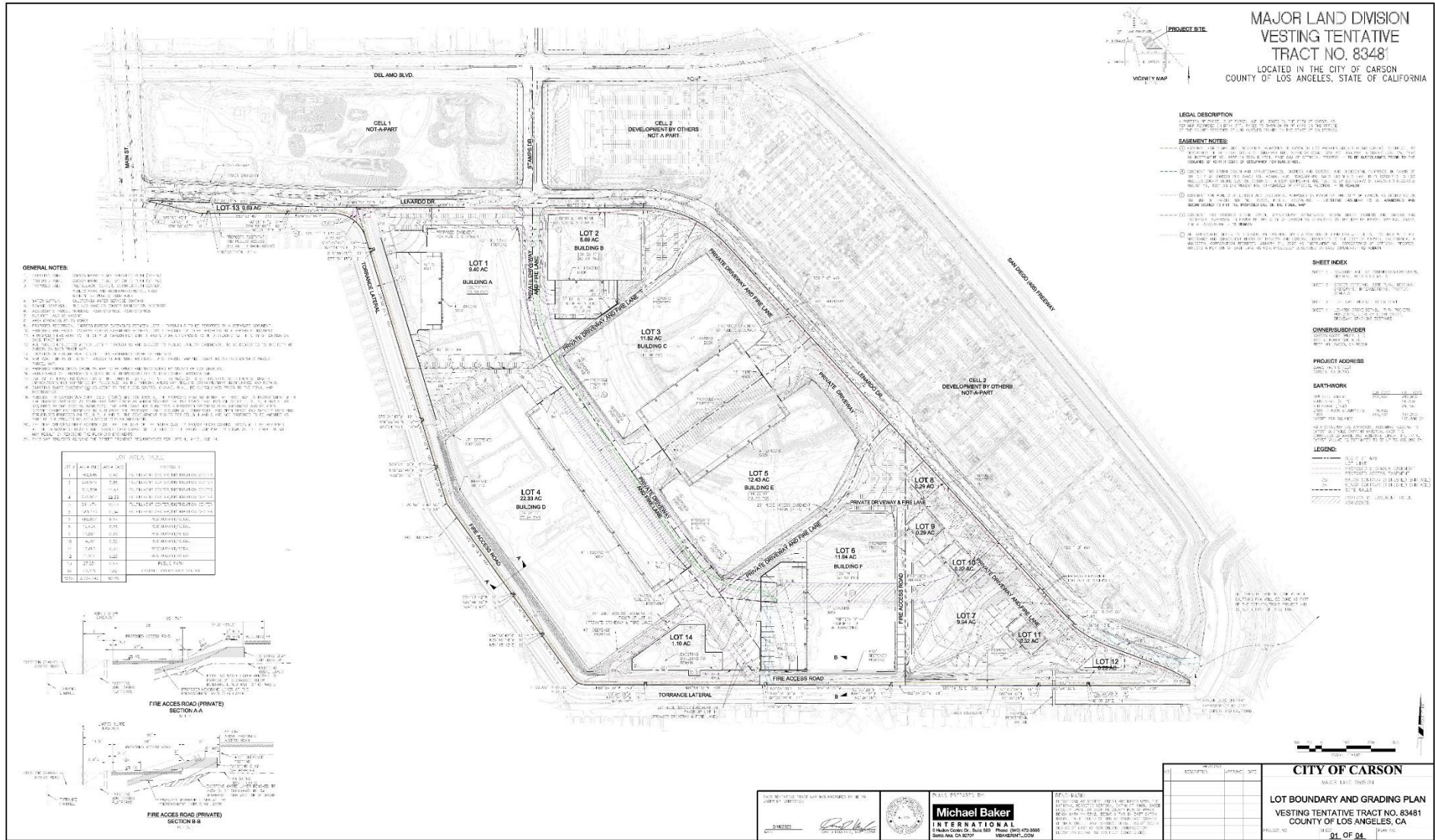
Land Use Revisions

Land Use Comparison for PA 3		
Land Use Types	2018 The District at South Bay	2021 District at South Bay
Regional Commercial	818,333 SF*	N/A
Neighborhood Commercial	305,000 SF	33,800 SF
Light Industrial	-	1,567,090 SF
Park and Amenity Spaces	N/A	11.74 Acres**
Hotel	350 Rooms	N/A
*includes hotel rooms		
** includes neighborhood commercial and 0.62 AC Enhanced Parkway		

Site Plan and Design Review



Vesting Tentative Tract Map (14 parcels)



Proposed Project – 84.65 Net Acres

PA 3(a) Light Industrial (73.53 Acres)

- 753,300 SF E-commerce/Fulfillment
- 738,790 SF Distribution Warehouse/Parcel Hub
- 75,000 SF Ancillary Office
- 0.62-acre enhanced parkway

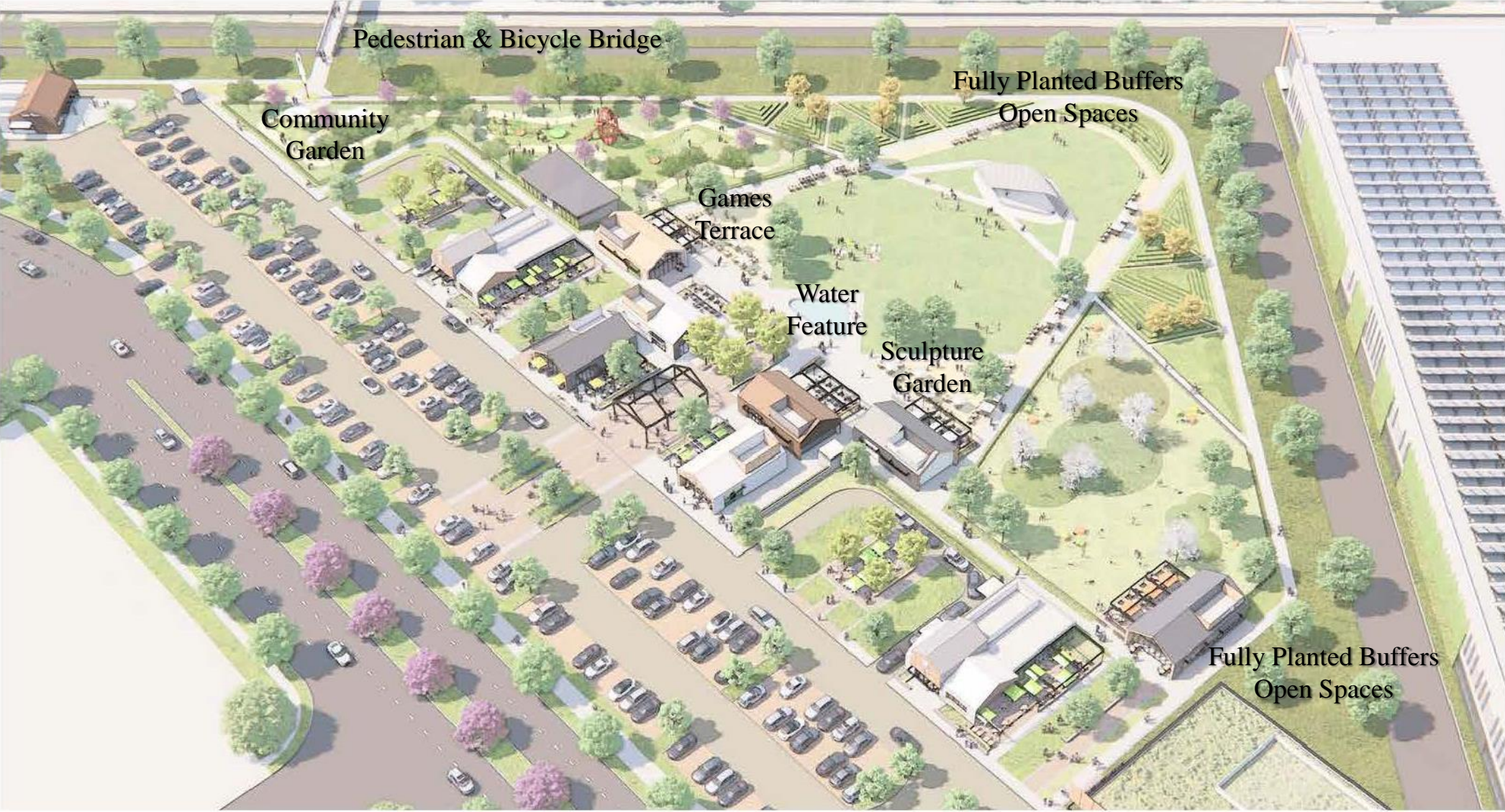
PA 3(b) Carson Country Mart (11.12 Acres)

- Slightly larger than Carson Park
- 23,800 SF Restaurant
- 10,000 SF Retail
- 2.36 acres Publicly Accessible Private Open Space/Amenity Area
- 3.93 acres Programmed Areas

Carson Country Mart



Carson Country Mart



Carson Country Mart



Timing of Carson Country Mart

- ▶ Prior to C of O for the 1st light industrial building:
 - ▶ All park areas and amenities must be completed and open to the public;
 - ▶ Carson Country Mart must be substantially completed with C of Os issued for at least 50% the commercial buildings;
- ▶ Prior to C of Os for last industrial building:
 - ▶ C of Os issued for 80% of commercial buildings.

Community Protection Measures



Landscaped Green Walls
(Up to 16 feet in height to contain sound)

Distribution/Fulfillment buildings closest to Property Line
Max 50 feet in height
(up to 56 feet with architectural features)

Distribution/Fulfillment buildings NOT near Property Line
Max 55 feet in height
(up to 65 feet with architectural features)

Carson Country Mart restaurants and retail building
(between 25 – 30 feet in height)

Community Protection Measures

Outdoor Restricted Areas

No outdoor industrial activities or outdoor operations permitted within the Outdoor Restricted Areas between 10:00 p.m. and 8:00 a.m.



Community Protection Measures

No right turns from Stamps to Del Amo for Trucks

Trucks may not enter site from westbound Del Amo

Trucks will use Del Amo to reach I-110 Freeway to reach Port of Long Beach or the I-405

No truck queuing on public roads



Trucks
WILL NOT
travel on
residential
streets!

No Trucks on Avalon Blvd.

Circulation Improvements

- ▶ Contribution to Road Improvements at 8 City intersections (prior to building permits)
 - ▶ Main Street & I-405 Southbound On-Ramp
 - ▶ Main Street & I-405 Northbound Off-Ramp
 - ▶ Hamilton Avenue & Del Amo Boulevard
 - ▶ Figueroa Street & Del Amo Boulevard
 - ▶ Hamilton Avenue & I-110 Southbound Ramps
 - ▶ Figueroa Street & I-110 Northbound Ramps
 - ▶ Avalon Boulevard & Carson Street
 - ▶ Signal at Del Amo Boulevard and Hamilton Avenue
- ▶ Concrete re-pavement for 5 City Road segments impacted by the Project reducing future City maintenance costs

CEQA Process

- ▶ Initial Study/Notice of Preparation (NOP) – April 16, 2021
- ▶ Public Scoping Period (April 16 to May 17, 2021)
 - Public Scoping Meeting (April 29, 2021)
- ▶ Draft SEIR
 - 45-day Public Review Period (Oct 29 to Dec 13, 2021)
- ▶ Final SEIR/Responses to Comments
 - ▶ Mitigation Monitoring and Reporting Program (MMRP)
 - ▶ Findings of Fact and Statement of Overriding Considerations

Topics Analyzed in Draft SEIR

Less than Significant	Less than Significant w/Mitigation	Significant & Unavoidable
Hydrology & Water	Public Services	Aesthetics (Similar to 2018 SEIR)
Land Use and Planning	Recreation	Air Quality (Similar to 2018 SEIR)
Mineral Resources	Tribal Cultural Resources	Noise (Similar to 2018 SEIR project specific impacts)
Population & Housing	Utilities & Service Systems	Transportation (Less than 2018 SEIR)
Cultural Resources	Biological Resources	
Energy	Geology & Soils	
	Green House Gas Emissions	
	Hazards & Hazardous Materials	

Project Design Features and Characteristics

Project includes features to reduce impacts to the community:

- ▶ Zero-emission construction vehicles to be used when commercially available
- ▶ Trucks shall meet or exceed the 2014 emissions standards (CA requirement)
- ▶ *75% trucks shall be zero- or near-zero-emissions by 2035 (CA requirement)*
- ▶ *100 % shall be zero- or near-zero-emissions vehicles by 2040 (Exceeds CA requirement)*
- ▶ Construction vehicle idle time limited to max 2 minutes
- ▶ Bike racks and showers for employees
- ▶ EV charging stations for cars and trucks
- ▶ Carpool matching coordinator for operations
- ▶ Carsharing program for operations

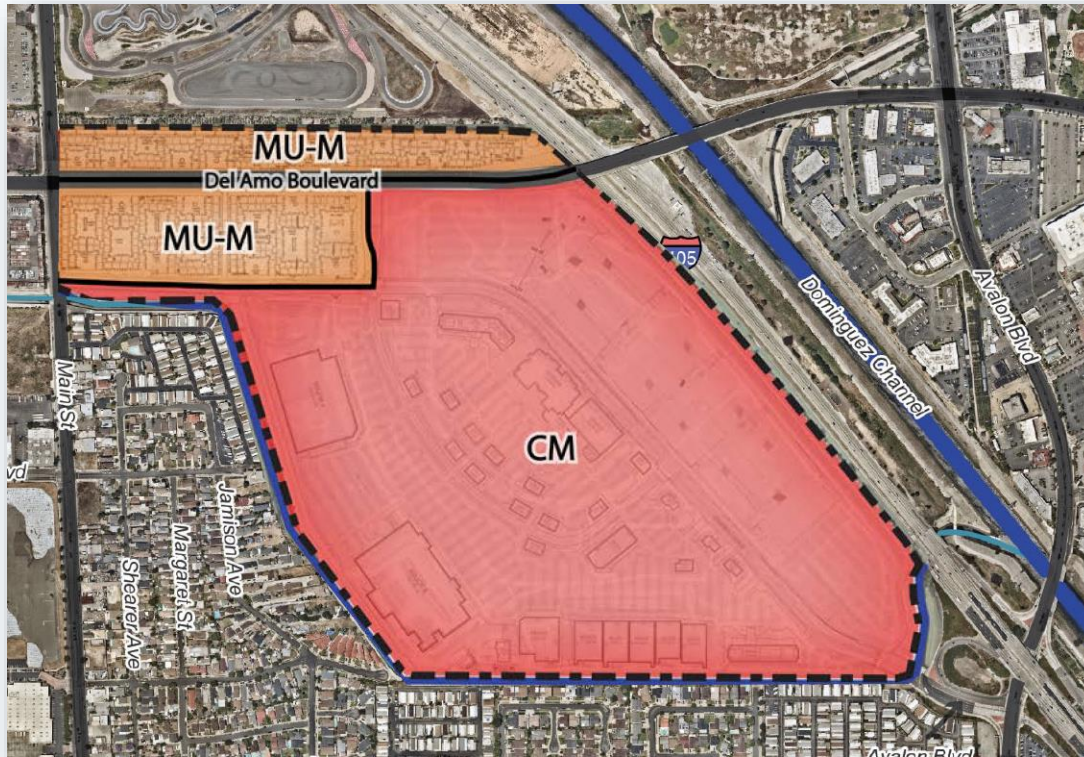
Mitigation Measures

Project includes measures to reduce impacts to the community, such as:

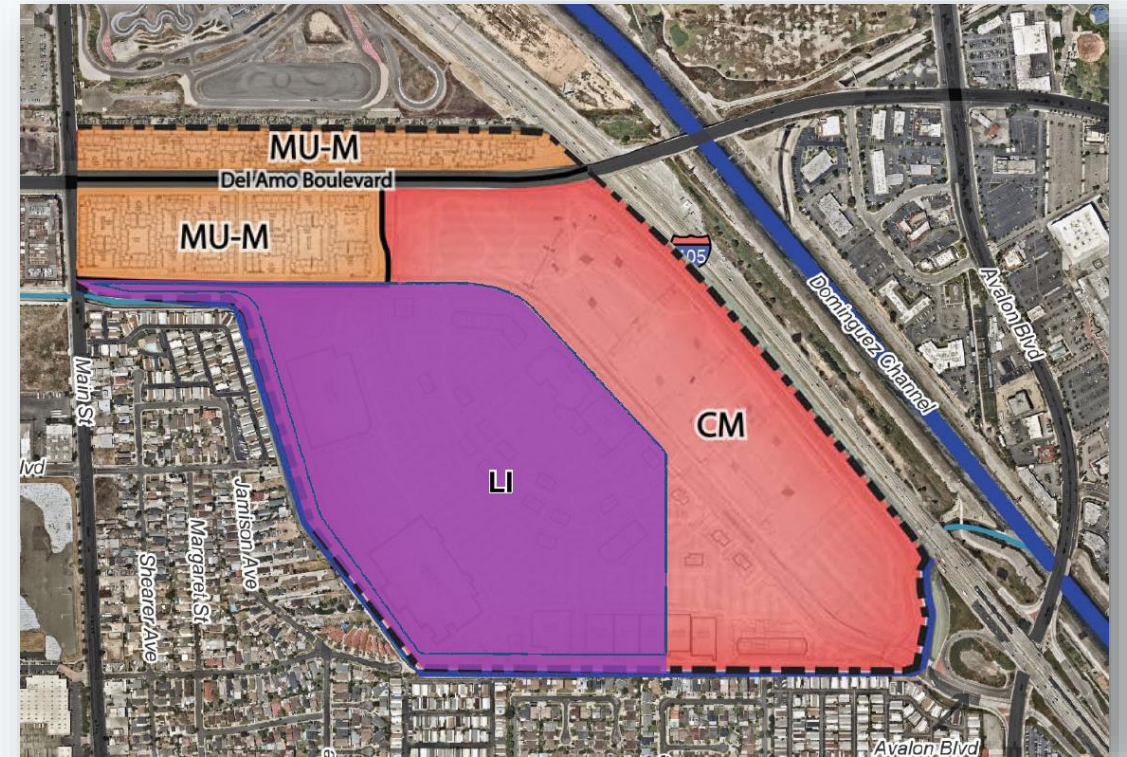
- ▶ Special sign standards to reduce/eliminate glare
- ▶ Construction Traffic Management Plan to reduce traffic nuisances
- ▶ Construction noise limited to 7 a.m. - 8 p.m. Mon – Sat
- ▶ Private security for commercial areas

General Plan Amendment

2018 The District at South Bay



2021 The District at South Bay



Specific Plan Area will be consistent with “Flex” Land Use Designation of Carson 2040 General Plan Update

Specific Plan Amendment

- ▶ Land Use Changes to PA3 (subdivided into PA3(a) and 3(b))
 - ▶ Permitted Uses
 - ▶ Development Standards
 - ▶ Parking
 - ▶ Other revisions/clarifications

Transportation Analysis

2 logistics-type uses studied:

▶ **Fulfillment Center**

- ▶ Storage and direct distribution of e-commerce product to end users
- ▶ More employees and car trips with fewer heavy-duty trucks

▶ **Distribution/Parcel Hub facility**

- ▶ Involves transload functions for a parcel delivery company (pallet loads or larger handling products of manufacturers, wholesalers/distributors, or retailers with little or no storage durations)
- ▶ More trucks with less employees and car trips.

Connectivity and Bike Lanes

Metro stops

Bike Lane
along Lenardo
connects to
city bike lanes



Potential pedestrian bridge over the Torrance Lateral (as part of an adjacent proposed project) connects Civic Center Area and surrounding existing and proposed residential areas to Carson Country Mart.

Signage

- ▶ Third Option (C) added:
 - ▶ Option A: 4 Pylon Signs -2 digital billboards, 2 static signs
 - ▶ Option B: 3 Pylon Signs -2 digital billboards, 1 digital sign
 - ▶ Option C: 4 Pylon Signs-4 digital billboards, each with 6 Tenant Signs
- ▶ Carson Country Mart will be advertised on the freeway-oriented signs

Response to Communication Received During PC hearing:

The agenda package included a response to correspondence received:

- Letter from the Teamsters;
- Email from Trophy Automotive;
- Letter from Sheriff, and
- Request for Comparison of the Project Mitigation to the Fontana Ordinance mitigation

Document Clarification Revisions Since PC Hearing

Staff made clarifying revisions to the Specific Plan Amendment and Conditions of Approval:

- Revisions are tracked in red-line

Staff Recommendations

Uphold Planning commission Approval of:

- ▶ Site Plan and Design Overlay Review DOR 1877-2021
- ▶ Vesting Tentative Tract Map VTTM 83481
- ▶ Supplemental EIR SCH No. 2005051059

Approve:

- ▶ Specific Plan Amendment SPA 27-2021
- ▶ General Plan Amendment GPA 112-2021
- ▶ Development Agreement DA 29-2021

QUESTIONS

Approved vs. Proposed: Conceptual Site Plan

2018 The District at South Bay



2021 The District at South Bay



Other Project Requirements

- ▶ Monthly Air Quality and Noise Monitoring currently occurs and will increase when construction begins
- ▶ Vibration Monitoring will begin when construction begins

Approval Authority

Type of Permit	Community Development Director	Planning Commission	City Council
Specific Plan Amendment	Recommend	Recommend	Decision
Specific Plan Adjustment	Decision	Recommend	—
Administrative Permit	Decision	Appeal	—
Site Plan and Design Review	Recommend	Decision	Appeal
Conditional Use Permit	Recommend	Decision	Appeal
Uses Permitted with Specific Conditions	Decision	Appeal	—

Parking

The following changes to PA3(a) vehicle and truck parking light industrial uses require a Specific Plan Amendment

- ▶ An increase by more than 10% in the total number of vehicular and/or van parking spaces.
- ▶ An increase by more than 20% in the in total number of truck parking stalls
- ▶ Smaller adjustment are subject to Director approval