



April 27, 2017

Saied Naaseh  
Planning Manager  
City of Carson  
701 E Carson Street, CA 90745

RE: Logistics Moratorium

Dear Mr. Naaseh,

On behalf of the Harbor Trucking Association, a coalition of drayage and intermodal trucking company representing more than two thirds of the trucking capacity supporting the San Pedro Bay ports, we would like to submit the comments below for your consideration.

First, we have appreciated the opportunity to participate this process and work collaboratively with the City of Carson. While we oppose moratoriums, we appreciate the city's willingness to work with industry to minimize any unintended consequences that could be caused by an overly broad moratorium.

#### Hazardous Materials

- The HTA agrees with the city's approach to ensure public safety through the disclosure of hazardous materials in the city. Our hope is that the city pays close attention to the definitions of hazardous materials as not to capture such materials as mouthwash, paint, and other materials that do not pose a threat to the public health, safety, or well-being.

#### Sensitive Areas

The HTA hopes that the city will work to acknowledge the following through both the moratorium and general plan revision process:

- Avoid enforcing the moratorium on areas that are currently not sensitive, but are created by the city's permitting of new projects that create a sensitive use – *SEE SENSITIVE USES MAP 4*
- Avoid categorizing industrial facilities as adjacent to a sensitive use where the sensitive use, such as a park, was built as a mitigation measure to buffer the industrial facility from other sensitive uses



## Trucking Operations

The HTA would like to point out the following for the city to consider:

- On the issue of Cargo Container Storage, there may be times when logistics facilities will be forced to store containers due to a *Force Majeur*, such as the bankruptcy of a major ocean carrier (See Hanjin 2016) or port work slowdown (See ILWU/PMA Contract dispute 2014-15), where companies experience conditions beyond their control. Our ask would be that the city have an emergency provision when these types of anomalies occur.
- On Section 3-D, where we acknowledge that trucks can have greater impacts to infrastructure than passenger vehicles, we ask the city to acknowledge that the study that is cited is faulty do to the difference between the types of trucking in Carson (drayage, intermodal, long-haul) and mining trucking due to the displacement of weight on axels. Mining trucking is more impactful for infrastructure than the localized trucking in Carson.

Finally, we would ask the City of Carson to consider the extension of the Ad Hoc Committee to the General Planning process to continue getting the valuable input from the city's industrial partners.

Sincerely,

A handwritten signature in black ink, appearing to read 'Wt LaBar', with a long horizontal flourish extending to the right.

Weston LaBar  
Executive Director

## Saied Naaseh

---

**From:** Loren Miles <lmiles@ma-ad.com>  
**Sent:** Thursday, April 27, 2017 7:13 AM  
**To:** Saied Naaseh  
**Cc:** Richard Rojas; Kenneth C. Farfsing; Mayor Albert Robles  
**Subject:** Fwd: Carson Ordinance NO. 17-1615U, Recommended Revisions To The Proposed Modified Moratorium Language As Suggested By The Ad Hoc Committee  
**Attachments:** HEG Trust Revised Moratorium Recommended Changes, 26 April, 2017.docx  
**Categories:** Orange Category

Good morning Saied,

I hope all is well with you...

Although, HEG Trust is completely opposed to Interim Ordinance No 17-1615U and any extension of said ordinance, we did wish to express some views regarding the language proposed in the modified version discussed with the Ad Hoc committee.

Briefly outlined below are the proposed changes made. The attached document shows where those changes were made either in tracking red type and or edits to the far left.

Please note that some of the language inserted in your document, both original and modified are illegal and or unconstitutional. They need to be removed, or they would be subject to a legal challenge.

In summary, those changes incorporate the following points;

1. B. Exemptions:, 1., (should include new tenants of existing and or similar business use) this is a legal right in land use know as amortization, and should not be denied or waived. Property owners should be free to enhance their properties of the current use without interference from the City.
2. Tenant improvements should be possible for new tenants of existing and or similar business use.

### Section 6. Exceptions

Strike the following: "will not be in conflict with the contemplated general plan update....." How can you agree not to be in conflict with something that has yet not been developed and or approved by the public?

Strike: "truck yard and or container storage" (still legal present use of the zone designation)

Strike: Land controlled by the City....." Unequal under the law.... City cannot outlaw one land use to the public and then enjoy the same forbidden use for themselves" Its unconstitutional.

(Please see the attachment). I hope this helps.

Thank you.

B. Exemptions: the Ordinance shall not apply to the following:

1. The annual renewal of an existing or new tenants of existing and or similar business use business license, any permits necessary for the routine maintenance of the buildings or sites and or enhancements, or any permits necessary for repairs required due to an emergency or to protect the public health, safety, and welfare shall not be considered issuance of a permit.

2. Tenant improvements for current tenants or new tenants of existing and or similar business use within an existing building, provided the tenant improvements would not otherwise be considered an expansion or modification of the facility.

3. Any logistics facility that has obtained with a vested property right in the use to which the moratorium applies.

4. Any logistics facility with 5 or fewer loading doors. ☐

5. Any new or renewed lease agreement:

i. For an existing logistics facility within a Planned Industrial Area; or ☐

ii. provided that the For a term does not to exceed 73 years for an existing ☐

logistics facility anywhere else in the City.

i.iii. This exemption shall not apply to new or renewed lease agreements for hazardous materials facilities, truck yards, or container storage facilities..

5.6. Big box stores. **SECTION 5. REVIEW AND STUDY**

During the period of this Ordinance, the Director shall review and study the adverse impacts of and the benefits provided by, logistics facilities in the City, so as to quantify the concerns described in Section 3, above, and shall recommend proposed revisions to the City's laws, rules, procedures, and fees related to these facilities, so as to enable the

~~5. The developer or tenant agrees to form or to participate in a Community Financing District (CFD) to pay for ongoing City services, including but not limited to, road maintenance, landscape maintenance, lighting, public safety, storm water management, etc., to the satisfaction of the City Council~~

6. The developer or tenant enters into a development agreement that guarantees the City the same financial assurances offered by a CFD.

7. — The fiscal impact analysis for the business shows that the business will not, after taking into consideration all fiscal and employment benefits to the City and its residents, have material adverse negative fiscal impacts on the City.

7.8. — The logistics facility will not generate minimal or no additional materially adverse truck traffic impacts in excess of those generated by the use of the property as of the effective date of this Ordinance.

8.9. — The facility enters into a development impact fees agreement with the City. The interim development impact fees shall be for \$2.00/square foot of buildings on the development. The City is in the process of conducting a fee study and will adopt development impact fees at the conclusion of the study. In the event that the adopted impact fees are less than \$2.00/foot for a particular logistic facility, any portion of the impact fees deposited with the City that is over the adopted impact fees will be reimbursed.

## B. PLACEHOLDER: GROUNDS UPON WHICH COUNCIL CAN DENY EXCEPTION?

B.C. If the City Council determines to allow an exception pursuant to this section, then such applications and/or permits may be filed and processed in accordance with the City's then

01007.0005/369414.1

current regulations and authority, subject to the California Environmental Quality Act ("CEQA"), CEQA Guidelines, and any other applicable laws, ordinances, and regulations.

## Saied Naaseh

---

**From:** Brad Frazier <BFrazier@watsonlandcompany.com>  
**Sent:** Wednesday, April 26, 2017 5:20 PM  
**To:** Saied Naaseh; Elena Gerli  
**Cc:** Pilar Hoyos  
**Subject:** Moratorium Ordinance  
**Attachments:** Logistics business MORATORIUM Extension City 4-25-17 revisions - MORATORIUM Extension 4-26-17 revisions.docx; MORATORIUM Extension 4-26-17 revisions.DOCX

Elena & Saied-

Thanks again for taking the time to discuss the revisions to the Moratorium Ordinance.

Attached is a redlined and a clean copy incorporating our proposed revisions. Make sure you click on the "all markup" tab in the "review" menu to see the changes in detail.

As we discussed, The most problematic section was Section 2.I.1, which would have turned almost every industrial building in the city into a "hazardous materials facility" and thereby excluded from being subject to an exemption. This revision is critical for the moratorium to be workable for the logistics industry.

I made a change to Section 2.I.5 relating to the fire code group H occupancies, for you to consider, but I understand this may be a difficult issue to resolve to everyone's satisfaction under the existing time constraints.

Please feel free to call me if you have any questions.

Best regards,,  
Brad

**Bradley D. Frazier**  
Executive Vice President,  
Chief Administrative Officer and  
General Counsel

P. 310.952.6410  
E. [bfrazier@watsonlandcompany.com](mailto:bfrazier@watsonlandcompany.com)



22010 Wilmington Avenue  
Carson, CA 90745  
[www.watsonlandcompany.com](http://www.watsonlandcompany.com)

**ORDINANCE NO. 17- U**

**AN INTERIM URGENCY ORDINANCE OF THE CITY OF  
CARSON, CALIFORNIA, EXTENDING A TEMPORARY  
MORATORIUM ON THE ESTABLISHMENT, EXPANSION,  
OR MODIFICATION OF TRUCK YARDS, LOGISTICS  
FACILITIES, HAZARDOUS MATERIALS OR WASTE  
FACILITIES, CONTAINER STORAGE, AND CONTAINER  
PARKING IN THE CITY OF CARSON**

WHEREAS, pursuant to Government Code § 65858, on March 21, 2017, the City Council approved Ordinance No. 17-161U establishing a temporary moratorium on the establishment, expansion, or modification of truck yards, logistics facilities, hazardous materials or waste facilities, container storage, and container parking in the City of Carson, and declaring the urgency therefor; and

WHEREAS, City Council finds that the conditions necessitating such Ordinance continue to exist; and

WHEREAS, City staff require more time to conduct the reviews and studies directed by such Ordinance; and

WHEREAS, Government Code § 65858 authorizes the City Council to extend a moratorium for a period of time not to exceed 10 months and 15 days after its original 45 day term upon notice and a public hearing, upon a four-fifths vote, and upon a finding that there is a current and immediate threat to the public health, safety, or welfare, and that the approval of additional subdivisions, use permits, variances, building permits, or any other applicable entitlement for use which is required in order to comply with a zoning ordinance would result in that threat to public health, safety, or welfare; and

WHEREAS, pursuant to Government Code § 65858(d), the City Council issued its 10-day report on April 18, 2017, outlining what actions have been taken in furtherance of the goals of the moratorium; and

WHEREAS, since the adoption of Interim Urgency Ordinance No. 17-1615U, an Ad Hoc Logistics Moratorium Committee was formed and met, and four subcommittees were formed and met; and

WHEREAS, based on the concerns raised and the recommendations provided by the Ad Hoc Moratorium Committee and the subcommittees, the scope of the moratorium is being narrowed for this extension so as to provide the appropriate balance between the City's need to maintain the *status quo*, and the need for logistics facilities in the City to conduct business; and

WHEREAS, this Interim Urgency Ordinance was considered by the City Council at a duly noticed public hearing on May 2, 2017, at a regular meeting of the City Council.

NOW THEREFORE, THE CITY COUNCIL OF THE CITY OF CARSON HEREBY  
ORDAINS AS FOLLOWS:

**SECTION 1. AUTHORITY AND EFFECT**

A. The State Planning and Zoning Law (Cal. Gov't Code Sections 65000, et seq.) broadly empowers the City to plan for and regulate the use of land in order to provide for orderly development, the public health safety and welfare, and a balancing of property rights and the desires of the community and how its citizens envisions their city.

B. This Interim Urgency Ordinance is enacted pursuant to the authority conferred upon the City Council of the City of Carson by Government Code Section 65858 and shall be in full force and effect immediately upon its adoption by a four-fifths (4/5) vote of the City Council as if, and to the same extent that, such Ordinance had been adopted pursuant to each of the individual sections set forth herein.

**SECTION 2. DEFINITIONS**

The following definitions are applicable to this Interim Urgency Ordinance, unless the context clearly indicates otherwise:

A. "Big box discount store" shall mean a large retail store whose physical layout resembles a large square or box when seen from above. A big-box store is typically characterized by a large amount of floor space (generally more than 50,000 square feet), a wide array of items available for sale, and its location in suburban areas. Big-box stores often typically offer lower prices because they buy products in high volume. Examples of big box discount stores include WalMart, Costco, Home Depot, Lowe's, TJ Maxx, Smart & Final, etc.

B. "Cargo container" shall mean any container sufficiently durable for repeated use which, by virtue of its own particular design, permits the temporary storage and protection of bulk commodities, goods, and other cargo, and which may be transported in various modes without intermediate loading or unloading.

C. "Cargo container storage" shall mean a facility, the principal use of which is for the storage or stacking of one or more cargo containers. "Cargo container storage" shall not include the presence of cargo containers at a warehouse site for the purpose of imminently loading, unloading or transloading goods or materials to or from cargo containers.

D. "Cargo container parking" shall mean a facility for the principal use of which is the parking of a trailer, detached from the tractor unit, on which one or more cargo containers may be loaded.

E. "Director" means the Director of Community and Economic Development, and his/her designee.

F. "Establishment" means to bring into existence (a new logistics facility).

G. "Expansion" means:



1. An increase of the total size of the floor area of any existing building area by 10% or more, or construction of any new structure on the premises of an existing facility that results in a total floor area increase of 10% or more; provided that, construction of office space for the facility shall not be considered an expansion;

2. Any expansion/intensification of truck yards, cargo container parking, and cargo container storage.

H. “Facility” means a temporary or permanent use of land or use of premises, a building or structure, or part of a building or structure.

I. “Hazardous materials facility” means all buildings, equipment, manmade or natural structures, and other stationary or movable items that are located on a single site or on contiguous or adjacent sites and that are owned or operated by the same person (or by any person that controls, is controlled by, or under common control with, such person) for:

The use, storage, or handling of any “state regulated substances” as listed in Table 3 of Section 2770.5 of Title 19 of the California Code of Regulations in excess of the threshold quantities established in those Regulations;

The use, storage, or handling of any “extremely hazardous substance,” as defined in Appendices A and B of Section 355.61 of Title 40 of the Code of Federal Regulations in excess of the threshold quantities stated in those regulations;

The treatment, resource recovery, disposal, or recycling of “hazardous waste” as defined in Sections 25117 and 25141(b) of the Health and Safety Code, and Section 40141 of the Public Resources Code, unless authorized under valid permits or applicable regulations and conducted as an incidental portion of the occupant’s overall business operations at the facility;

Any “hazardous waste management facility” that requires a permit pursuant to Part 270 of Title 40 of the Code of Federal Regulations, as defined therein;

Any facility that requires a high-hazard group H occupancy (H-1, H-2, and H-3, ) pursuant to the County of Los Angeles Fire Code, unless that facility is in compliance with all Fire Code requirements relating to that occupancy.

“Industrial wholesale” means an industrial facility consisting of the exchange of large quantities of goods for future distribution and resale for financial or other considerations.

“Logistics facility” means any warehouse for storage and transportation of goods, distribution facilities, logistics services such as but not limited to material handling, production, packaging, inventory, transportation, storage, warehousing, freight forwarding, deposit, storage, safekeeping, or parts thereof, industrial wholesale, selfstorage, portable storage rental facility, truck terminals, hazardous materials facilities, truck yards, cargo container storage and cargo container parking, and manufacturing uses with less than 50% of floor area devoted to manufacturing, office, sales, design, repair, or assembly.

“Logistics services” means services including labeling, breaking bulk, inventory control and management, light assembly, order entry and fulfillment, packaging, pick and pack, price marking and ticketing, and transportation arrangement. However, establishments in this industry group always provide warehousing or storage services in addition to any logistic services. Furthermore, the warehousing or storage of goods must be more than incidental to the performance of services, such as price marking.

“Modification” means making any changes, remodeling, or alterations to an existing building or site that requires building permits, except for minor changes, remodeling, or alterations consisting of cosmetic upgrades, or repair, replacement or enhancement of damaged or outdated building components or areas. Modification shall include change in tenant at an existing facility requiring a business license. A change in tenant means any amendment to a lease agreement that extends the term of the lease for more than 7 years, or a new lease agreement with a term longer than 7 years.

“Permit” means any City planning land use approvals, any new business license tax permit (including the transfer of a business license from one owner to another), and any building, grading, plumbing, electrical, or mechanical permit, whether the approval or issuance is discretionary or ministerial.

“Planned Industrial Area” means any industrial area, development, or complex that has been approved by virtue of a disposition & development agreement, development agreement, or a master plan, or that is subject to a Specific Plan. “Planned Industrial Area” shall also include any industrial area, development, or complex that is buffered from sensitive land uses. “Buffered from sensitive land uses” means that a buffer exists between the logistics facility and the sensitive use that consists of (i) an arterial or collector street, (ii) a freeway or state highway, (iii) an easement, body of water, or green buffer that is no fewer than 150 feet wide, or (iv) an adjacent land use that is not a sensitive land use.

“Portable storage rental facility” means operations that rent individual storage containers to members of the public or businesses for the storage of a variety of items.

“Self-storage facility” means facilities that rent out space to persons for the storage of personal property. Self-storage facilities shall include public storage rental facilities.

“Sensitive land uses” means residences and residential facilities, parks, schools (K-12), and hospitals.

“Truck” means all Federal Highway Administration (FHWA) vehicle classes including Class 5 or higher with the exception of dually trucks and Recreational Vehicles.

“Truck yard” means a principal use of land for parking or storage of trucks in active use with or without servicing or repairing of trucks as an incidental use thereto.

“Truck terminal” means a principal use of land or building where there are dock facilities for trucks, either partially enclosed or unenclosed, for the purposes of transferring goods or breaking down and assembling tractor-trailer transport.

“Warehouse” means an industrial building used for the freight forwarding, deposit, storage, safekeeping, or manufacture of goods or parts thereof, regardless of whether the goods are offered for sale. Warehouses are used by manufacturers, importers, exporters, wholesalers, transport businesses, customs, etc. They are usually large buildings with loading docks to load and unload goods from trucks. Sometimes warehouses are designed for the loading and unloading of goods directly from railways, airports, or seaports.

### SECTION 3. FINDINGS

The City Council of the City of Carson hereby finds, determines, and declares that:

A. This Ordinance is being adopted in order to allow the City time to thoroughly review, study and revise the City’s laws, rules, procedures and fees related to logistics businesses in the City of Carson.

B. The close proximity of the City to major transportation facilities such as ports, airports, rail, and freeways make the City a desirable location for logistics businesses. Logistics businesses usually involve one or more of the following: material handling, production, packaging, inventory, transportation, storage, warehousing, freight forwarding, deposit, storage, safekeeping, and hazardous waste and/or materials, hazardous waste . In addition, truck yards and container yards are necessary to serve logistic businesses.

C. Truck trips generated by logistics facilities have direct impacts on the community including traffic, air quality, noise, vibrations, and health impacts on the community.

D. Truck traffic increases the maintenance costs on roads for the City. For example, a 1999 study for the City of Irwindale concluded that **one loaded mining truck causes street damage equivalent to that caused by 10,000 automobiles**. *City of Irwindale Mining Reclamation Impact Study*, prepared by Greystone, March 1999, Vol. I, p. iii @ 2.a., and Vol. II., pp. 25-29. A loaded mining truck weighs approximately 80,000 pounds, which is comparable to the average weight of loaded 18-wheeler trucks that commonly traverse the City of Carson to and from logistics facilities. This finding was also made as early as the late 1970s in the federal Comptroller General’s Report to the Congress, *Excessive Truck Weight: An Expensive Burden We Can No Longer Afford*. The City intends to further research this issue and determine the impacts of trucks with three axles or more. The City needs to conduct studies that are specific to the type of truck traffic on the types of roads in the City of Carson.

E. Truck trips from commercial and industrial uses in Carson account for approximately 99.9% of all trips generated by Carson land uses (excluding trips going through the City that are not generated from or to the City). Approximately, 83.4% of all trips generated by Carson land uses is generated by industrial uses.

F. The City of Carson cannot afford to continue to add new facilities that cause extensive damage to the City roads and often contribute little by way of revenue to mitigate these impacts. With the elimination of redevelopment, the City faced a loss of \$30 million annually, and that loss has not been recovered from other revenue sources. The City’s structural deficit for FY 17-18 is projected to be \$3 million. This deficit will grow by about \$1 million per year over the next 4

years due to changes at CalPERS and other factors. A preliminary estimate of the FY 21-22 structural deficit is \$9.4 million.

G. The City's share of every dollar of property tax collected is \$0.0674. This low property tax rate is one of the reasons the City of Carson is not able to adequately budget for the maintenance of roads. As stated in Section E., above, trucks are responsible for causing the damage on our roads and increasing the maintenance costs. This is evident from the condition of the roads in Carson and the lack of appropriate maintenance of the roads today. The City commissioned a Pavement Management Program Study prepared by NCE, dated January 2017. NCE obtained an inventory of pavement conditions for the entire City's street network, to develop strategies for the City to maintain all streets, and to perform budgetary analysis to determine the funding needs, among other tasks.

H. The report concluded that average Pavement Condition Index (PCI) rating for City's entire 46,555,211 square-foot street network is 67 (a perfect PCI rating score is 100). Sixty-seven PCI is considered "fair" condition for streets with both non-load related (weathering or raveling) and load related (alligator cracking) distress. Generally, streets with load-related distress are more expensive to repair. The report further breaks down the condition of the roads in the City as follows:

| Class              | PCI | Condition |
|--------------------|-----|-----------|
| Arterial           | 61  | Fair      |
| Secondary Arterial | 50  | Poor      |
| Collector          | 62  | Fair      |
| Residential        | 75  | Good      |

I. The study further concluded the City currently has \$92.9 million in deferred roadway maintenance costs. With the current budget of \$1.5 million per year for the next seven years, the deferred maintenance will increase to \$145 million by FY 22/23 while the PCI rating will drop from 67 to 55 in the same time frame. The study also found that in order to maintain the same PCI rating of 67 for the same time frame, the City would have to increase its funding from \$1.5 million per year to \$8 million per year. In this scenario, however, the deferred maintenance only decreases from \$92.9 million to \$87.6 million. Therefore, even with a \$6.5 million increase in annual expenditures, the City's deferred maintenance issue will not be remedied. It is evident, however, that given the state of City's budget, it is impossible for the City to increase the street maintenance budget from its current levels.

J. The City has approximately 48.2 centerline miles of roads designated as truck routes, and its annual road repair budget is \$1.5 million. As stated above, even in order to maintain the existing level of road conditions, the City has to spend \$8 million per year for the next seven years and still have a deferred maintenance budget of \$87.6 million. This significant increase has a substantial impact on the City's budget.

K. The state has passed extensive legislation designed to reduce emissions and kick start the state's clean energy economy. Nationwide, newer model-year vehicles are becoming more fuel-efficient, saving consumers hundreds of dollars each year. At the same time, California has been promoting the sale of zero emission vehicles with generous financial incentives and other perks, such as access to the high-occupancy vehicle lane. However, meeting this goal will drive a revenue loss for transportation infrastructure of \$572 million and \$276 million in state and federal gasoline excise tax revenues, respectively. The recent passing of Senate Bill 1 will provide an estimated \$52.4 billion in transportation revenue over a ten-year period to begin to repair some of the state's failing infrastructure. However, this funding measure still falls short of the \$137 billion backlog of repairs to state highways and bridges and local streets. The City currently estimates that SB1 will generate estimated revenues of \$3.7 million to \$4.1 million. This will return the City to the revenue level in 2013, but will also fall short of the City's estimated \$9 million required to maintain its roads.

L. An analysis needs to be done on which routes can be removed as truck routes and still ensure adequate truck circulation, while minimizing truck impacts. The new truck routes must also reduce or eliminated negative impacts on automobile and public transportation traffic. These possible mitigation measures require further study.

M. Trucks also cause noise and vibration, which cause disturbances and potential damage to businesses and homes that are near truck route roads. The City needs to conduct the appropriate studies to identify these impacts and provide recommendations for mitigation measures. The City will review mitigation measures that include, but are not limited to, sound walls and double pane window retrofits along truck routes, and road maintenance,

N. Trucks likely affect air quality, as their emissions are many times those of passenger vehicles, and thus are also likely to have concomitant health effects. Diesel engines emit a complex mixture of air pollutants, including both gaseous and solid material. The solid material in diesel exhaust is known as diesel particulate matter (DPM). DPM is considered a subset of particulate matter less than 2.5 microns in diameter (PM2.5). Most PM2.5 derives from combustion, such as use of gasoline and diesel fuels by motor vehicles, burning of natural gas to generate electricity, and wood burning. DPM is most concentrated adjacent to freeways, truck routes, and roadways traveled by trucks. PM2.5 is the size of ambient particulate matter air pollution most associated with adverse health effects of the air pollutants that have ambient air quality standards. These health effects include cardiovascular and respiratory hospitalizations, and premature death.

O. Health impacts can be reduced by employing strategies that improve air quality such as tree plantings programs, building bike lanes and trails, and assisting residents with health related issues. Other long term solutions can include adopting a clean trucks program. For example, zero emission trucks similar to those in the Catenary Drayage Truck for Zero-Emissions Goods Movement demonstration project, found here <http://www.aqmd.gov/docs/default-source/Agendas/Governing-Board/2014/2014-feb7-005.pdf?sfvrsn=2> and <http://www.aqmd.gov/docs/default-source/technology-research/clean-fuels-program/clean-fuels-program-advisory-group---january-29-2015/siemens-catenary-project-update---joe-impullitti.pdf?sfvrsn=7>. The City may need to conduct the appropriate studies to determine whether a clean truck program would improve air quality in Carson, and consider the regional impacts of truck traffic and other contributors to pollution.

P. In some instances logistics facilities store and transport hazardous waste and/or materials. Hazardous waste and materials facilities present potential dangers to their immediate surroundings and to the community at large; as an example, hazardous gases could be released into the atmosphere as a result of accidents, emissions that are above and beyond those caused by other logistics facilities. Hazardous waste and materials facilities must be strictly regulated and limited in numbers so as to minimize or eliminate the risk of a hazardous materials spill. The Fire Department has identified 170 facilities in Carson that handle hazardous materials.

Q. Scientific studies have been conducted on the impacts of trucks on surface water quality, specifically copper and zinc pollution issues. Further studies may be required to assess these impairments as they relate to truck traffic on the Dominguez Channel, the Los Angeles River, and Machado Lake that impact the City. The City has adopted an Enhanced Watershed Management Plan that calls out both regional projects and green street implementation to address the impairments, which provides for a compliance schedule and a cost to implement the program, including potential fines for the City for noncompliance.

R. Logistics facilities are an integral part of the City of Carson, and also provide benefits to the City, such as jobs, development and impact fees, and tax revenue. Many developers and owners of logistics facilities are invested in the success of the City of Carson and have been partners with the City for decades, and wish to ensure their continued success in the City. The City Council therefore finds that it is of the utmost importance to ensure that both impacts and benefits of these businesses are accurately measured and accounted for.

S. Over the next few years, the City will also update its General Plan and zoning code to update its goals and policies for the development of the City. While the City recognizes the value of logistics facilities, the City must balance the interests of such businesses on the one hand, and the well-being of the community, attraction of land uses that create high-paying jobs, and generating revenues to pay for road maintenance, and ensure that logistics facilities mitigate their fair share of fiscal impacts on the City budget. To assess the true financial impacts of logistics facilities on the City's budget, a fiscal impact report needs to be prepared.

T. The City needs time to evaluate the potential cumulative impacts of logistics facilities, now, before any more of these businesses create further irreversible or costly negative impacts in the community. Furthermore, the City should adopt "good neighbor" standards that reduce impacts of existing or future logistics facilities, on adjacent sensitive land uses.

U. Fifty percent of land use in City of Carson is devoted to industrial uses. Together with a 0.5% vacancy rate and the strategic location of Carson to the ports of Los Angeles and Long Beach, market forces will only intensify the logistics uses. This intensification could take the form of a second story for logistics facilities, and would further intensify truck traffic through the City.

V. The advancements in robotics has played a significant role in the quantity of jobs generated by the sector. Logistics facilities, therefore, do not generate jobs the way they used to in the past and may be less desirable for that reason. The City needs to accurately assess the current benefits or impacts on the job market of logistics facilities.

W. The General Plan's Land Use Element contains the following policies:

1. **LU-6.8** Manage truck-intensive uses.

2. **LU-7.2** Locate truck intensive uses in areas where the location and circulation pattern will provide minimal impacts on residential and commercial uses.

X. The General Plan's Transportation Element contains the following policies:

1. **TI-1.2** Devise strategies to protect residential neighborhoods from truck traffic.

2. **TI-1.3** Ensure that the City's designated truck routes provide efficient access to and from the I-405, I-110 and Route-91 Freeways, as well as the Alameda Corridor.

3. **TI-1.5** Require that all new construction or reconstruction of streets or corridors that are designated as truck routes, accommodate projected truck volumes and weights.

Y. The General Plan's Noise Element contains the following policies:

1. **N-2.1** Limit truck traffic to specific routes and designated hours of travel, where necessary

2. **N-2.2** Examine the feasibility of implementing sound attenuation measures along the City's arterial streets, particularly along designated truck routes.

Z. It is anticipated that these policies will be included in the General Plan update, and will likely be strengthened and broadened. The City therefore needs to conduct the appropriate studies to ensure that current and future logistics facilities regulations are consistent with the relevant General Plan policies and will also be consistent with the General Plan update.

#### **SECTION 4. MORATORIUM**

A. Moratorium: During the effective period of this Ordinance, no application for permit will be accepted, no consideration of any application for permit will be made, and no permit will be issued by the City for the establishment, expansion, or modification of any logistics facilities within the City (unless subject to an Exemption or Exception as provided below) until this Ordinance has expired or has been repealed according to applicable law. Further, all processing of existing applications for permits for the establishment, expansion, or modification of logistics facilities shall be suspended immediately.

B. Exemptions: the Ordinance shall not apply to the following:

1. The annual renewal of an existing business license, any permits necessary for the routine maintenance of the buildings or sites, or any permits necessary for repairs required due to an emergency or to protect the public health, safety, and welfare shall not be considered issuance of a permit.

2. Tenant improvements for current tenants within an existing building, provided the tenant improvements would not otherwise be considered an expansion or modification of the facility.



3. Any logistics facility with a vested property right.
4. Any logistics facility with 5 or fewer loading doors.
5. Any new use within a Planned Industrial Area, provided that the use is not a hazardous materials facility, a truck yard, or a container storage facility.
6. Any new or renewed lease agreement:
  - i. For an existing logistics facility within a Planned Industrial Area; or
  - ii. For a term not to exceed 7 years for an existing logistics facility anywhere else in the City.
  - iii. This exemption shall not apply to new or renewed lease agreements for hazardous materials facilities, truck yards, or container storage facilities.
7. Big box stores.

## **SECTION 5. REVIEW AND STUDY**

During the period of this Ordinance, the Director shall review and study the adverse impacts of and the benefits provided by, logistics facilities in the City, so as to quantify the concerns described in Section 3, above, and shall recommend proposed revisions to the City's laws, rules, procedures, and fees related to these facilities, so as to enable the City to adequately and appropriately balance the rights of existing property owners and future applicants who wish to establish, expand, or modify logistics facilities, with the preservation of the health, safety and welfare of the communities.

## **SECTION 6. EXCEPTIONS**

A. The City Council shall allow exceptions to the application of this Ordinance if based on substantial evidence presented in writing to the City Council at a Council meeting held as soon as possible, but in no event more than 30 days after the Director's receipt of that evidence, the City Council determines any or a combination of the following:

1. The City's approval of an application for a permit to establish, expand, or modify a logistics facility within the City's jurisdiction will not have a material negative impact upon the public health, safety, and welfare.
2. Application of the Ordinance would impose an undue financial hardship on a property or business owner.
3. If an existing building is empty on the effective date of this Ordinance, or a tenant moves out of an existing building during the effective period of this Ordinance, and the property or facility owner wishes to have a new tenant or new use, provided the Council makes the following findings: (a) the new use is permitted or conditionally permitted in the zone; (b) the City Council deems the proposed new use or new tenant to be consistent with the purposes of this Ordinance and the General Plan; and the proposed new use or new tenant will not be in conflict with



the contemplated general plan update, any specific plan or zoning code update that the City Council is considering or studying or intends to study; and (c) the new use is not and will not become a hazardous materials facility, a truck yard, or a container storage facility.

4. Land controlled by the City or by any of its agencies and authorities including, transactions approved by the Department of Finance.

5. The developer or tenant agrees to form or to participate in a Community Financing District (CFD) to pay for ongoing City services, including but not limited to, road maintenance, landscape maintenance, lighting, public safety, storm water management, etc., to the satisfaction of the City Council

6. The developer or tenant enters into a development agreement that guarantees the City the same financial assurances offered by a CFD.

7. The fiscal impact analysis for the business shows that the business will not, after taking into consideration all fiscal and employment benefits to the City and its residents, have material adverse negative fiscal impacts on the City.

8. The logistics facility will not generate additional materially adverse truck traffic impacts in excess of those generated by the use of the property as of the effective date of this Ordinance.

9. The facility enters into a development impact fees agreement with the City. The interim development impact fees shall be for \$2.00/square foot of buildings on the development. The City is in the process of conducting a fee study and will adopt development impact fees at the conclusion of the study. In the event that the adopted impact fees are less than \$2.00/foot for a particular logistic facility, any portion of the impact fees deposited with the City that is over the adopted impact fees will be reimbursed.

B. In the event a facility meets the requirements of an exception under A., above, the Council may deny or condition the exception to mitigate impacts or deny the exception if it finds that:

1. Based on the totality of the circumstances, the operation of the facility, as proposed, would be harmful to the public health, safety, or welfare;

2. The applicant has not provided, or has not accepted, alterations to the project to mitigate negative impacts;

3. The project would abut or be adjacent to a sensitive use and mitigating conditions would make the project infeasible.

C. If the City Council determines to allow an exception pursuant to this section, then such applications and/or permits may be filed and processed in accordance with the City's then current regulations and authority, subject to the California Environmental Quality Act ("CEQA"), CEQA Guidelines, and any other applicable laws, ordinances, and regulations.

## **SECTION 7. URGENCY MEASURE**

It is hereby declared this Ordinance is necessary as an urgency measure for the preservation of the public health, safety, and welfare. The City Council finds that the current zoning regulations and land use plans relating to logistics businesses do not adequately protect the peace, health, safety and general welfare of the residents of the City or in communities around the City. The City Council finds the urgency measure is necessary in order to ensure adequate regulation of logistics businesses, which regulations will serve to adequately and appropriately balance the rights of existing property owners and future applicants who wish to propose new logistics businesses in the City, with the preservation of the public health, safety, and welfare of the surrounding communities. The facts constituting the urgency are:

A. Establishment, expansion, or modification of logistics businesses may create immediate irreversible and costly adverse impacts in the community; to wit, road damage, noise, vibration, and pollution. The City's limited budget does not cover the cost of mitigating such impacts. The impacts are already dire for the City, and would worsen and become less manageable with every new logistics facility that begins or expands its operation in the City of Carson. The City cannot afford to continue to impose such impacts onto its budget and onto its citizens and cannot allow these impacts to accumulate any further while the General Plan and zoning code are updated.

B. It is now essential to determine the development capacity of the zoning districts in the City where such businesses are currently permitted, in light of the capabilities of those districts' infrastructure and public services.

C. Through analysis of the impacts currently imposed by the current amount of truck traffic generated by logistics facilities, traffic studies to determine ways in which to minimize truck traffic impacts, analysis of appropriate measures to regulate hazardous materials within the City, and measures that the City can take to mitigate or prevent impacts from logistics facilities altogether.

D. Absent the adoption of this Ordinance, the establishment, expansion, or modification of logistics businesses could result in the negative and harmful secondary effects identified above.

E. As a result of the negative and harmful secondary effects associated with the establishment, expansion, or modification of logistics businesses, the current and immediate threat these businesses pose to the public health, safety, and welfare, and the potential zoning conflicts that would be created by such development, it is necessary to adopt a temporary, forty-five (45) day moratorium on the establishment, expansion, or modification of logistics businesses in the City.

F. A moratorium is necessary in order to protect the City and its residents, businesses and visitors from the potential health and safety impacts of logistics businesses, including air quality, noise, traffic, parking, and other impacts, and to preserve the quality of life and protect the health, safety, and welfare of the surrounding communities.

G. A moratorium is immediately required to preserve the public health, safety, and welfare and should be adopted immediately as an urgency ordinance, to make certain that permits for logistics businesses are issued only under adequate regulations and consistent with the City's future goals for development and expansion. Imposition of a moratorium will allow the City sufficient time to conclude the preparation of comprehensive studies and plans for the regulation of such activities.

The absence of this Ordinance would allow the proliferation of such businesses and their undesirable secondary impacts, and create a serious threat to the orderly and effective implementation of any amendments to the General Plan and the Zoning Code, as well as the vision for the City going forward, contemplated by the City Council.

#### **SECTION 8. SEVERABILITY**

The City Council hereby declares, if any provision, section, subsection, paragraph, sentence, phrase or word of this ordinance is rendered or declared invalid or unconstitutional by any final action in a court of competent jurisdiction or by reason of any preemptive legislation, then the City Council would have independently adopted the remaining provisions, sections, subsections, paragraphs, sentences, phrases or words of this ordinance and as such they shall remain in full force and effect.

#### **SECTION 9. CEQA COMPLIANCE**

Pursuant to Section 15001 of the California Environmental Quality Act ("CEQA") Guidelines, this interim urgency ordinance is exempt from CEQA based on the following:

(a) This ordinance is not a project within the meaning of CEQA Section 15378 because it has no potential for resulting in physical change to the environment, either directly or indirectly.

(b) This ordinance is also exempt pursuant to CEQA Section 15061(b)(3) since the proposed ordinance involves an interim urgency ordinance establishing a 45-day temporary moratorium on new development in six planning study areas and does not have the potential to significantly impact the environment.

#### **SECTION 10. PUBLICATION**

The City Clerk shall certify as to the passage and adoption of this Interim Urgency Ordinance and shall cause the same to be published in a manner prescribed by law.

#### **SECTION 11. EFFECTIVENESS OF ORDINANCE.**

This Ordinance shall take effect immediately, pursuant to the authority conferred upon the City Council by Government Code Section 36937. This Ordinance shall be of no further force and effect forty-five (45) days following the date of its adoption unless extended in accordance with the provisions set forth in Government Code Section 65858. Not later than ten (10) days prior to the expiration of this interim urgency ordinance, the City Council shall issue a written report as required by applicable state law.

PASSED, APPROVED and ADOPTED as an URGENCY ORDINANCE this 21st day of March, 2017.

---

Albert Robles, Mayor  
City of Carson, California

ATTEST:

---

Donesia L. Gause, CMC, City Clerk  
City of Carson, California

STATE OF CALIFORNIA           )  
COUNTY OF LOS ANGELES    ) ss.  
CITY OF CARSON                )

I, DONESIA L. GAUSE, City Clerk, of the City of Carson, California, do hereby certify that the foregoing Ordinance No. \_\_\_\_\_ was introduced, and adopted upon at a meeting of the City Council of the City of Carson, held on the 21st day of March, 2017. Said Ordinance was duly passed, approved, and adopted by the following vote:

AYES:           COUNCIL MEMBERS:

NOES:           COUNCIL MEMBERS:

ABSENT:        COUNCIL MEMBERS:

ABSTAIN:       COUNCIL MEMBERS:

Dated this 21st day of March 2017

---

Donesia L. Gause, CMC, City Clerk  
City of Carson, California



**CROWN ASSOCIATES REALTY, INC.**

Real Property Investments

9777 Wilshire Blvd., Suite Seven Eleven  
Beverly Hills, California 90212

April 25, 2017

Mr. Saied Naaseh  
City of Carson – Planning Manager  
Planning Division  
701 East Carson Street  
Carson, CA 90745

SENT VIA OVERNIGHT DELIVERY

Re: Interim Urgency Ordinance No. 17-1618U  
Relating to our properties owned at

- o 623 E. Artesia Blvd
- o 1161 E. Artesia Blvd
- o 1211 E. Artesia Blvd


Dear Mr. Naaseh

We are the owners and managers of the above referenced industrial buildings in the City of Carson and would like to respectfully disagree with the necessity and rationale for the referenced emergency Ordinance (17-1618U). The decision to spurn the businesses that have allowed Carson to grow and flourish by enacting rash and harsh measures which penalize the industrial base, certainly warrants full and complete analysis to determine how and why the issues even exist. However, taking the hardest line approach is not only a violation of trust but may even constitute a **taking** under California State Law due to these extraordinary restrictions.

We are involved with properties owned in forty different cities over six counties in Southern California and have never had a City make a decision that has so much valuation impact without first hearing all sides, determining how and why the issues exist (including in this case major miscalculations and improper historical practices by the City itself), before taking drastic and economically crippling actions such as those contemplated by this Ordinance.

In lieu of an immediate restriction upon use of existing properties that severely effects property valuations, the City should be engaging environmental and economic impact reports to determine how best to resolve the concerns; as well as how and over what time period to enact those findings. We wholeheartedly disagree with the knee jerk reaction contemplated by this Interim Urgency Ordinance. Figure the solution first and allow property owners to contribute without depriving businesses and property owners of their Use in such a brash and immediate manner.

Yours very truly



Mitchell S. Bloom  
President



April 18, 2017

Mr. Kenneth Farfsing, City Manager  
City of Carson  
Community Development Department  
701 East Carson Street  
Carson, CA 90745

Re: City Ordinance 17-1615U - 45 day moratorium

Dear Mr. Farfsing:

Pursuant to the above referenced Ordinance, Prologis would like to go on record with the City of Carson that we are opposed to Ordinance 17-1615.

The Moratorium has many deficiencies and exposes City stakeholders including property owners and logistics businesses as well as their employees to unnecessary legal costs, significant depreciation of property value and both immediate and long term loss of business. We believe many of the City's concerns can be resolved by enforcement of existing codes and regulations. While other problems may require new and creative solutions, this moratorium has unintended and lasting consequences and is a step in the wrong direction.

Prologis' properties are all maintained and managed to a best-in-class level. Our customers are vetted for their use, financial viability and track record for conducting their business.

The moratorium is causing us direct undue hardship both in attracting new business and in retaining existing customers in our Carson logistics portfolio due to:

1. Restriction of lease terms beyond three years requiring City Council approval
2. Restricting logistics businesses in the City while 50% of the City is zoned for such
3. Requiring City Council approval for all planning/building permits for logistics facilities
4. Requirement to enter into blind Development Agreement and/or CFD without a defined floor or ceiling to cost

Prologis has a huge stake in the City and a shared vision to ensure that the City of Carson is successful. However, we are very concerned about this moratorium and cloud this has cast on the City and our properties. That said, we will continue to partner and work with the City leadership and staff to uncover a successful resolution to your concerns.

Regards,



Prologis, LLC.

Cc: Kim Snyder  
Damon Austin  
Rob Antrobus  
Chris Chen

2817 E. Cedar Street, Suite 200, Ontario, California 91761  
909-673-8700