



WEDNESDAY, NOVEMBER 8, 2017
701 East Carson Street, Carson, CA 90745
Helen Kawagoe Council Chambers, 2nd Floor
6:00 p.m.

**MINUTES
ADJOURNED REGULAR MEETING OF THE
PLANNING COMMISSION**

Members:

De Shon Andrews	Chair Louie Diaz	Uli Fe'esago
Sharon Guidry	Michael Mitoma	Vice-Chair Ramona Pimentel
Barbara Post	Charles Thomas	Alex Cainglet

Alternates:

Jane Osuna	Christopher Palmer
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Staff:

Planning Naaseh	Manager Assistant City Attorney Senior Planner Rojas Chaffin
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"In accordance with the Americans with Disabilities Act of 1990, if you require a disability related modification or accommodation to attend or participate in this meeting, including auxiliary aids or services, please call the Planning Department at 310-952-1761 at least 48 hours prior to the meeting." (Government Code Section 54954.2)

1. CALL TO ORDER

Chairman Diaz called the meeting to order at 6:06 p.m.

2. PLEDGE OF ALLEGIANCE

Chairman Diaz led the Salute to the Flag.

3. ROLL CALL

Planning Commissioners Present: Cainglet, Diaz, Fe'esago, Guidry, Mitoma, Pimentel, Thomas

Planning Commissioners Absent: Andrews

Planning Commission Alternates Present: Osuna, Palmer

Planning Staff Present: Planning Manager Naaseh, Assistant City Attorney Chaffin, Community Development Director Raymond, Contract Planner Edwards, Recording Secretary Bothe

4. ORAL COMMUNICATION FOR MATTERS NOT ON THE AGENDA

The public may at this time address the members of the Planning Commission on any matters within the jurisdiction of the Planning Commission. No action may be taken on non-agendized items except as authorized by law. Speakers are requested to limit their comments to no more than three minutes each, speaking once.

On behalf of the Commission, Chairman Diaz welcomed new Planning Commissioner Alex Cainglet.

5. **CONSENT** None

6. **CONTINUED/PUBLIC HEARING** None

7. **NEW BUSINESS**

Workshop: District at SouthBay Specific Plan Amendment, Draft Supplemental Environmental Impact Report, and Fashion Outlet Los Angeles

Staff and various consultants provided a power point presentation (of record).

Chairman Diaz asked if the Planning Manager will have the authority to approve what type of businesses will be occupying these cells.

Planning Manager Naaseh indicated, yes, the Planning Manager will have that authority and will also have the authority to approve new buildings.

Chairman Diaz requested that the Planning Commission as well as City Council have those discretionary authority/rights, not just the Planning Manager.

Commissioner Cainglet asked what the anticipated date is for project completion.

Randy Brant, Macerich representative, stated that if everything gets approved, they could start construction activities early next year and hope to open by Fall 2020.

Commissioner Cainglet asked if the \$50 million unfunded liability is to be solely used for EIR costs.

Community Development Director Raymond explained that the \$50 million is to be used for the development of this site; and advised that part of this money will be used for remedial activity, for construction of the buildings and streets, and some of the infrastructure and site-related activity.

Commissioner Cainglet asked how much of the \$50 million will be for remedial activity and will this be the last of the remediation work needed.

Community Development Director Raymond explained that the cost for remediation will cost much more than \$50 million, likely to be around \$150 million; and stated that the funds will go toward installing the remaining landfill gas system, the remaining liner and cap, and the operations center and things that are related specifically to the remediation. He added that with regard to CRA's agreement with Macerich, CRA's cost for remediation will be approximately \$30 million just on Cell No. 2. Community Development Director Raymond stated that improvements will be necessary for the roadways servicing this site, the improvements on the embankment and other needed infrastructure improvements that have to go in, which will be another \$22 million; and he

explained part of that comes back from Macerich in the form of a loan. He added that CRA's out-of-pocket -- netting out their \$10 million -- is about \$40 million just for the Macerich project; and that part of it comes from the \$50 million and part of it comes from a different source of funds, which is an environmental trust account, all part of CRA's funds which get blended with the Redevelopment bond money. He advised that the Redevelopment bond money is to be used for the development of the project; and that part of the development of the project is the remediation activity and part of it is building the infrastructure. He stated that CRA can use the \$50 million to build infrastructure and use it for remediation; and the \$32 million in the other fund can only be used for remedial activities.

Commissioner Mitoma commented on the City floating a \$50 million bond, questioning if the bond is still being paid through property taxes following the demise of the Redevelopment Agency.

Community Development Director Raymond stated the City is still allowed to use the property tax system as the same source of repayment the City had before the Redevelopment Agency dissolved.

Commissioner Mitoma asked if this will be LEED qualified.

Betty Duffy, Macerich representative, stated this will be LEED equivalent; that they are looking at Gold LEED, tracking all the points for that; and added that they are postponing their decision at this point as to whether or not they will LEED certify. She added they have LEED consultants/staff onboard; and pointed out they are setting up this project to exceed expectations even if they do not pursue actual LEED certification.

Commissioner Mitoma asked if more seating will be installed throughout this site other than what is depicted on the distributed plans.

Ms. Duffy stated they will be providing plenty of seating throughout this project; highlighted several areas where seating will be placed; and stated the seating will be at the level of hospitality/hotel seating both in the canyons and along the way into the center.

Commissioner Mitoma asked if they have consulted with the Sheriff's Department for security issues.

Ms. Duffy stated they have a security building on the south end of the project that will be shared with the Sheriffs.

Randy Brant, Macerich representative, pointed out that security is an extremely important component in all their 50+ shopping centers; advised that they have two retired FBI agents who run the security programs for the Macerich shopping centers; and that they are already meeting regularly with Sheriff's Department staff to make sure this will be a secure center.

Commissioner Mitoma asked if the Sheriffs will have easy access to this site.

Mr. Brant indicated yes, adding they will have their own area inside the security office.

Commissioner Mitoma asked why this outlet mall will be named Fashion Outlet Los Angeles (FOLA) and not Fashion Outlet Carson.

Mr. Brant explained that all their outlets are named after the larger area within which they are located, names that are widely familiar to not only those who live/work within that region but also people who live elsewhere; and added that this outlet will draw its clientele from all over Los Angeles.

Commissioner Osuna expressed her concern with the anticipated 32 bus trips entering/exiting this site on a daily basis, stating this area already is experiencing heavy traffic; and noted she currently has difficulty getting out onto Avalon Boulevard from her residence.

Ms. Duffy explained that the buses may or may not come through Main Street, noting it depends on the operators; advised they are currently conversing with these operators; but added that they can prescribe which direction they want the buses to travel onsite. She explained that if the buses come off Avalon Boulevard and up to Lenardo Drive and pull into the north end of the FOLA site, that would be a great place to offload/park because their offices will be located in this area and it can be well supervised; and added that area on the north end of the site can accommodate a high traffic flow.

Mr. Brant advised that many of the buses are tourist buses, mainly coming from China to shop at this outlet; and explained that these bus visits will be very important to the economy/success of this project. He added that the bus visits will likely be the heaviest during the weekdays when there is less traffic.

Commissioner Osuna stated that her home abuts that Avalon Boulevard exit; pointed out that currently, there is no business on this site, yet it is difficult to exit from her residence onto Avalon Boulevard, just north of 213th Street; and stated she would like the bus activity to be regulated as to its travel patterns at this site. She asked how early the buses will arrive.

Mr. Brant stated that the stores will open at 10:00 a.m., estimating the buses will be most active from 10:00 a.m. to 3:00 p.m.

Commissioner Osuna asked if the buses can be mandated to not arrive before a certain time.

Assistant City Attorney Chaffin pointed out that traffic, including bus traffic, was assessed in the Supplemental Draft Environmental Impact Report (SDEIR) and will be part of the presentation later this evening, suggesting these type of questions be asked at that time. He also suggested that Commissioner Osuna be put in contact with the traffic specialist to further address any concerns she may have after hearing this evening's presentations.

Planning Manager Naaseh added that there's a prior approved project for this site, so if a developer wanted to come in and build that same project, which is approximately 2 million square feet, they could do that today; but added that changes to the project are being made to accommodate new developers; and that a new traffic study was done which addresses the differences between the prior approved and proposed project.

Commissioner Mitoma asked why only 40 percent of the remediation had been completed. He stated that \$100 million was given to Tetra Tech for this contract, asking why they only completed 40 percent of the work that needed to be done.

Ms. Hasham, RE Solutions representative, explained that 100 percent of the ground water extraction and treatment system has been installed and is operating – 100 percent of the treatment units have been installed and are operating, so the ground water treatment components, landfill gas treatment and the flares are installed and working. She stated that 2 of the 3 remedial components -- the gas collection system and the cap -- approximately half of each have been installed; and reiterated that 100 percent of the ground water extraction treatment system has been installed. She mentioned that since that time, annual operation and maintenance has been going on, which at the current time costs \$4 million annually. She added that there are costs in addition to the capital costs for the remedial systems.

Commissioner Mitoma asked why Tetra Tech isn't finishing the project.

Ms. Hashem advised that CRA terminated Tetra Tech's services because it was determined Tetra Tech was not the appropriate contractor to complete the work at the site.

Planning Manager Naaseh confirmed that CRA determined Tetra Tech was not the appropriate contractor to finish the work.

Ms. Hasham added that the remedial systems work she was referring to was work that was previously processed under CEQA by DTSC and by the previous EIR's and is not work that is the subject of any further CEQA analysis at this point.

Addressing Commissioner Osuna's concern with the traffic load on the neighboring intersections, Assistant City Attorney Chaffin highlighted one of the power point exhibits, referring to where Avalon Boulevard meets with the 405 ramp. He explained that the SDEIR analyzed the impacts, which are identified as 17, 18 and 19 on the map, that even with the traffic load which would be brought into those intersections using the latest and most sophisticated models they have, it will still be a less than significant impact. He stated there are other intersections which do have additional impacts, but overall, the prior approved project is already going to have impacts. He added that by comparing the proposed modified project to the prior approved project that could be built today, if they used the same updated/modern methodology and technology to assess it, that prior approved project would have a greater overall impact to traffic and have one additional significant impact. He stated this proposed modified project has a less significant impact than the prior proposal; and that for those particular intersections at 17, 18, 19 on the map where the 405 Freeway and Avalon Boulevard comes around, you would actually not have significant impacts whether it be from buses or other vehicles. He added that the SDEIR goes into greater detail in Table IV.C-1, approximately 70 pages of analysis which goes into greater detail with regard to traffic impacts; and suggested that Commissioner Osuna read those sections of the traffic analysis and provide staff with her questions so they can be adequately answered.

Commissioner Osuna noted her concern that the traffic analysis does not analyze the traffic at Avalon Boulevard and 213th Street.

Assistant City Attorney Chaffin stated that as he understands, the traffic specialists utilize a specific methodology for analyzing intersections; pointed out that sometimes they don't need to analyze every single intersection but analyze certain segments of intersections because traffic is not going to be on/off-loading given the traffic dynamics, so they oftentimes will take samplings; and he expressed his belief that at the very least, they analyzed the same number and same depth of intersections as what was done for the previously approved project.

Cary Bearn, Fehr and Peers representative, stated they did analyze the 213th Street and Avalon Boulevard intersection; explained that it does have a slightly lower operational statistic than intersections at the 405, but it still operates at levels above concern; and that it operates at what they consider a letter C and B -- B in the morning and C in the PM -- during the peak hours of traffic. She added this is under the future analysis conditions and what they are proposing as levels of traffic in 2023 that will be seen at that intersection.

Assistant City Attorney Chaffin explained that traffic flows differently depending on what's built, and given that understanding with this intersection, this intersection has been assessed and it is still within the parameters of not being a significant impact; in other words, under the standards set by the City and Caltrans, they don't consider that a significant impact for the purposes of CEQA during the environmental assessment, even though less traffic is preferred by most people. With regard to the intersections on Avalon Boulevard as well, those also would not have a significant impact for the purposes of CEQA, but they will have more traffic than there exists today.

Commissioner Osuna stated that right now, they are talking only about the traffic impacts of the Macerich project; asked what will happen when this site is built out; and what will happen with noise, pollution, traffic congestion, light pollution, odor. She expressed her concern this project will have some negative environmental consequences.

Assistant City Attorney Chaffin clarified that the SDEIR is for the entire project, not just for the Macerich project, and to a maximum capacity that could be built out under the Specific Plan as proposed.

Planning Manager Naaseh stated this concludes the reports for the workshop and stated the next step will be to bring this back to the Planning Commission in December.

Commissioner Fe'esago noted the report states that some of the changes need the approval of the Director of Public Works; and stated that he would like to see that approval come from a PE, registered/licensed engineer, pointing out that Directors of Public Works in Carson do not always have an engineering license.

Planning Manager Naaseh stated it could require that a licensed engineer consulting with the Director of Public Works be involved, noting that would be appropriate because of the hierarchy of the department; and expressed his belief that any director would typically have consultations with licensed engineers when deemed necessary.

Commissioner Fe'esago reiterated his preference a licensed engineer be required to be in the decision-making process and not only a Director of Public Works who doesn't always have an engineering license.

Commissioner Guidry asked how many parking spaces will be proposed for the residential component, whether it be surface level or parking structure; and asked what is the reason for so many surface-level parking spaces. She asked if there is an anticipated target for the number of for-sale units versus for-rent units.

Planning Manager Naaseh advised that the 1,550 units that were in the original Specific Plan are still in this new Specific Plan; that the original Specific Plan had distinguished between rental and ownership units; but that the new Specific Plan does not, which makes it open/flexible to market fluctuations. He explained that this site has many constraints; and noted that CRA owns this site and that this provides flexibility as to whether there are ownership units or rental units, allowing developers to more easily come forward and at least talk to the City about potential/feasible projects. He added that the original Specific Plan required 5 parking spaces per thousand square feet; that they have reduced that to 4 parking spaces per thousand square feet; and noted that City code requires 1 parking space per 300 square feet for commercial or office uses, pointing out this project still provides more than required. He explained that this project is being built on a podium because it's a more efficient use of resources to put the parking spaces below the building, that the project takes up less land; and that if the building were on the ground, then there would be a larger parking area. He added that because this is a landfill, the podium design and parking is more efficient construction.

Commissioner Guidry asked if there is going to be more surface parking lots or a greater number of multi-level parking structures.

Planning Manager Naaseh advised that Macerich is not proposing a parking structure because parking structures are expensive to build on regular property, let alone the higher cost of building one on top of a landfill; and stated he does not anticipate parking structures being built on the remainder of the property unless there's a very dense, high-impact parking demand project that comes in and is feasible to build a parking structure.

Commissioner Thomas echoed Chairman Diaz' comment about the sole discretion of the Planning Manager in terms of development, believing the Planning Commission and the City Council would be appropriately involved in that process; and asked that December's presentation address this issue. He asked that development standards be addressed in December, noting his concern that the residential units end up with exterior patio space of only 60 square feet; and stated those units should meet or exceed City standards.

Planning Manager Naaseh advised that those standards are set by the Specific Plan; that future projects will be considered by those standards; and stated that staff will look at those standards and compare those with the City's existing code requirements.

7. MANAGER'S REPORT

Planning Manager Naaseh advised that the next Planning Commission meeting will be next Tuesday, November 14th.

8. COMMISSIONERS' ORAL COMMUNICATIONS

Commissioner Mitoma stated that while he was recently in China, he met with the largest electric truck manufacturer, who will soon be bringing those electric trucks to Carson; advised that those trucks range from \$175,000 to \$400,000; pointed out that those sales will create a good sales tax revenue stream for the City; and announced that they will start an assembly process at Royal Truck Bodies on Main Street and likely expand and look for manufacturing facilities.

Commissioner Thomas thanked all the presenters this evening, stating he is looking forward to seeing this development.

Commissioner Post thanked everyone for their presentations, noting she is looking forward to this project.


Vice-Chair Pimentel thanked everyone for their presentations; and she announced that Ray Madrigal is doing well following his recent surgery.

Chairman Diaz thanked everyone for their presentations and efforts this evening, believing this project will put Carson on the map.

9. ADJOURNMENT

At 8:25 p.m., the meeting was adjourned to Tuesday, November 14, 2017, 6:30 p.m., Helen Kawagoe Council Chambers.


Chairman

Attest By: 
Secretary