



File #: 2018-605, Version: 1

## Report to Mayor and City Council

Tuesday, August 21, 2018

Discussion

### SUBJECT:

**CONSIDER RESOLUTION 18-114 APPROVING OR CONSIDER RESOLUTION 18-115 DENYING AN EXCEPTION TO THE APPLICATION OF INTERIM URGENCY ORDINANCE NO. 18-1805U AND TO ALLOW FILING AND PROCESSING OF PLANS AND PERMITS NECESSARY TO OPERATE AS A LOGISTICS FACILITY INCLUDING A 158,450 SQUARE-FOOT BUILDING WITH 30 DOCK DOORS AND 260 TRUCK PARKING SPACES AND/OR CARGO CONTAINER PARKING/STORAGE SPACES ON A 16.6 ACRE SITE LOCATED AT 20881 S. MAIN STREET (CITY COUNCIL)**

### I. SUMMARY

On August 7, 2018, the City Council, with a 5-0 vote, continued this item to the August 21, 2018 meeting at the request of the applicant. Staff has included two recommendations for City Council's consideration, Exhibit No. 1 and 2. The resolution for approval of the proposed project includes an "Art Park" along Main Street, which is a linear open space with landscaping, walkway, lights, artistic features, and street furniture. The Art Park will be maintained by the developer. This version of the project would reduce the number of the proposed truck/container spaces by about 60 spaces, leaving approximately 200 spaces for the proposed project. The resolution for denial of the proposed project is the applicant's version of the site plan with 260 truck/container parking spaces.

On May 8, 2018, Mr. Jeremy Mape with Western Realco, LLC filed a request to make an exception to Interim Urgency Ordinance No. 18-1805U (logistics moratorium) to allow filing and processing of all applicable entitlement applications necessary to process a logistics facility with a 158,450 square-foot building with 30 dock doors and 260 truck parking spaces and/or cargo container parking/storage spaces on a 16.6 acre site located at 20881 S. Main Street, Exhibit Nos. 3 and 4. Portions of the site are a former landfill and other portions are contaminated and undergoing soil remediation.

The applicant is proposing an excessive number of truck parking spaces or cargo container parking/storage for a typical warehouse building. For example, the Alpert and Alpert project, a 420,000 square-foot logistics facility, provided 100 truck/container spaces. Applying the same ratio, this project should have 38 truck/cargo container parking/storage spaces. Therefore, this use could be considered a combination of a warehouse and a

truck/cargo container parking/storage yard. Staff has requested and the applicant has been reluctant to significantly reduce the number of truck/cargo container parking/storage spaces and replace them with a linear open space described above.

The truck yard portion of the project could potentially not be consistent with the City's current General Plan designation of Light Industrial if the number of truck spaces is not reduced significantly. The Zoning for the site is SP-3, the Town Center Specific Plan which specifies office, entertainment/recreational, and retail commercial for this parcel. However, the Specific Plan includes provisions for alternative uses such as light industrial uses for this site. The Specific Plan further stipulates truck terminals and truck yards are prohibited. A portion of the proposed project could be considered a truck yard since the project includes an excessive number of truck spaces as mentioned above. Therefore, the truck yard portion will not be consistent with the zoning of the property (SP-3). The proposed project may not be consistent with the Carson 2040 General Plan. The three Draft Alternative Land Use Plans for the Carson 2040 General Plan designate the site as Mixed Use and Commercial none of which would allow the proposed project. Main Street fronting the site is not a truck route; therefore, all trucks would have to make a left turn from the site onto Torrance Boulevard. This scenario is less than ideal for a use with potentially high truck traffic.

## **II. RECOMMENDATION**

1. WAIVE FURTHER READING AND ADOPT RESOLUTION NO. 18-114, "APPROVING AN EXCEPTION TO THE APPLICATION OF INTERIM URGENCY ORDINANCE NO. 18-1805U AND TO ALLOW FILING AND PROCESSING OF PLANS AND PERMITS NECESSARY TO OPERATE AS A LOGISTICS FACILITY INCLUDING A 158,450 SQUARE-FOOT BUILDING WITH 30 DOCK DOORS, AN ART PARK AND APPROXIMATELY 200 TRUCK PARKING SPACES AND/OR CARGO CONTAINER PARKING/STORAGE SPACES ON A 16.6 ACRE SITE LOCATED AT 20881 S. MAIN STREET"

OR

2. WAIVE FURTHER READING AND ADOPT RESOLUTION NO. 18-115, "DENYING AN EXCEPTION TO THE APPLICATION OF INTERIM URGENCY ORDINANCE NO. 18-1805U AND TO ALLOW FILING AND PROCESSING OF PLANS AND PERMITS NECESSARY TO OPERATE AS A LOGISTICS FACILITY INCLUDING A 158,450 SQUARE-FOOT BUILDING WITH 30 DOCK DOORS AND 260 TRUCK PARKING SPACES AND/OR CARGO CONTAINER PARKING/STORAGE SPACES ON A 16.6 ACRE SITE LOCATED AT 20881 S. MAIN STREET"

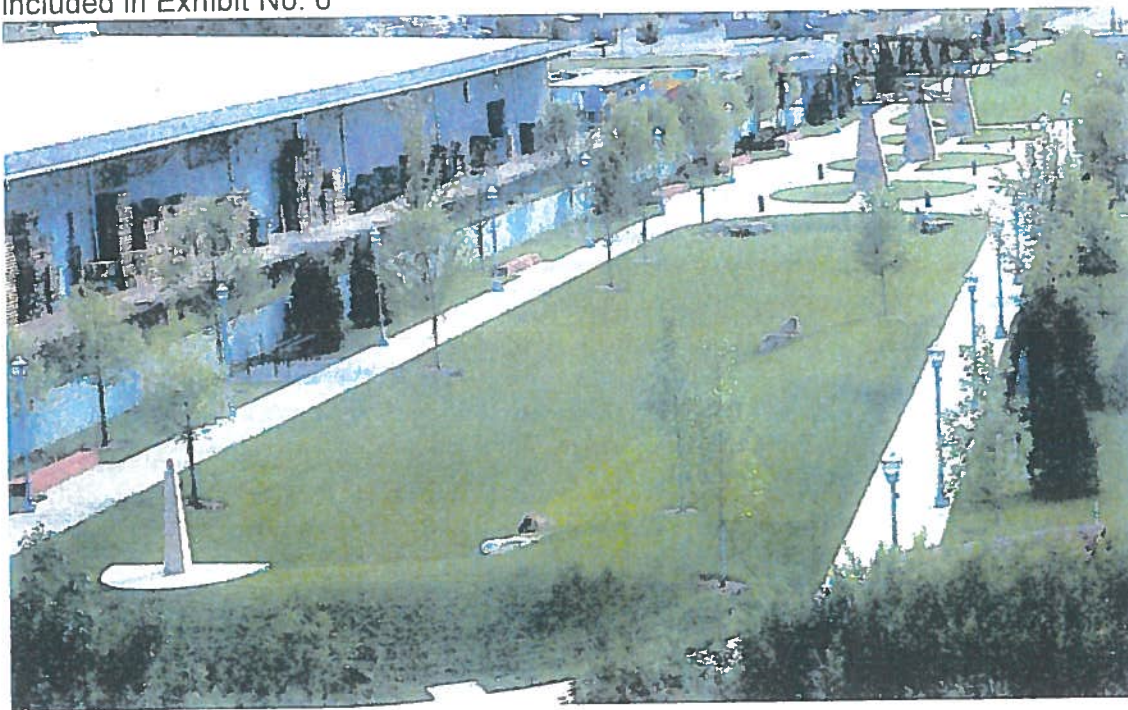
### III. ALTERNATIVES

TAKE such other action as the City Council deems appropriate, consistent with the requirements of the law.

### IV. BACKGROUND

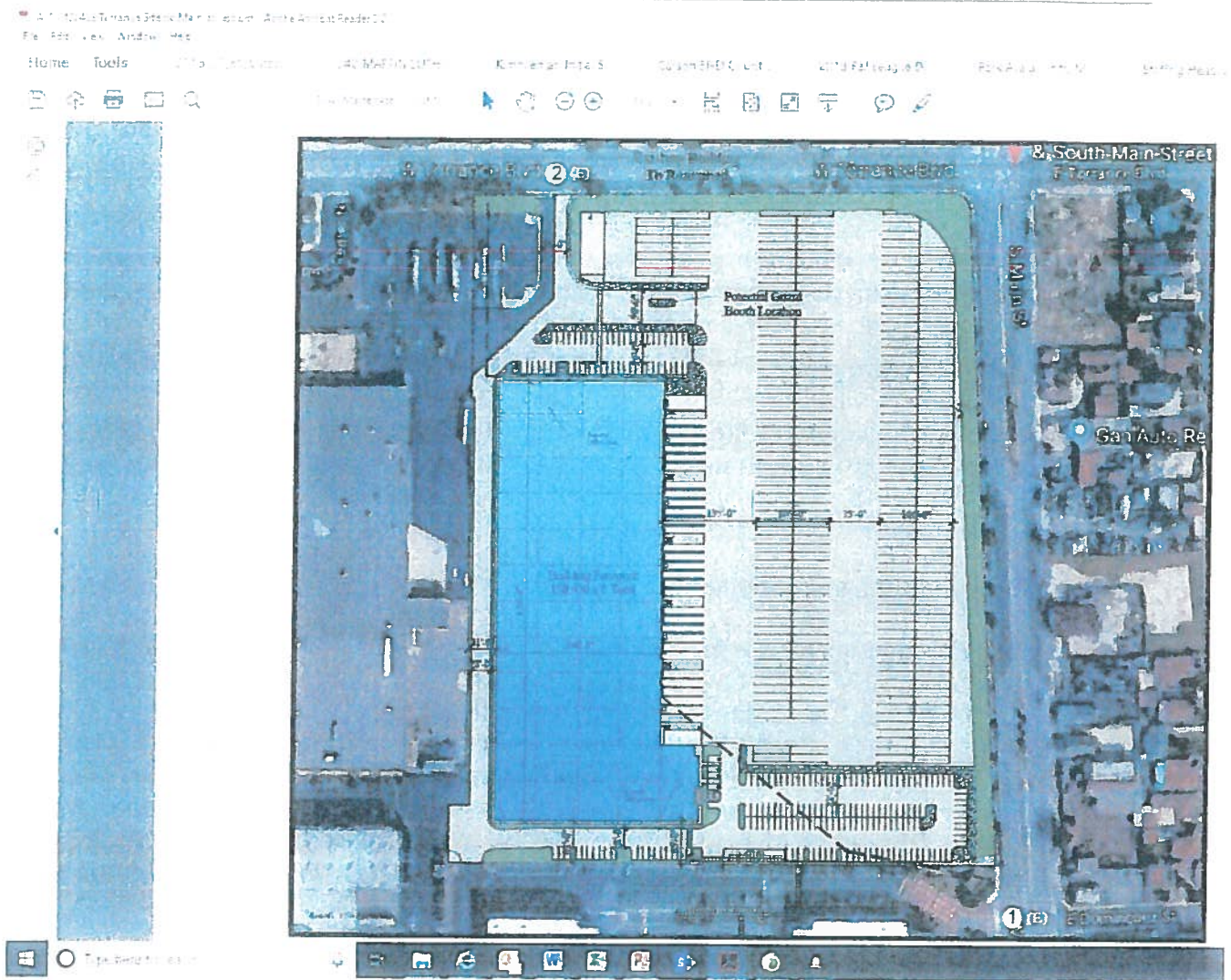
On March 20, 2018, the City Council adopted Interim Urgency Ordinance No. 18-1805U, extending a moratorium on the establishment, expansion, or modification of truck yards, logistics facilities, hazardous materials or waste facilities, container storage, and container parking - the logistics moratorium - for 12 months. Section 6 of this Ordinance allows the City Council to grant exceptions, Exhibit No. 5.

Staff's recommendation for approval could look something like the picture below which used to be an abandoned brownfield and has been turned into an Art Park and a solution to runoff water in City of Chattanooga. More information regarding this green space is included in Exhibit No. 6



Alternatively, the applicant's proposal is as follows. Staff's proposal would provide a buffer between this heavy industrial use and uses on the east side of Main Street. The Art Park will be maintained by the developer and will eliminate 60 truck spaces which would leave approximately 200 truck spaces for the proposed use.





### General Plan Consistency

The current General Plan Land Use Designation for the site is Light Industrial. The General Plan Land Use Element defines Light Industrial as follows:

"The Light Industrial designation is intended to provide for a wide variety of industrial uses and to limit those involving hazardous or nuisance effects. Typical uses are manufacturing, research and development, wholesaling, and warehousing. It may contain a very limited amount of supportive retail and services uses, when those uses are of a scale and design providing support only to the needs of businesses and their employees in the immediate industrial area. Uses identified as not exceeding Group 3, businesses handling acutely or highly hazardous materials, in the Hazardous Materials Disclosure Program pursuant to the Los Angeles County Fire Code would be permitted with proper safeguards. Performance and development standards are intended to allow a wide range of uses as long as those uses will not adversely impact adjacent uses.

Any exterior storage and limited operations must be fully screened from any public view, and residential and commercial uses. The maximum allowable FAR is 0.5, and the average FAR which will ultimately be built out for this land use is expected to be approximately 0.42. This land use designation is implemented by the ML - Manufacturing, Light zone."

The above description does not specifically include truck yards; therefore, if the 260 spaces are considered a truck yard, this portion of the project would potentially not be consistent with the General Plan. Otherwise, the warehouse portion is consistent with the General Plan.

#### Zoning Consistency

The current zoning of the property is governed by SP-3, which specifically prohibits truck yards if the 260 spaces are to be considered a truck yard, therefore making this portion of the operations potentially inconsistent with the zoning of the site. Otherwise, SP-3 allows light industrial uses such as the proposed warehouse.

#### Carson 2040 General Plan Consistency

The City has initiated efforts to conduct a major update of the General Plan to determine the path for the future development of the City. This effort was started a year ago. General Plan Advisory Committee (GPAC) was appointed by the City Council to assist City staff and Dyett & Bhatia, City's General Plan consultants, to draft the General Plan. So far, the GPAC has finalized the three Land Use Alternative maps. Most likely, one or a combination of these three alternatives may become the City's preferred Land Use Plan. These three alternatives designate the site as Mixed Use and Commercial. The proposed project would not be allowed in these land use designations. Therefore, the proposed project may potentially not be consistent with the Carson 2040 General Plan.

#### Vision Plan Consistency

The Vision Plan was adopted approximately two years ago (Exhibit No. 7). The Vision Plan concluded that logistic businesses are an appropriate future use for this area because the direct freeway access reduces the impact of truck travel on the City's interior including residential neighborhoods. However, the circumstances have changed since the Vision Plan was adopted. At that time, the City anticipated the District at South Bay (157 acres) to be developed as combination of an outlet mall and a power center with retail uses. However, this combination has so far proven to be infeasible, therefore opening the door for additional retail uses in the area. The City is currently contemplating possible future uses of the remaining 111 acres. Most of these uses are regional in nature and some focus on entertainment uses. If the site is developed with these regional uses, a new set of opportunities other than logistics uses will be available for the areas surrounding the site including the proposed project site.

Furthermore, at the time of adoption of the Vision Plan, the former Kmart center was vacant with limited prospects for future uses. Since then, the center has found new life with three new tenants and the entire Kmart building is being remodeled. In addition, a preliminary application was filed for a multi-family project between the proposed project site

and Torrance Boulevard. It is unclear at this time whether this residential project will be built. In conclusion, the Vision Plan was a planning tool developed two years ago with no regulatory authority. Since then the circumstances have changed for the area and the City has initiated the Carson 2040 General Plan process which does not currently contemplate allowing the proposed project.

#### Traffic and Access

Since Main Street fronting the site is not a truck route, all trucks would have to make a left turn from the site onto Torrance Boulevard, Exhibit No. 8. This scenario is less than ideal for a use with potentially high volume of truck traffic. If the project moves forward, the applicant will be required to perform a traffic study to determine the impacts of the proposed project.

Even though a traffic study has not been prepared, it is safe to assume that the proposed project could potentially create a large number of truck trips. The site is ideally located close to I-110 and truck traffic could be minimized on City streets if the majority of the trips end up on I-110. However, access to and from I-110 could be very challenging as the interchanges have not been improved to modern standards. A traffic study would address these concerns and provide mitigation measures if necessary.

At a minimum, the applicant shall ensure efficient egress and ingress for the trucks and shall:

- Install a traffic light 100% at applicant's cost if required by a Traffic Study approved by the City's Traffic Engineer; and
- Add a deceleration lane on Torrance Boulevard 100% at applicant's cost if required by a Traffic Study approved by the City's Traffic Engineer.
- No Truck access to Main Street shall be permitted.





### Post Moratorium Scenarios

Upon the expiration of the moratorium expires on March 20, 2019, the applicant has the following choices to develop their property:

1. File a development plan consistent with SP-3 and consistent with the current General Plan designation of Light Industrial.
2. File a Development plan consistent with SP-3 and consistent with the Carson 2040 General Plan Preferred Land Use Plan.
3. Wait for the City to adopt the Carson 2040 General Plan and City's new Zoning/Development Code.

#### **V. FISCAL IMPACT**

None.

#### **VI. EXHIBITS**

1. Resolution No. 18-114 (pgs. 9-14)
2. Resolution No. 18-115 (pgs. 15-19)
3. Letter from Jeremy Mape with Western Realco, LLC dated May 8, 2018 (pgs. 20-29)
4. Site Plan (pg. 30)
5. Ordinance No. 18-1805U (pgs. 31-48)
6. Art Park, City of Chattanooga (pgs. 49-54)
7. Vision Plan, Area 1 (pgs. 55-56)
8. Truck Routes Map (pg. 57)
9. Letter from Jeremy Mape with Western Realco, LLC dated July 30, 2018 (pgs 58-63).

Prepared by: Saied Naaseh, Community Development Director



**RESOLUTION NO. 18-114**

**APPROVING AN EXCEPTION TO THE APPLICATION OF INTERIM URGENCY ORDINANCE NO. 18-1805U AND TO ALLOW FILING AND PROCESSING OF PLANS AND PERMITS NECESSARY TO OPERATE AS A LOGISTICS FACILITY INCLUDING A 158,450 SQUARE-FOOT BUILDING WITH 30 DOCK DOORS, AN ART PARK, AND APPROXIMATELY 200 TRUCK PARKING SPACES AND/OR CARGO CONTAINER PARKING/STORAGE SPACES ON A 16.6 ACRE SITE LOCATED AT 20881 S. MAIN STREET**

WHEREAS, on March 21, 2017, the City Council of the City of Carson adopted Interim Urgency Ordinance No. 17-1615U by a 5-0 vote, pursuant its authority under Government Code Section 65858; and

WHEREAS, Interim Urgency Ordinance No. 17-1615U enacted a 45-day moratorium on the establishment, expansion, or modification of truck yards, logistics facilities, hazardous materials and hazardous waste facilities, container storage, and container parking (collectively, "Logistics Facilities") in the City of Carson; and

WHEREAS, on May 2, 2017, the City Council adopted Interim Urgency Ordinance No. 17-1618U by a 5-0 vote, pursuant to its authority under Government Code Section 65858; and

WHEREAS, Interim Urgency Ordinance No. 17-1618U enacted a 10-month and 15-day extension of the moratorium on the establishment, expansion, or modification of Logistics Facilities (the "Ordinance"); and

WHEREAS, on March 20, 2018, the City Council adopted Interim Urgency Ordinance No. 18-1805U by a 5-0 vote, pursuant to its authority under Government Code Section 65858; and

WHEREAS, Interim Urgency Ordinance No. 18-1805U enacted a 12-month extension of the moratorium on the establishment, expansion, or modification of Logistics Facilities (the "Ordinance"); and

WHEREAS, during the effective period of the Ordinance, no application for permit is being accepted, no consideration of any application for permit is being made, and no permit is being issued by the City for the establishment, expansion, or modification of Logistics Facilities; and

WHEREAS, the City Council may, but is not required to, allow exceptions to the application of the Ordinance if, based on substantial evidence presented, it 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.

**EXHIBIT NO. 1**

2. Application of the Ordinance would impose an undue financial hardship on a property or business owner;
3. Land controlled by the City or by any of its agencies and authorities including, transactions approved by the Department of Finance;
4. 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;
5. The developer or tenant enters into an agreement that guarantees the City the same financial assurances offered by a CFD;
6. 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. 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;
8. The facility enters into a development impact fees agreement with the City;
9. The use is permitted or conditionally permitted in the zone;
10. The use is consistent with the purposes of this Ordinance and the General Plan;
11. The use will not be in conflict with any contemplated general plan, specific plan, or zoning code update that the City Council is considering or studying or intends to study;
12. The use is not and will not become a hazardous materials facility, a truck yard, or a container storage facility;
13. The use will not abut a sensitive land use, or the impacts on an abutting sensitive land use can be adequately mitigated with reasonable conditions;
14. The use will not constitute a threat to the public health, safety, and welfare.

WHEREAS, on May 8, 2018, Mr. Jeremy Mape with Western Realco, LLC filed a request to make an exception to Interim Urgency Ordinance No. 18-1805U (logistics moratorium) to allow filing and processing of all applicable entitlement applications necessary to process a logistics facility as a truck terminal with a 158,450 square-foot building with 30 dock doors and 260 truck parking spaces and/or cargo

container parking/storage spaces on a 16.6 acre site located at 20881 S. Main Street; and

WHEREAS, the applicant shall incorporate the following into the project design and operations. If the applicant fails to comply with these requirements, the Exception is null and void:

- The project site plan shall be revised to eliminate 60 truck/container spaces along Main Street. The 25' parkway area shall be combined with the area for the 60 truck spaces to create an "Art Park" along Main Street. The Art Park shall be constructed as a linear open space with landscaping, walkways, lights, several artistic features, and street furniture. The Art Park shall be maintained by the developer.
- The applicant shall ensure efficient egress and ingress for the trucks and shall:
  - Install a traffic light 100% at applicant's cost if required by a Traffic Study approved by the City's Traffic Engineer; and
  - Add a deceleration lane on Torrance Boulevard 100% at applicant's cost if required by a Traffic Study approved by the City's Traffic Engineer.
- No Truck access to Main Street shall be permitted.

WHEREAS, the proposed Project is subject to the Ordinance since it is proposing to build a new logistics facility. The project does not qualify for any of the exemptions articulated in Section 4 of the Ordinance; and

WHEREAS, the Preliminary Application for the 1st phase of the residential project to the south of the site has just been submitted with 460 multi-family units and density of 87 DU/AC. The 2<sup>nd</sup> phase is anticipated to include 442 multi-family units, 40,000 square feet of commercial, and a 42,000 square foot church on the 14-acre site located to the south of the site. It is essential for this project to continue to work with staff to ensure compatibility of this project with the anticipated surrounding uses including the multi-family project.

WHEREAS, the applicant agrees to cooperate in good faith with the City to determine the appropriate DIF and CFD for the project; and

WHEREAS, upon approval of the exception, the applicant will cooperate with the City to provide all studies, plans, and materials necessary to continue processing the applications for the General Plan Amendment, Zone Change/Specific Plan, Design Overlay Review, Development Agreement, and other applications as deemed necessary by staff; and

WHEREAS, Applicant has agreed to comply with several of the following in exchange for being granted an exception under Ordinance No. 18-1805U:

- a. The Applicant has agreed to enter into an Interim Development Impact Fee Agreement ("IDIF Agreement"). The IDIF amount shall be based on a minimum of \$2.00 per square foot of building area or other amount as determined by the City at the time of the approval of the entitlements which may be higher.



b. The Applicant has agreed to negotiate in good faith to form, fund, and/or participate in a Community Facilities District (CFD) and/or a Development Agreement to pay for on-going costs associated with their project relating to law enforcement, street maintenance, landscape maintenance, street sweeping, or any other impacts. The Applicant will be required to enter into a CFD agreement ("CFD Agreement").

c. At the City's discretion, the Applicant may be required to enter into a Development Agreement relating to the Project, if the City deems the IDIF and CFD Agreements do not adequately mitigate the Project's impacts.

d. Applicant will enter into an agreement to reimburse the City for all its costs (the "Reimbursement Agreement"), including but not limited to all consultant costs (such as the CFD consultant work associated with the processing of the portion of the Applicant's CFD assessment), and attorney fees associated with the Applicant's exception application and finalizing of the CFD Agreement, IDIF Agreement, Reimbursement Agreement, and Development Agreement, if applicable, or other agreements and/or entitlement processes.

e. The IDIF/CFD Agreement and/or the Development Agreement shall be determined, finalized, agreed upon, and executed prior to the Planning Commission hearing for the Design Overlay Review and the Conditional Use Permit, and any other applications deemed appropriate by staff.

f. Development Impact Fees (DIF): The Applicant shall pay the one-time Interim Development Impact Fee (IDIF) as determined by the City. City is currently conducting a study to adopt DIF to pay for impacts of new projects to City's infrastructure. We anticipate this new DIF to be adopted by end of the year. If the City's DIF is adopted by the time your application is deemed complete, we would impose the newly adopted DIF which maybe higher than the \$2.00 per square foot. However, if the DIF is not adopted by the time your application is deemed complete, we would impose the \$2.00 per square foot DIF. In either scenario, the minimum amount of DIF paid by the project shall not be less than \$2.00 per square foot. The Applicant will be required to enter into an IDIF Agreement with the City. It should be noted DIF is a one-time fee imposed on projects.

g. Community Facilities District (CFD): The Applicant shall form, fund, and participate in a Community Facilities District (CFD) to pay for on-going costs associated with their project relating to law enforcement, street maintenance, landscape maintenance, street sweeping, and all other impacts of its project on an annual basis. Currently, the City has a policy of charging \$0.50 per truck trip per day as CFD amount for truck yards and container yards. Applicant shall enter into a CFD or Development Agreement with the City. At the discretion of City, Applicant may be required to enter into a Development Agreement, to mitigate any impacts that are not mitigated by the IDIF or the CFD Agreements. City is in process of forming a Citywide CFD to pay for impacts of new projects on City's services which may be higher than the current \$0.50 per truck trip per day assessment. We anticipate this new DIF to be adopted by end of the year. If the Citywide CFD is adopted by the time your application is deemed complete, we would impose the newly adopted Citywide CFD. However, if the Citywide CFD is not adopted by the time your application is deemed complete, we would impose the \$0.50 per truck trip per day for your specific project. It should be noted the Citywide CFD is an annual tax imposed on projects.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF CARSON  
HEREBY MAKES THE FOLLOWING FINDINGS:

1. Applicant is proposing to construct a logistics facility with a 158,450 square-foot building with 30 dock doors and 200 truck parking spaces and/or cargo container parking/storage spaces on a 16.6 acre site located at 20881 S. Main Street, (the "Project"). The applicant shall incorporate the following into the project design and operations. If the applicant fails to comply with these requirements, the Exception is null and avoid:

- The project site plan shall be revised to eliminate 60 truck/container spaces along Main Street. The 25' parkway area shall be combined with the area for the 60 truck spaces to create an "Art Park" along Main Street. The Art Park shall be constructed as a linear open space with landscaping, walkways, lights, several artistic features, and street furniture. The Art Park shall be maintained by the developer.
- The applicant shall ensure efficient egress and ingress for the trucks and shall:
  - Install a traffic light 100% at applicant's cost if required by a Traffic Study approved by the City's Traffic Engineer; and
  - Add a deceleration lane on Torrance Boulevard 100% at applicant's cost if required by a Traffic Study approved by the City's Traffic Engineer.
- No Truck access to Main Street shall be permitted.

2. The Project is subject to the moratorium on the establishment, expansion, or modification of Logistics Facilities pursuant to Interim Urgency Ordinance No. 18-1805U.

3. The Project does not qualify for any of the exemptions articulated in Section 4 of the Ordinance.

4. Section 6 of Interim Urgency Ordinance No. 17-1805U provides that the City Council may, but is not required to, allow exceptions to the application of the Ordinance.

5. Applicant shall enter into a Reimbursement Agreement to reimburse the City for all its fees and costs, including attorney and consultant fees, for all agreements and entitlements necessary pursuant to this Resolution and the City's Zoning Ordinance.

6. The IDIF Agreement, CFD Agreement, Development Agreement (if applicable) and Reimbursement Agreement are conditions precedent to the validity of this exception.

7. If within ninety (90) days of adoption of this Resolution, the IDIF Agreement, CFD Agreement, Development Agreement (if applicable) and Reimbursement Agreement have not been finalized, then the Council has the right to rescind this Resolution in its sole discretion and the Applicant will be subject to the Ordinance.

8. Applicant's failure to enter into the IDIF Agreement, the CFD Agreement, the Reimbursement Agreement, and the Development Agreement may be grounds for the City to deny the Applicant's permits to construct the Project, and all of Applicant's land use applications and entitlements being null and void.

9. The IDIF/CFD Agreement and/or the Development Agreement including the amounts for the IDIF and CFD shall be determined, finalized, agreed upon, and executed prior to the Planning Commission hearing for the Specific Plan, Conditional Use Permit, General Plan Amendment, and Development Agreement. The CFD amount for previously considered projects was based on the project's share of impacts

on the City's services and infrastructure and will be determined at the time of the approval of the entitlements which may be higher.

10. The City is currently conducting studies to adopt citywide studies that may increase the CFD and IDIF amounts.

11. Design modifications such as landscaping and walls maybe necessary to further buffer the proposed residential areas to the south. It is essential for this project to continue to work with staff to ensure compatibility of this project with the anticipated surrounding uses including the multi-family project.

12. The Council makes the following findings relating to Section 6.A. 4, 5, 8, and 12 of the Ordinance:

4. 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;
5. The developer or tenant enters into an agreement that guarantees the City the same financial assurances offered by a CFD;
8. The facility enters into a development impact fees agreement with the City. The IDIF Agreement, CFD Agreement, Development Agreement (if applicable) and Reimbursement Agreement are conditions precedent to the validity of this exception.

**PASSED, APPROVED AND ADOPTED THIS \_\_\_\_ DAY OF \_\_\_\_\_, 2018.**

\_\_\_\_\_  
**MAYOR ALBERT ROBLES**

**ATTEST:**

\_\_\_\_\_  
**DONESIA L. GAUSE, CITY CLERK**

**APPROVED AS TO FORM:**

\_\_\_\_\_



**RESOLUTION NO. 18-115**

**DENYING AN EXCEPTION TO THE APPLICATION OF INTERIM URGENCY ORDINANCE NO. 18-1805U AND TO ALLOW FILING AND PROCESSING OF PLANS AND PERMITS NECESSARY TO OPERATE AS A LOGISTICS FACILITY INCLUDING A 158,450 SQUARE-FOOT BUILDING WITH 30 DOCK DOORS AND APPROXIMATELY 260 TRUCK PARKING SPACES AND/OR CARGO CONTAINER PARKING/STORAGE SPACES ON A 16.6 ACRE SITE LOCATED AT 20881 S. MAIN STREET**

WHEREAS, on March 21, 2017, the City Council of the City of Carson adopted Interim Urgency Ordinance No. 17-1615U by a 5-0 vote, pursuant its authority under Government Code Section 65858; and

WHEREAS, Interim Urgency Ordinance No. 17-1615U enacted a 45-day moratorium on the establishment, expansion, or modification of truck yards, logistics facilities, hazardous materials and hazardous waste facilities, container storage, and container parking (collectively, "Logistics Facilities") in the City of Carson; and

WHEREAS, on May 2, 2017, the City Council adopted Interim Urgency Ordinance No. 17-1618U by a 5-0 vote, pursuant to its authority under Government Code Section 65858; and

WHEREAS, Interim Urgency Ordinance No. 17-1618U enacted a 10-month and 15-day extension of the moratorium on the establishment, expansion, or modification of Logistics Facilities (the "Ordinance"); and

WHEREAS, on March 20, 2018, the City Council adopted Interim Urgency Ordinance No. 18-1805U by a 5-0 vote, pursuant to its authority under Government Code Section 65858; and

WHEREAS, Interim Urgency Ordinance No. 18-1805U enacted a 12-month extension of the moratorium on the establishment, expansion, or modification of Logistics Facilities (the "Ordinance"); and

WHEREAS, during the effective period of the Ordinance, no application for permit is being accepted, no consideration of any application for permit is being made, and no permit is being issued by the City for the establishment, expansion, or modification of Logistics Facilities; and

WHEREAS, the City Council may, but is not required to, allow exceptions to the application of the Ordinance if, based on substantial evidence presented, it 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.

**EXHIBIT NO. 2**

2. Application of the Ordinance would impose an undue financial hardship on a property or business owner;
3. Land controlled by the City or by any of its agencies and authorities including, transactions approved by the Department of Finance;
4. 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;
5. The developer or tenant enters into an agreement that guarantees the City the same financial assurances offered by a CFD;
6. 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. 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;
8. The facility enters into a development impact fees agreement with the City;
9. The use is permitted or conditionally permitted in the zone;
10. The use is consistent with the purposes of this Ordinance and the General Plan;
11. The use will not be in conflict with any contemplated general plan, specific plan, or zoning code update that the City Council is considering or studying or intends to study;
12. The use is not and will not become a hazardous materials facility, a truck yard, or a container storage facility;
13. The use will not abut a sensitive land use, or the impacts on an abutting sensitive land use can be adequately mitigated with reasonable conditions;
14. The use will not constitute a threat to the public health, safety, and welfare.

WHEREAS, on May 8, 2018, Mr. Jeremy Mape with Western Realco, LLC filed a request to make an exception to Interim Urgency Ordinance No. 18-1805U (logistics moratorium) to allow filing and processing of all applicable entitlement applications necessary to process a logistics facility as a truck terminal with a 158,450 square-foot building with 30 dock doors and 260 truck parking spaces and/or cargo

container parking/storage spaces on a 16.6 acre site located at 20881 S. Main Street; and

WHEREAS, the proposed Project is subject to the Ordinance since it is proposing to build a new logistics facility. The project does not qualify for any of the exemptions articulated in Section 4 of the Ordinance; and

WHEREAS, the Preliminary Application for the 1st phase of the residential project to the south of the site has just been submitted with 460 multi-family units and density of 87 DU/AC. The 2<sup>nd</sup> phase is anticipated to include 442 multi-family units, 40,000 square feet of commercial, and a 42,000 square foot church on the 14-acre site located to the south of the site. This project is not compatible with this development since it will direct all truck traffic from the site to Torrance Boulevard where the residential units are proposed.

WHEREAS, the 260 truck/container spaces/storage are considered a truck/container yard.

WHEREAS, truck/container yards are not consistent with the current General Plan Light Industrial designation of the site.

WHEREAS, the project is included in the SP-3 which specifically prohibits truck yards.

WHEREAS, truck/container yards are not consistent with the Carson 2040 General Plan. The three land use alternatives designate the site as Mixed Use and Commercial which would not allowed these type of uses.

WHEREAS, The ingress and egress to the site is not suitable for a high volume truck use as proposed by this project which includes a 158,000 square-foot logistics building and 260 truck/container parking storage spaces.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF CARSON HEREBY MAKES THE FOLLOWING FINDINGS:

1. Applicant is proposing to construct a logistics facility with a 158,450 square-foot building with 30 dock doors and 260 truck parking spaces and/or cargo container parking/storage spaces on a 16.6 acre site located at 20881 S. Main Street, (the "Project").
2. The Project is subject to the moratorium on the establishment, expansion, or modification of Logistics Facilities pursuant to Interim Urgency Ordinance No. 18-1805U.
3. The Project does not qualify for any of the exemptions articulated in Section 4 of the Ordinance.
4. Section 6 of Interim Urgency Ordinance No. 17-1805U provides that the City Council may, but is not required to, allow exceptions to the application of the Ordinance.
5. The Council makes the following findings relating to Section 6.A. 1, 7, 9, 10, 11, 12, 13, 14 of the Ordinance:

4.



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 have a material negative impact upon the public health, safety, and welfare.
7. The Logistics Facility will 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 use is not permitted or conditionally permitted in the zone;
10. The use is not consistent with the purposes of this Ordinance and the General Plan;
11. The use will be in conflict with any contemplated general plan, specific plan, or zoning code update that the City Council is considering or studying or intends to study;
12. The use will become a truck yard or a container storage facility;
13. The use will impact on an abutting sensitive land use can not be adequately mitigated with reasonable conditions;
14. The use will constitute a threat to the public health, safety, and welfare.

In addition, the City Council makes the following findings:

- This project is not compatible with this development since it will direct all truck traffic from the site to Torrance Boulevard where the residential units are proposed.
- The 260 truck/container spaces/storage are considered a truck/container yard.
- Truck/container yards are not consistent with the current General Plan Light Industrial designation of the site.
- The project is included in the SP-3 which specifically prohibits truck yards.
- Truck/container yards are not consistent with the Carson 2040 General Plan. The three land use alternatives designate the site as Mixed Use and Commercial which would not allowed these type of uses.
- The ingress and egress to the site is not suitable for a high volume truck use as proposed by this project which includes a 158,000 square-foot logistics building and 260 truck/container parking storage spaces.

**PASSED, APPROVED AND ADOPTED THIS \_\_\_\_ DAY OF \_\_\_\_\_, 2018.**

---

**MAYOR ALBERT ROBLES**

**ATTEST:**

---

DONESIA L. GAUSE, CITY CLERK

APPROVED AS TO FORM:

---



## WESTERN REALCO

May 8, 2018

Honorable Mayor Albert Robles  
Honorable Mayor Pro Tem Jawane Hilton  
Honorable Councilmembers  
City of Carson  
701 E Carson St.  
Carson, CA 90745

**Subject: A request for relief from the City of Carson's Interim Urgency Ordinance No. 18-1805U (an interim moratorium related to new logistics facilities) in order to submit a development application to construct a 158,450 square foot industrial warehouse on an undeveloped property located at 20881 South Main Street (southwest corner of Torrance Boulevard and Main Street).**

Western Realco is pleased to share with you that we, along with our partners, are pursuing an exciting development opportunity in your City. First, let me provide some background about our firm and the project we look forward to delivering to your community. Western Realco, established in 1972, is a real estate business firm specializing in the development and acquisition of institutional quality industrial properties. For the past forty-six years, Western Realco, either for our own account or acting as a contract developer for institutional clients, has developed sixty-five projects, consisting of over one hundred five buildings with an aggregate square footage in excess of 19,000,000 square feet and more than 650 acres throughout California. Our primary financial joint venture partners have been premier national companies such as CIGNA Realty Investors, Principal Capital Management, Penwood Real Estate Investment Group, A.E.W. Capital Management and a strong regional entity, as well as various privately funded entities. With institutional partners such as these, our projects are designed and constructed to be state-of-the-art with above standard design elements.

Due to the deed restrictions and existing landfill, the property's best and highest use is a low coverage industrial building. The conceptual design is for a 158,450 square foot building, which is allowed via the Specific Plan. This size works with the site as building over the existing landfill is cost prohibitive. Furthermore, constructing a concrete "cap" for parking will cover the landfill with a non-pervious material and will satisfy the overseeing agency of the landfill (DTSC). The site is well located, near the adjacent 110 Freeway, providing trucks access to the ports and other markets without driving by any residential neighborhoods and utilizing existing truck routes. The location and site plan will provide the city of Carson the opportunity to provide a state-of-the-art building for an industrial or e-commerce user.

500 Newport Center Drive • Suite 630 • Newport Beach, California 92660  
Phone (949) 720-3787 • Fax (949) 720-3790 • [westernrealco.com](http://westernrealco.com)

EXHIBIT NO. 3



As part of completing our due diligence for 20881 South Main, we have learned of the site's historical use – which includes oil extraction activities and a landfill – and its current “allowable” uses provided by the Carson Towne Center Specific Plan (SP-3). We believe that our development proposal for a 158,450 square foot industrial warehouse fits well within the parameters of SP-3 vision plan and have identified many positive benefits it will bring to the City of Carson. These benefits include meeting key goals of the General Plan as well as bringing new revenue to the City's general fund and long-term jobs for the residents in your community. In order for us to move forward with the submittal of a development application package to your staff, we must first obtain relief from Ordinance No. 18-1805U as the future user of the building may fall within the use restrictions covered by the moratorium.

As a result, we have prepared a preliminary package of information about our project for your consideration. Attached to the letter please find the following items:

- Project Narrative: project description, site history and zoning, site characteristics
- Conceptual Site Plan (Exhibit A-1)
- Elevation images of recent Western Realco projects in Anaheim, Brea, Buena Park, La Mirada (Exhibit A-2)
- Truck Route Map in relationship to the subject site (Exhibit A-3)
- Information about the prior landfill on-site and deed restrictions prohibiting many uses
- Projects that have obtained moratorium relief
- Sample Occupiers of New Construction

#### General Plan and Carson Towne Center Specific Plan Goals:

The project is in alignment with two key goals set out within the Carson General Plan and Carson Towne Center Specific Plan, as outlined below:

- General Plan Goal Land Use -1: Productive reuse of “brownfield” sites
- General Goal 6 of the Carson Town Center Specific Plan: Encourage the development of stable, industrial and commercial uses which will broaden the economic base to create a more self-sufficient local economy

#### Exemption Justification

- Economic benefits of permanent and long-term jobs – The development will provide both temporary jobs via the construction and long-term jobs and economic benefit to the surrounding amenities. Industrial developments like this can provide up to five hundred construction jobs. As for long-term job creation, hundreds of employees might be required at this facility which would result in money being reinvested into the Carson community.
- City benefits from new General Fund revenue, development fees, DIF, and CFD – Besides the existing permits and fees that the project will have to pay, Western Realco is willing to pay the new standard Development Impact Fees and join the Communities Facilities District that the city plans to form. The CFD funds will be an annual investment commitment to the city of Carson.

- Potential Tenant The list of Sample Occupiers illustrates that a state-of-the-art industrial building can attract quality tenants that will be a positive economic impact for the city of Carson.

We appreciate your time and consideration on this matter. We believe we have demonstrated that our proposal has merit and believe it is most appropriate for the City Council to grant our project relief from the moratorium ordinance. We stand ready to address any concerns or answer any questions you may have going forward.

Sincerely,

A handwritten signature in blue ink, appearing to read 'J. Mape', with a stylized, cursive script.

Jeremy Mape  
Western Realco, LLC

CC: Gary Edwards, Western Realco  
Mike McAndrew, Bastien and Associates  
Adrienne Gladson, Gladson Consulting

Project Narrative  
Subject Site: 20881 South Main

Project Description:

The project proposes to construct a 158,450 square foot industrial warehouse on the southwest corner of the project site with a new vehicle access point roughly at the mid-point of the west side of Main Street (see Exhibit A-1). The building will feature the visual look and similar design elements as shown in the completed projects sheet of recently completed Western Realco projects in Anaheim, Brea, Buena Park, and La Mirada (see Exhibit A-2 of the submittal package).

The property is uniquely constrained due to a prior landfill use as any new building or supportive industrial structures cannot be constructed above the areas where the prior landfill was located. This limitation, as well as development assumptions of the Carson Towne Center Specific Plan – a maximum of 158,450 square feet – results in fewer building development configurations when you compare this site to similar industrial sites as that entire site would be available for development. The prior landfill use also means that the proposed building orientation of the warehouse will be setback 455 feet from Main Street and approximately 150 feet from Torrance Boulevard, which will greatly reduce building visibility as well as use activities to these roadways and the surrounding area.

Project Development Statistics/Specific Plan 3 requirements

Building size:  
158,450 square feet

Building setbacks:  
455 feet to Main Street  
+/- 150 feet to Torrance Boulevard  
28 feet to the west property line  
61 feet to the south property line

Required parking:  
204 vehicles stalls required  
208 vehicles stalls provided

Loading Docks:  
2 ramp locations with grade level doors  
30 dock high doors

Site Coverage:  
19%

Landscaping:  
60,000 square feet/8% of the site

Building Height:  
TBD - maximum height allowed by SP-3; 110 feet

The portion of site noted as the former landfill area will be used for the required parking of 208 stalls for the new warehouse building as well as an area designated for truck trailer storage. The project further anticipates the installation of new fencing along both street frontages. The Carson Towne Center Specific Plan requires that these edges be treated with raised berms (called out on Exhibit A-1), secured with permanent fencing atop the berm, as well as additional landscape treatments of these parkway areas.

#### Site History and Zoning:

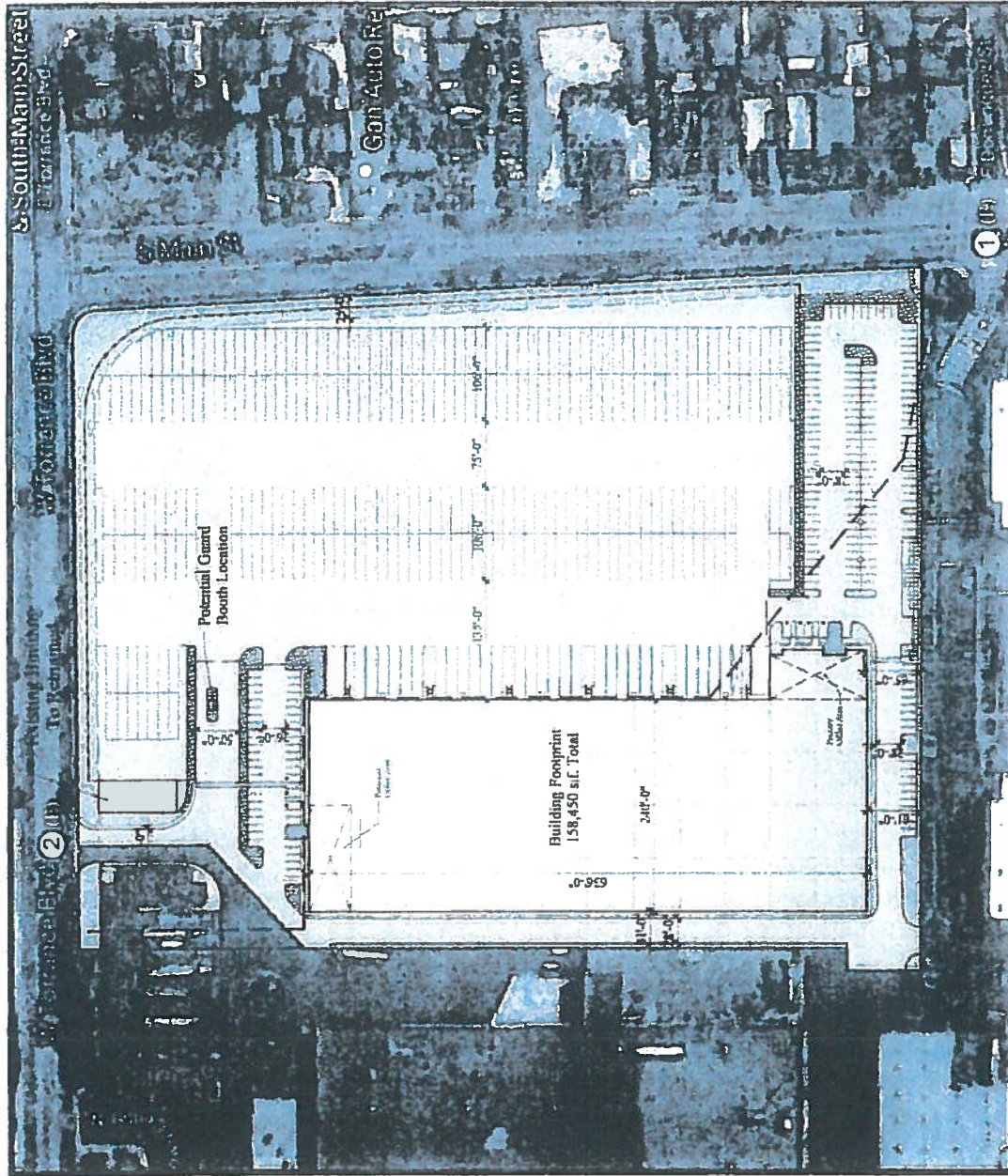
The property is zoned Specific Plan – 3, which is the Carson Town Center Specific Plan (initially referenced as the Golden Eagle Town Center Specific Plan) and has an Organic Refuse Landfill (ORL) overlay. Previously, the site was owned and operated by the Golden Eagle Refinery. A 10-acre portion of the project site was used as a Class III landfill for two years (1962 and 1963) by a separate company. The refinery itself was closed and demolished in 1985. Final remedial actions for the site were completed and certified in August of 1995. Since then the site has been the focus of city and property owner redevelopment efforts. Prior entitlements issued to the property include CUP 627-06, SPC 1451, and DOR 738-01.

#### Site Characteristics:

Presently, the project area is an undeveloped, approximately 18.8-acre site, composed of parcels zoned for light industrial uses. The site is in very close proximity to two major, regionally serving freeways, with the Harbor Freeway (110) the closest to the west and the San Diego freeway (405) to the north. The site features a relatively flat grade with a few temporary structures on-site that monitor ongoing mitigation requirements associated with the prior landfill. An aerial site plan, as depicted in Exhibit A-2, shows white colored concrete generally covering the areas of the site formally used as a landfill. Vehicle access to the site is from Torrance Boulevard with one entrance located closer to the western property line and a second from Main Street via an entrance drive just slightly beyond the southeastern edge of the site. These two fully improved major arterial roadways serve and presently provide vehicle access to the site. Both streets, we believe, are at their ultimate width, fully improved, and feature curb, gutter, street drainage culverts, sidewalk, parkway, street lights, irrigation systems, and street trees and landscaping. There appears to be one existing bus stop that currently serves the site with a bench and a trash receptacle located on the western side of Main Street approximately 150 feet south of the Torrance Boulevard and Main Street intersection. The site perimeter has temporary chain link fencing with view obscuring mesh that both secures the property while blocking current site activities to the public.

There are currently no industrial structures or uses operating on-site. Notably, the site was previously host to a landfill operation for the Golden Eagle Refinery. The area surrounding the subject site is bordered by general commercial uses to the north, light industrial/manufacturing to the northwest and east, and parcels that fall under the Town Center Specific Plan to the south. The property has a northern street frontage along Torrance Boulevard of approximately 550 feet and an eastern street frontage along Main Street of approximately 900 feet.



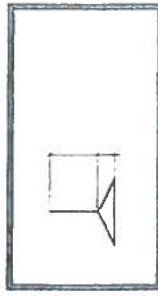


**Site Plan Summary**  
 Zoning: Carson Towne Center Specific Plan - 3  
 General Plan: Light Industrial

**Building:**  
 Gross Site Area: 753,420 s.f.  
 Building Area (158,450 s.f.) Max: 158,450 s.f.  
 Landscape: 57,000 s.f.  
 Office: 12,000 s.f.  
 Light Industrial (20%): 31,000 s.f.  
 Warehouse: 114,850 s.f.  
 Total Required: 934 Stalls  
 Parking Provided: 907 Stalls  
 Trailer Parking Capacity: 260 Stalls

Existing Shores Wall  
 Concrete Sidewalk

Perimeter - Continuous Item and Fence



# CONCEPTUAL SITE PLAN

W. TORRANCE BLVD  
 Carson, California

A1

BASTIEN AND ASSOCIATES, INC.  
 ARCHITECTURE AND PLANNING



10000 W. Torrance Blvd., Suite 100  
 Torrance, CA 90503  
 Phone: (310) 411-1000  
 Fax: (310) 411-1000  
 Web: www.bastien.com

# Zoning Summary

- Project Site
  - Zone SP-3
  - Curson Town Center Specific Plan - Light Industrial
- Adjacent Site to West
  - Zone SP-3
  - Curson Town Center Specific Plan - Light Industrial
- Adjacent Site to Northwest
  - Zone ML-ORL-D
  - Manufacturing, Light
  - Organic Refuse Landfill
  - Design Overlay
- Adjacent Site to North
  - Zone CG-ORL-D
  - Commercial, General
  - Organic Refuse Landfill
  - Design Overlay
- Adjacent Site to East
  - Zone ML-D
  - Manufacturing, Light
  - Design Overlay
- Adjacent Site to South
  - Zone SP-3
  - Curson Town Center Specific Plan - Light Industrial

Legend  
 City Truck Route



ZONING OVERLAY AND CITY TRUCK ROUTE



W. TORRANCE BLVD  
 Carson, California

A3

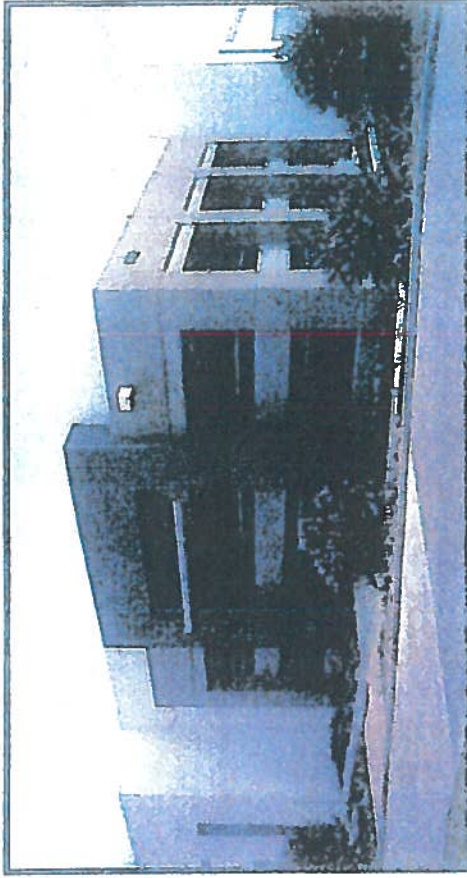


BASTIEN AND ASSOCIATES, INC.  
 ARCHITECTURAL AND PLANNING  
 10001 DEL AMO AVENUE, SUITE 210  
 CARSON, CALIFORNIA 90746  
 (562) 552-1111  
 WWW.BASTIENANDASSOCIATES.COM

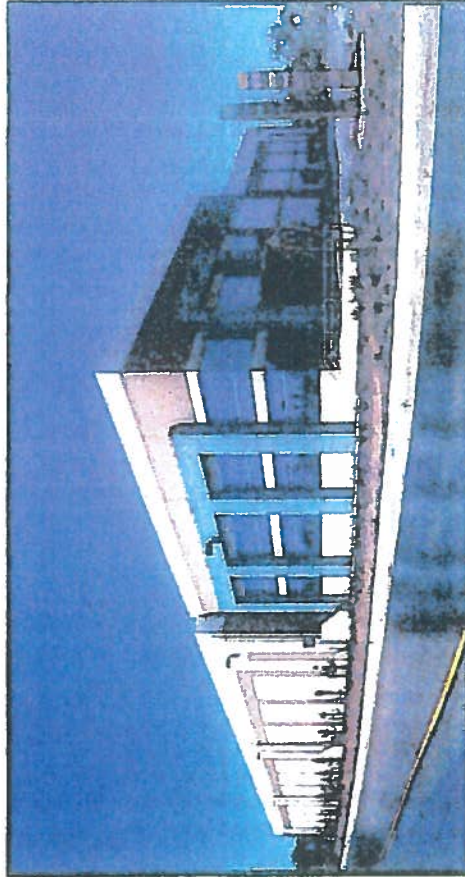




*Cerritos Avenue Business Park, Anaheim, CA  
213,548 s.f. - Completed December, 2013*



*Palm St, Fullerton, CA  
181,000 s.f. - Completed August, 2017*



*Saturn Orbiter Business Park, Brea, CA  
82,987 s.f. - Completed May, 2013*



*Greenstone, La Mirada, CA  
215,400 s.f. - Completed June, 1996*



## WESTERN REALCO COMPLETED PROJECTS

A2



**BASTIEN AND ASSOCIATES, INC.**  
ARCHITECTURE AND PLANNING  
11800 W. 40TH AVENUE, SUITE 100  
DENVER, CO 80231  
PHONE (303) 412-2800 FAX (303) 412-2801  
WWW.BASTIENANDASSOCIATES.COM



# SAMPLE OCCUPIERS OF NEW CONSTRUCTION CLASS A INDUSTRIAL BUILDINGS IN LA COUNTY

2011 – PRESENT  
100,000 SF & GREATER



529,179 SF  
12559-12559 Lower Azusa Road, Azusa  
2017  
Manufacturing



525,400 SF  
1450 McKinley Avenue, Compton  
2016  
E Commerce

NORDSTROM

512,490 SF  
20933 S Normandie Ave, Torrance  
2016  
E Commerce



479,310 SF  
10710 N Central Avenue, Compton  
2016  
E Commerce



327,778 SF  
395 S Ajax Avenue, City Of Industry  
2017  
Manufacturing



265,418 SF  
568 Crenshaw Boulevard, Torrance  
2013  
Manufacturing



254,594 SF  
4415 Sandini Boulevard, Van Nuys  
2017  
Manufacturing



264,068 SF  
11663 Piedmont, Sun Valley  
2017  
E Commerce



248,304 SF  
14913 Freeway Drive, Santa Fe Springs  
2013  
Los Angeles Distribution Center



221,050 SF  
901 E 233rd Street, Cerritos  
2015  
Los Angeles Distribution Center



219,280 SF  
4800 Conant Street, Long Beach  
2017  
E Commerce



Moving & Storage, Solved!

203,317 SF  
8377 Boyle Avenue, Van Nuys  
2017  
Los Angeles Distribution Center



KONICA MINOLTA

201,000 SF  
8 Grand Avenue, El Monte  
2016  
Manufacturing



190,231 SF  
17113 S Main Street, Van Nuys  
2015  
Los Angeles Distribution Center



179,100 SF  
1223 W 10th Street, Azusa  
2016  
Manufacturing



168,000 SF  
13110 Louder Lane, City Of Industry  
2015  
E Commerce



164,284 SF  
4197 Temple City Boulevard, El Monte  
2015  
E Commerce



150,701 SF  
4000 Conant Street, Long Beach  
2014  
Manufacturing



143,897 SF  
3930 Alondra Avenue, Van Nuys  
2016  
Manufacturing



142,053 SF  
19450 Pacific Gateway Drive, Torrance  
2013  
Los Angeles Distribution Center



124,520 SF  
5630 Rickenbacker Road, Bell  
2014  
Manufacturing



Snail Games

113,714 SF  
5001 Soto Avenue, Van Nuys  
2017  
Manufacturing



DOLLAR SHAVE CLUB

113,262 SF  
14502 S Vermont Avenue, Torrance  
2016  
E Commerce



100,560 SF  
1760 W 135th Street, Gardena  
2017  
Manufacturing



Newmark  
Knight Frank

JOHN MCMILLAN, SIOR  
Executive Managing Director  
310.491.2048  
John.McMillan@ngkf.com  
CA RE License #61103202

JEFF SANITA, SIOR  
Senior Managing Director  
310.491.2063  
Jeff.Sanita@ngkf.com  
CA RE License #01242202

DANNY WILLIAMS  
Managing Director  
310.491.2061  
Danny.Williams@ngkf.com  
CA RE License #01776416

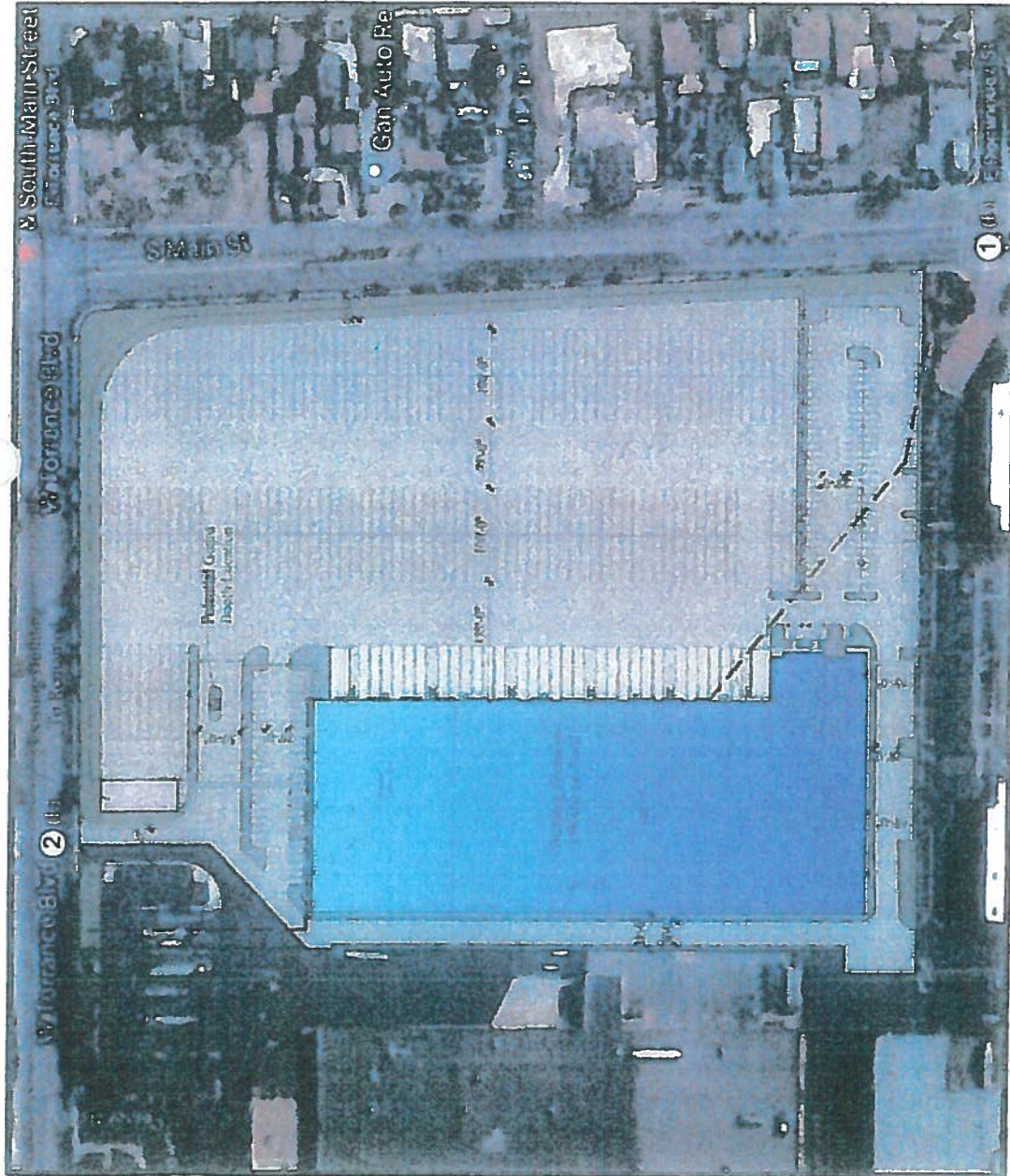
GREG STUMM  
Associate Director  
310.491.2079  
Greg.Stumm@ngkf.com  
CA RE License #01776416





## City of Carson Moratorium Exceptions

Address	Owner	Acres	Building SF	Project Description
200 E Alondra Blvd, Carson	Alerr	5.91	145,103	145K SF Class A Distribution facility with 135' truck court and 10 DH positions
18620 S Broadway St, Carson	Prologis	6.35	4/ A	6.35-Acre Spec trailer yard across the street from residential in a sensitive part of Carson
24690 S Wilmington Ave, Carson	Martin Container	6.86	4/ A	6.86-Acre Trailer yard lease to JB Hunt. Refinery adjacent.
21900-21930 S Wilmington Ave, Carson	Alpert and Alpert	19.15	420,000	420K SF Class A Distribution facility with 185' truck court and 65 DH positions
Glenn Curtiss and Wilmington Ave, Carson	Prologis	20.88	433,566	Dominquez Tech Center location. Former Northrop Grumman office campus. Lays out two buildings totaling 439,666 SF with 60 DH positions



# Site Plan Summary

Zoning: Carson Towne Center Specific Plan - I  
General Plan: Light Industrial

## Building:

Crack Site Area: 775,000 sq ft  
Building Area (1st, 2nd, 3rd Max.): 198,450 sq ft  
Landscaping: 57,000 sq ft  
Office: 12,000 sq ft  
Light Industrial (2nd Max.): 11,000 sq ft  
Wholesale: 114,850 sq ft  
Total Required: 207 Stalls  
Parking Provided: 204 Stalls  
Trailer Parking Capacity: 260 Stalls

— Existing Slurry Wall  
Concrete Sidewalk

Fence - Continuous Bermside Fence



## CONCEPTUAL SITE PLAN

North



W. TORRANCE BLVD  
Carson, California

AI

DASTIER AND ASSOCIATES, INC.  
ARCHITECTS AND ENGINEERS  
1000 WEST 10TH STREET, SUITE 100  
CARSON, CALIFORNIA 90746  
TEL: (310) 581-1111 FAX: (310) 581-1112

ORDINANCE NO. 18-1805 U

AN INTERIM URGENCY ORDINANCE OF THE CITY COUNCIL OF THE  
CITY OF CARSON, CALIFORNIA, EXTENDING A MORATORIUM ON  
THE ESTABLISHMENT, EXPANSION, OR MODIFICATION OF TRUCK  
YARDS, LOGISTICS FACILITIES, HAZARDOUS MATERIALS OR WASTE  
FACILITIES, CONTAINER STORAGE, AND CONTAINER PARKING  
WITHIN THE CITY OF CARSON FOR 12 MONTHS

WHEREAS, pursuant to Government Code § 65858, on March 21, 2017, the City Council approved Ordinance No. 17-1615U 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, pursuant to Government Code § 65858, on May 2, 2017, the City Council approved Ordinance No. 17-1618U 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 for 10 months and 15 days, 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 12 months after its original 45 day term and 10 months and 15 days extension 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 March 8, 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

ORDINANCE NO. 18-1805U

Page 1 of 18

010007 0005 371641 1

EXHIBIT NO. 5

WHEREAS, based on the concerns raised and the recommendations provided by the Ad Hoc Moratorium Committee and the subcommittees, the progress to date on completing these recommendations the need for the moratorium remains; and

WHEREAS, during the previous extension the following tasks as recommended by the Ad-hoc Committee have been completed:

- A. City developed interim development standards for logistics facilities
- B. City has hired a General Plan and Zoning Code consultant (DYETT & BHATIA) and initiated updating the General Plan.
- C. City has improved its processes to review development plans, building permits, and business licenses.
- D. City has applied and received grants to plant new trees.
- E. City has engaged in discussions and has been pursuing grants to find new funding sources for maintenance of roads
- F. City has hired Kosmont Companies to assist the City to establish an EIFD for the City to fund future infrastructure.
- G. City has hired consultant (RKA and Kelly Associates) to assist the City to establish Development Impact Fees and Community Facilities Districts to pay for infrastructure and infrastructure maintenance.
- H. City has released and RFP to hire a consultant to establish Citywide Community Facilities Districts to pay for infrastructure maintenance.
- I. City approved approximately fifty Exemptions and Exceptions to allow continued development of logistics facilities.

WHEREAS, this Interim Urgency Ordinance was considered by the City Council at a duly noticed public hearing on March 20, 2018, 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

ORDINANCE NO. 18-1805U

FILED 06/05/2018

Page 2 of 18



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. "Abuts a sensitive land use" means that the logistics facility has at least one point of connection to, is adjacent to, or is not buffered from, sensitive land uses.

B. "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 Costco, Home Depot, Lowe's, TJ Maxx, Smart & Final, etc.

C. "Buffered from sensitive land uses" means that a buffer exists between the logistics facility and the sensitive land use that consists of (i) an arterial or collector street, (ii) a secondary highway or larger roadway, as identified in the General Plan (80-foot right of way or larger), (iii) an easement that is no fewer than 150 feet wide; (iv) the Dominguez Channel; or (iv) a commercial facility or center.

D. "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.

E. "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 promptly loading, unloading or transloading goods or materials to or from cargo containers.

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

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

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

I. "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

J. "Facility" means a temporary or permanent use of land or use of premises, a building or structure, or part of a building or structure.

K. "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:

1. The handling of "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;

2. The 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 established in those regulations;

3. The treatment, transfer, storage, resource recovery, disposal, or recycling of any amount 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 conducted as an incidental portion of the overall operations of the business at the facility, and as permitted or authorized by applicable regulations. Also see, Health & Safety Code § 25117.1

4. Any "hazardous waste management facility" that requires a permit pursuant to Part 270 of Title 40 of the Code of Federal Regulations;

5. Any facility that requires a high-hazard group H occupancy (H-1, H-2, H-3, and H-4) pursuant to the County of Los Angeles Fire Code.

6. "Handling" means, but is not limited to, manufacture, use, storage, processing, shipping, receiving, transportation, transfer, resource recovery, disposal, recycling, or treatment.

7. Notwithstanding the above, any facility described in (1) through (4) above that is exempt from, or has obtained an exemption to, the hazardous materials inventory reporting requirements in Section 25507 of the Health & Safety Code shall not be considered a hazardous materials facility. For purposes of this subsection 7., "hazardous materials" shall have the same meaning as Section 25501(n) of the Health & Safety Code.

L. "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.

M. "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, self-storage, 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.

N. "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.

O. "Modification" means making any changes, remodeling, or alterations to an existing building or site that require permits, except for routine maintenance or alterations, as further articulated in Section 4.B.1. Modification shall also include change in tenant at an existing facility requiring a business license. A change in tenant means any new lease agreement or amendment to an existing lease agreement that extends the term of the lease.

P. "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.

Q. "Planned Industrial Area" means any industrial area, development, or complex that has been approved by virtue of a disposition and 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.

R. "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.

S. "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.

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

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

V. "Truck loading door" means a door or entrance into a logistics facility designed to allow loading and unloading of goods and materials to and from trucks excluding grade level loading doors.

W. "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.

X. "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.

Y. "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 specific to the type of truck traffic (e.g., drayage, intermodal, long haul) on the types of roads in the City of Carson.



E. Road maintenance impacts from truck trips from commercial and industrial uses in Carson account for majority of road maintenance impacts throughout the City (excluding trips going through the City that are not generated from or to the City). Approximately 83.4% of all truck trips are 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 18-19 is projected to be \$3.7 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 22-23 structural deficit is \$10.1 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 Road Maintenance and Rehabilitation Account includes \$1,555,555 per year which is 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. In addition, proper road maintenance helps reduce vibrations caused by heavy vehicles traveling on roads adjacent to sensitive uses. City will study on how to improve road conditions adjacent to residential uses.

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 at 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 are likely to want to contribute their fair share 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 attributed to the correct source.

S. The City is in the process of updating 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. One example is the CAL PAK development which abuts residential areas but provided appropriate site design, setbacks, separation from noise the residential areas, and reduced number of dock doors.

U. Fifty percent of land use in City of Carson is devoted to industrial uses. Together with a vacancy rate of under 1% and the strategic location of Carson to the ports of Los Angeles and Long Beach, market forces will only intensify the logistics uses. See, e.g., Wall Street Journal, *Prologis to Build First Multistory Warehouse in the U.S.*, Erica E. Phillips, November 1, 2016 (found here: <https://www.wsj.com/articles/prologis-to-build-first-multistory-warehouse-in-the-u-s-1478019977>). 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. See, e.g., Cerasis, *The Exploding Use of Robotics in Logistics and Manufacturing*, Adam Robinson, July 6, 2015 (found here: <http://cerasis.com/2015/07/06/robotics-in-logistics/>). 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:

ORDINANCE NO. 18-1805U

Page 10 of 18

2018-07-30 09:37:16 41 1



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.

2. 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.

AA. An extension of the moratorium is necessary to allow the City additional time to implement the recommendations from the Ad-Hoc Committee and progress on the update of the General Plan and zoning code.

#### 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 minor changes, remodeling, or alterations consisting of cosmetic upgrades, routine maintenance of the buildings or sites, or repair, replacement or enhancement of damaged or outdated building components or areas. 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 truck loading doors. This exemption does not apply to hazardous materials facilities, truck yards, or container storage facilities, or to a facility that abuts a sensitive use.

5. Any new or renewed lease agreement, provided that the term does not exceed 7 years. This exemption does not apply to hazardous materials facilities, truck yards, or container storage facilities, or to a facility that abuts a sensitive use.

ORDINANCE NO. 18-1805U

01607 0005/371641 1

Page 11 of 18

6. Any new or renewed lease agreement for a logistics facility located within a Planned Industrial Area. This exemption does not apply to 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. The following tasks need to be completed during the extension period:

A. "Quick Fixes" to the zoning code.

Instead of zoning code update, applied standards to adequately buffer residential uses from new projects. However, additional time is needed to adopt standards through update of the General Plan and Zoning Code.

B. General Plan and Zoning Code update.

The General Plan update is underway and usually is not completed in one year. Therefore, additional time is needed to complete this process and start the zoning code update.

C. Improvements to City processes and inter departmental coordination.

City staff is continually improving City processes and inter departmental coordination. However, additional time is needed to update the processes, for staff training, and implementation of the Citywide software to allow departments to communicate and complete tasks more efficiently.

D. Consider planting trees on streets and between industrial and residential areas to improve air quality and aesthetics.

This has been implemented for projects that have received approval. City has applied for grant and has received approval; however, additional time is needed to adopt new standards, plant the trees, and apply for more grants.

E. Consider keeping roads well maintained as it is the best way to reduce vibrations.

City continues its best efforts to keep City's streets maintained. Even though new funding sources have been explored, no new sources have been identified that

would provide the funding the City needs. Therefore, City needs additional time to secure funding sources for this purpose.

- F. Adopt new policies regarding fines and penalties for code violations.

This task has not been completed. Additional time is needed.

- G. Examining truck routes for possible changes and reviewing truck routes for potential impacts to residential areas such as noise.

Truck routes will be examined through the update of the General Plan. Additional time is needed.

- H. Gain a better understanding of land use economics and the City's budget.

Staff has been meeting with several property owners or potential developers. Through these meetings staff has gained a better understanding of the relationship between development and City budget. However, this is a very complex issue and staff needs time to obtain proper training to complete this task.

- I. Work with the L.A. County Sheriff on commercial truck enforcement options and funding for enforcement training.

Staff has met with the Sherriff-to understand the demand for this task. Additional time is needed to secure funding and training.

- J. Set-up a compliant hotline for violations.

This task has not been completed. Additional time is needed to complete this task.

- K. Keep the lines of communication open between the industry, City, and Sheriff.

This task is ongoing.

- L. Develop a better understanding of available financing tools such as DIF, CFD, PBID, and BID to address issues identified by the Committee.

Staff has initiated the ground work to move forward with adoption of DIF, CFD, and EIFD to create more funding opportunities for the City to provide necessary infrastructure and services for existing and future needs of the City. However, additional time is necessary to complete these tasks and adopt the DIF, establish EIFD, and establish the Citywide CFD.

- M. Engage professionals as deemed necessary to accomplish the above.

This is an ongoing task to accomplish the tasks that remain.

## SECTION 6. EXCEPTIONS

A. The City Council may, but is not required to, 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 90 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. Land controlled by the City or by any of its agencies and authorities including, transactions approved by the Department of Finance.
4. 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
5. The developer or tenant enters into an agreement that guarantees the City the same financial assurances offered by a CFD.
6. 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. 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.
8. The facility enters into a development impact fees agreement with the City.
9. The use is permitted or conditionally permitted in the zone;
10. The use is consistent with the purposes of this Ordinance and the General Plan;
11. The use will not be in conflict with any contemplated general plan, specific plan, or zoning code update that the City Council is considering or studying or intends to study;
12. The use is not and will not become a hazardous materials facility, a truck yard, or a container storage facility;



13. The use will not abut a sensitive land use, or the impacts on an abutting sensitive land use can be adequately mitigated with reasonable conditions;

14. The use will not constitute a threat to the public health, safety, and welfare.

B. 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 the moratorium for 12 months on the establishment, expansion, or modification of logistics businesses in the City.

F. An extension of the 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. An extension of the 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.

H. An extension of the moratorium is necessary to allow the City additional time to implement the recommendations from the Ad-Hoc Committee and progress on the update of the General Plan and zoning code.

#### **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 extending a temporary moratorium on new development in six planning study areas and does not have the potential to significantly impact the environment for 12 months.

ORDINANCE NO. 18-1805U

2018-05-31 16:41

Page 16 of 18

**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.

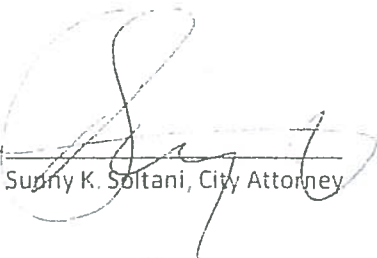
**SECTION 11. EFFECTIVENESS OF ORDINANCE.**

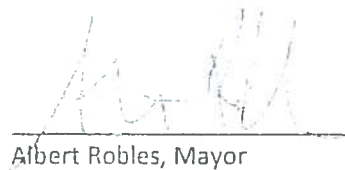
This Ordinance shall take effect immediately, pursuant to the authority conferred upon the City Council by Government Code Section 36937. This Ordinance shall be of no further force and effect 12 months following the date of its adoption.

PASSED, APPROVED and ADOPTED as an URGENCY ORDINANCE this 20<sup>th</sup> day of March, 2018.

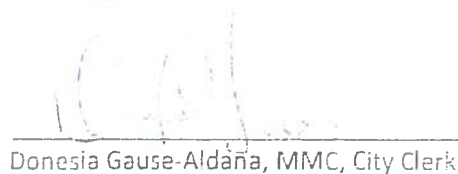
APPROVED AS TO FORM:

CITY OF CARSON:

  
Supriy K. Soltani, City Attorney

  
Albert Robles, Mayor

ATTEST:

  
Donesia Gause-Aldana, MMC, City Clerk

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

I, Donesia Gause-Aldana, City Clerk of the City of Carson, California, hereby attest to and certify that the foregoing ordinance, being Ordinance 18-1805U, adopted by the Carson City Council at its meeting held on the 20<sup>th</sup> day of March, 2018, by the following roll call vote:

AYES:           COUNCIL MEMBERS: ROBLES, HILTON, SANTARINA, HICKS, DAVIS-HOLMES

NOES:           COUNCIL MEMBERS: NONE

ABSTAIN:       COUNCIL MEMBERS: NONE

ABSENT:        COUNCIL MEMBERS: NONE

  
\_\_\_\_\_  
Donesia Gause-Aldana, MMC, City Clerk

ORDINANCE NO. 18-1805U

Page 18 of 18

013070653716411





Case Studies [/news?type=case-studies]

August 13, 2018

## Case Study: Connecting Communities through Fitness, Public Art, and Sustainability

EXHIBIT NO. 6

"I've never encountered a project like this. The idea of exercise entering into urban design, much less public art, is pretty rare."

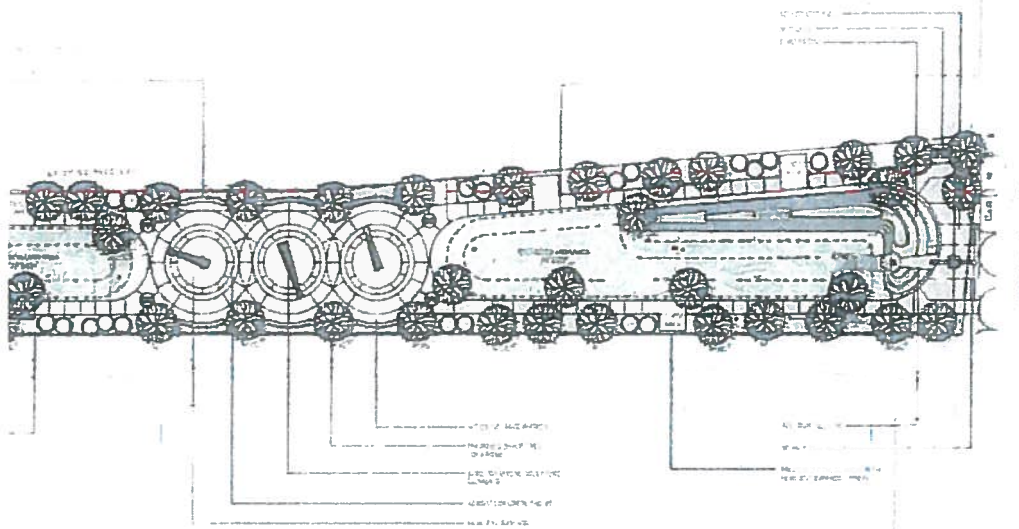
- Thomas Sayre, *Sculptor and Designer of Art Installation*

From initial conversations, [Main Terrain Art Park](https://www.arts.gov/exploring-our-town/main-terrain-art-park) [https://www.arts.gov/exploring-our-town/main-terrain-art-park] grew into more than just an art park and a solution to runoff water or the revitalization of an abandoned brownfield. The collaborative project brought together several government, public art and philanthropic organizations, as well as local businesses over the course of three years of development through fruition.

The City of Chattanooga explored various options of how to best manage the 1.72 acre brownfield located in the Southside of town. The City, ArtsBuild, and Public Art Chattanooga were looking for an avenue through which to cultivate public art on West Main Street and serve as an innovative representation of historical inspiration and contemporary design. Main Terrain Art Park was created with a vision that public art with a fitness focus would connect neighborhoods, people, and offer new experiences to the citizens in the community.

The city's proposal described the concept of "[<https://www.playcore.com/placemaking>] placemaking [<https://www.playcore.com/successful-placemaking>]." This meant building a space where public art was one of many infused elements, but providing opportunities for physical activity was equally important as the visually compelling art to be featured. Rodney Van Valkenburg, Director of Grants and Initiatives at Allied Arts shared, "The idea of placemaking is how you can transform a barren, forgotten area and place something in that area that will be an attraction."

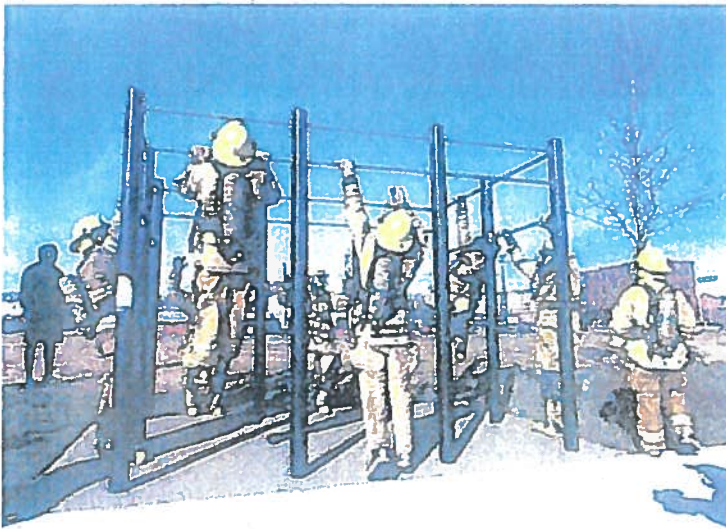




Ross Fowler Landscape Architecture was selected to bring the City's vision to life. However, in order to make it a functional place for citizens to effectively utilize, a stormwater management plan was needed to combat the ongoing challenge of pollution and overflow. The large lawn areas of the park are designed as stormwater infiltration basins in which up to 1.5 million gallons of water are diverted annually from being funneled into the city's sewer system. Rain that falls on the park is directed to the infiltration basins which have under drain systems connected to the city's harvested rainwater system. In turn, up to 40,000 gallons of harvested rainwater is filtered, treated, and then used to irrigate the landscape.



With initial groundbreaking in October of 2012, artist Thomas Sayre and his team of designers and architects assembled a nine-part interactive sculpture over the course of three months. His inspiration was the Walnut Street Bridge; the city's historical walking bridge which connects the Northshore with the Downtown Art District. The familiar local landmark serves as a symbolic demonstration of the city's overall revitalization over the past decade.



The art includes a unique fitness element with concrete pylons that are each topped with a moveable steel truss designed to spin around to

create a physical bridge structure, resembling the local landmark. The park includes a running track looping the interior, open lawn areas, sustainable plantings, [seating](https://www.playcore.com/brands/ultrasite) [https://www.playcore.com/brands/ultrasite], [bike racks](https://www.playcore.com/brands/dero) [https://www.playcore.com/brands/dero], [five fitness stations along the pathway](https://www.playcore.com/solutions/playful-trails) [https://www.playcore.com/solutions/playful-trails], and a stormwater management system administered by the city's land development office.

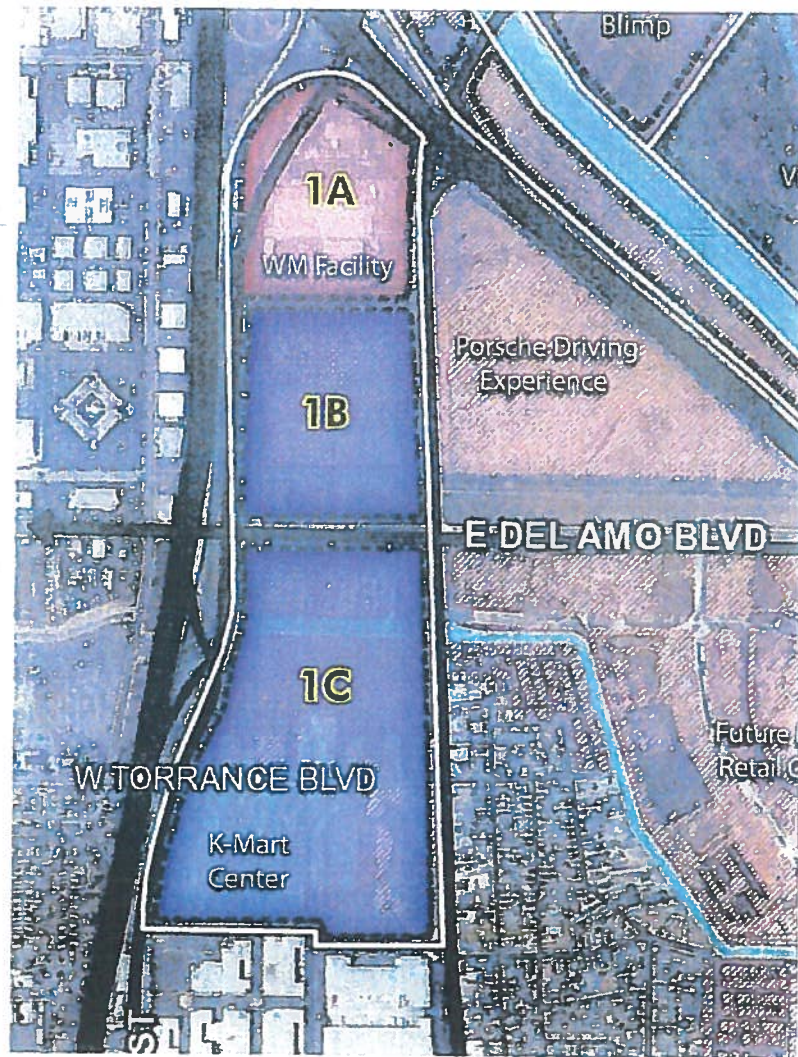
## Read more outdoor adult fitness case studies like this one!

Request to download our program, Outdoor Adult Fitness Parks™, to learn more about implementing fitness areas into your city.

Request program  
[<https://www.playcore.com/programs/outdoor-adult-fitness>]

## Planning Area 1

Planning Area 1 is 164 gross acres and serves as a major gateway into the City from I-110 and Del Amo Boulevard. There is very limited vacant land in the planning area, and the land that is vacant is environmentally constrained. Key existing uses in Planning Area 1 include Waste Management, Pepsi Bottling Group, a nursery/composting facility, and Carson Town Center, a commercial center anchored by K-Mart. Carson Town Center, which is entitled through a Specific Plan, also includes a light industrial/logistics component located outside of the Planning Area's southern boundary. A specific plan is underway in West Carson (west of I-110) to allow for new development at densities up to 70 du/ac and floor-area-ratio of up to 1.5.





### ***Proposed Vision 1A: Regional Commercial, 25 net acres***

With high visibility and easy access to I-405 and I-110, Subarea 1A is well-suited to transition to regional commercial uses, including hospitality uses, that support Carson's major destinations such as the Porsche Driving Experience and future major retail center. High-end dining options could also exist here to supplement the more casual offerings currently found throughout the City.

A Specific Plan is the preferred implementation tool to create a well-integrated site plan and to facilitate a transition in land use for this area. Allowing for regional commercial uses necessitates a change in zoning (current zone is Heavy Manufacturing).



#### **1A Current Zoning:**

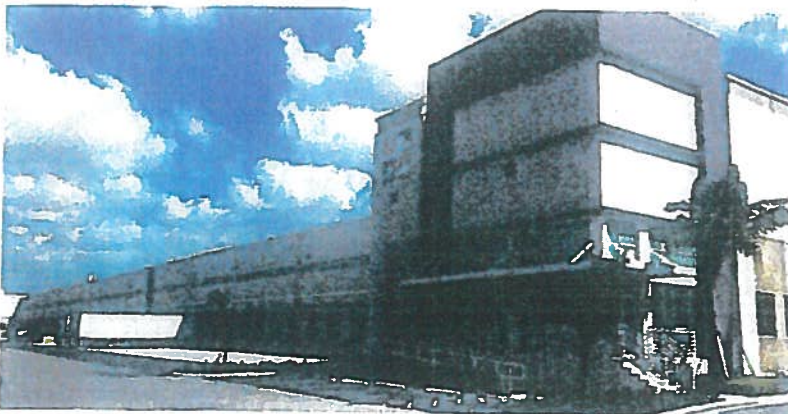
Manufacturing, Heavy

#### **1A Implementation Tool:**

Specific Plan with tailored regulations and design guidelines to accommodate moderate to high-end restaurants, hospitality, and other services.

### ***Proposed Vision 1B and 1C: Logistics Hub, 115 net acres***

The majority of sites in Subareas 1B and 1C were either former industrial or household waste landfills or contaminated by former onsite uses, such as petroleum companies, and continue to be environmentally constrained. However, proximity to the freeway and relatively large parcel sizes continue to attract developer interest. Logistic businesses are an appropriate future use here; freeway access points feed directly into and out of the area, reducing the impact of truck travel on the City's residential neighborhoods. Auto- and truck-related uses should continue to be allowed.



#### **1B and 1C: Current Zoning:**

Manufacturing, Light

Specific Plan-4

#### **1B and 1C: Implementation Tool:**

Development Code update focusing on signage, allowable uses, intensities, updated landscaping, and design requirements. Potential Specific Plan(s) to allow for a mix of uses, including residential and commercial, within the same project area.







July 30, 2018

Mr. Saied Naaseh, Community & Economic Development Director  
City of Carson  
701 E Carson St,  
Carson, CA 90745

**Subject: A request for relief from the City of Carson's Interim Urgency Ordinance No. 18-1805U (an interim moratorium related to new logistics facilities) in order to submit a development application to construct a 158,450 square foot industrial facility on an undeveloped property located at 20881 South Main Street (southwest corner of Torrance Boulevard and Main Street).**

Mr. Naaseh,

Western Realco is pleased to share with you that we, along with our partners, are pursuing an exciting development opportunity in your City. First, let me provide some background about our firm and the project we look forward to delivering to your community. Western Realco, established in 1972, is a real estate business firm specializing in the development and acquisition of institutional quality industrial properties. For the past forty-six years, Western Realco, either for our own account or acting as a contract developer for institutional clients, has developed sixty-five projects, consisting of over one hundred five buildings with an aggregate square footage in excess of 19,000,000 square feet and more than 650 acres throughout California. Our primary financial joint venture partners have been premier national companies such as CIGNA Realty Investors, Principal Capital Management, Penwood Real Estate Investment Group, A.E.W. Capital Management and a strong regional entity, as well as various privately funded entities. With institutional partners such as these, our projects are designed and constructed to be state-of-the-art with above standard design elements.

Due to the deed restrictions and existing landfill, the property's best and highest use is a low coverage industrial building. The conceptual design is for a 158,450 square foot building, which is allowed via the Specific Plan. This size works with the site as building over the existing landfill is cost prohibitive. Furthermore, constructing a concrete "cap" for parking will cover the landfill with a non-pervious material and will satisfy the overseeing agency of the landfill (DTSC). The site is well located, near the adjacent 110 Freeway, providing trucks access to the ports and other markets without driving by any residential neighborhoods and utilizing existing truck routes. The location and site plan will provide the city of Carson the opportunity to provide a state-of-the-art building for an industrial or e-commerce user.

500 Newport Center Drive • Suite 630 • Newport Beach, California 92660  
Phone (949) 720-3787 • Fax (949) 720-3790 • [westernrealco.com](http://westernrealco.com)

EXHIBIT NO. 9

Mr. Naaseh  
City of Carson  
July 30, 2018  
Page 2 of 3

As part of completing our due diligence for 20881 South Main, we have learned of the site's historical use – which includes oil extraction activities and a landfill – and its current “allowable” uses provided by the Carson Towne Center Specific Plan (SP-3). We believe that our development proposal for a 158,450 square foot industrial facility fits well within the parameters of SP-3 vision plan and have identified many positive benefits it will bring to the City of Carson. These benefits include meeting key goals of the General Plan as well as bringing new revenue to the City's general fund and long-term jobs for the residents in your community. Additionally, we intend to expand and landscape the setbacks along Main and Torrance and provide a public art piece as enhanced corner treatments at this intersection. For us to move forward with the submittal of a development application package to your staff, we must first obtain relief from Ordinance No. 18-1805U as the future user of the building may fall within the use restrictions covered by the moratorium.

As a result, we have prepared a preliminary package of information about our project for your consideration. Attached to the letter please find the following items:

- ❖ Project Narrative: project description, site history and zoning, site characteristics
- ❖ Conceptual Site Plans (Exhibit A-1)
- ❖ Elevation images of recent Western Realco projects in Anaheim, Brea, Buena Park, La Mirada (Exhibit A-2)
- ❖ Truck Route Map in relationship to the subject site (Exhibit A-3)
- ❖ Projects that have obtained moratorium relief
- ❖ Sample Occupiers of New Construction

#### General Plan and Carson Towne Center Specific Plan Goals:

The project is in alignment with two key goals set out within the Carson General Plan and Carson Towne Center Specific Plan, as outlined below:

- General Plan Goal Land Use -1: Productive reuse of “brownfield” sites
- General Goal 6 of the Carson Town Center Specific Plan: Encourage the development of stable, industrial and commercial uses which will broaden the economic base to create a more self-sufficient local economy

#### Exemption Justification

- Economic benefits of permanent and long-term jobs – The development will provide both temporary jobs via the construction and long-term jobs and economic benefit to the surrounding amenities. Industrial developments like this can provide up to five hundred construction jobs. As for long-term job creation, hundreds of employees might be required at this facility which would result in money being reinvested into the Carson community.
- City benefits from new General Fund revenue, development fees, DIF, and CFD – Besides the existing permits and fees that the project will have to pay, Western Realco is willing to pay the new standard Development Impact Fees and join the Communities Facilities District that the city plans to form. The CFD funds will be an annual investment commitment to the city of Carson.

Mr. Naaseh  
City of Carson  
July 30, 2018  
Page 3 of 3

- Potential Tenant – The list of Sample Occupiers illustrates that a state-of-the-art industrial building can attract quality tenants that will be a positive economic impact for the city of Carson.

We appreciate your time and consideration on this matter. We believe we have demonstrated that our proposal has merit and believe it is most appropriate for the City Council to grant our project relief from the moratorium ordinance. We stand ready to address any concerns or answer any questions you may have going forward.

Sincerely,

A handwritten signature in black ink, appearing to read 'J. Mape', written in a cursive style.

Jeremy Mape  
Western Realco, LLC

CC: Gary Edwards, Western Realco  
Mike McAndrew, Bastien and Associates  
Adrienne Gladson, Gladson Consulting



**Project Narrative**  
**Subject Site: 20881 South Main**  
**July 31, 2018**

**Project Description:**

The project proposes to construct a 158,450 square foot industrial facility on the southwest corner of the project site (Torrance and Main) with all truck access from the existing drive along the north side of Torrance Boulevard (see Exhibit A-1). Per city staff comments, truck traffic will not be allowed on Main Street, only via Torrance Boulevard west towards the freeway. The site plan shows a second access point for automobiles only at the southeast corner of the property. The project proposes no new access from Main Street in order to block street visibility of the east facing truck bays of the new building and on-site business activities from this street frontage. The building will feature the visual look and similar design elements as shown in the completed projects sheet of recently completed Western Realco projects in Anaheim, Brea, Buena Park, and La Mirada (see Exhibit A-2 of the submittal package).

The property is uniquely constrained due to a prior landfill use as any new building or supportive industrial structures cannot be constructed above the areas where the prior landfill was located. This limitation, as well as development assumptions of the Carson Towne Center Specific Plan – a maximum of 158,450 square feet – results in fewer building development configurations when you compare this site to similar industrial sites as that entire site would be available for development. The prior landfill use also means that the proposed building orientation of the building will be setback 455 feet from Main Street and approximately 150 feet from Torrance Boulevard, which will greatly reduce building visibility as well as use activities to these roadways and the surrounding area.

**Project Development Statistics/Specific Plan 3 requirements**

Building size:  
158,450 square feet

Building setbacks:  
455 feet to Main Street  
+/-150 feet to Torrance Boulevard  
28 feet to the west property line  
61 feet to the south property line

Required parking:  
204 vehicles stalls required  
208 vehicles stalls provided

Loading Docks:  
2 ramp locations with grade level doors  
30 dock high doors

Site Coverage:  
19%

Building Height:  
TBD - maximum height allowed by SP-3; 110 feet

The portion of site noted as the former landfill area will be used for the required parking of 204 stalls for the new building as well as an area designated for truck trailer storage. The project further anticipates the installation of new screening along both street frontages. The Carson Towne Center Specific Plan requires that these edges be treated with raised berms (called out on Exhibit A-1), secured with permanent fencing atop the berm. A deeper landscape setback of 30 feet will be provided, where feasible, adjacent to the landfill along Main and Torrance. The additional depth is five feet wider than required by the specific plan. These parkways will be planted with robust landscape treatments, including mature trees, to further screen site activities. A public art piece is also proposed for the corner of Main and Torrance in partnership with the local art community.

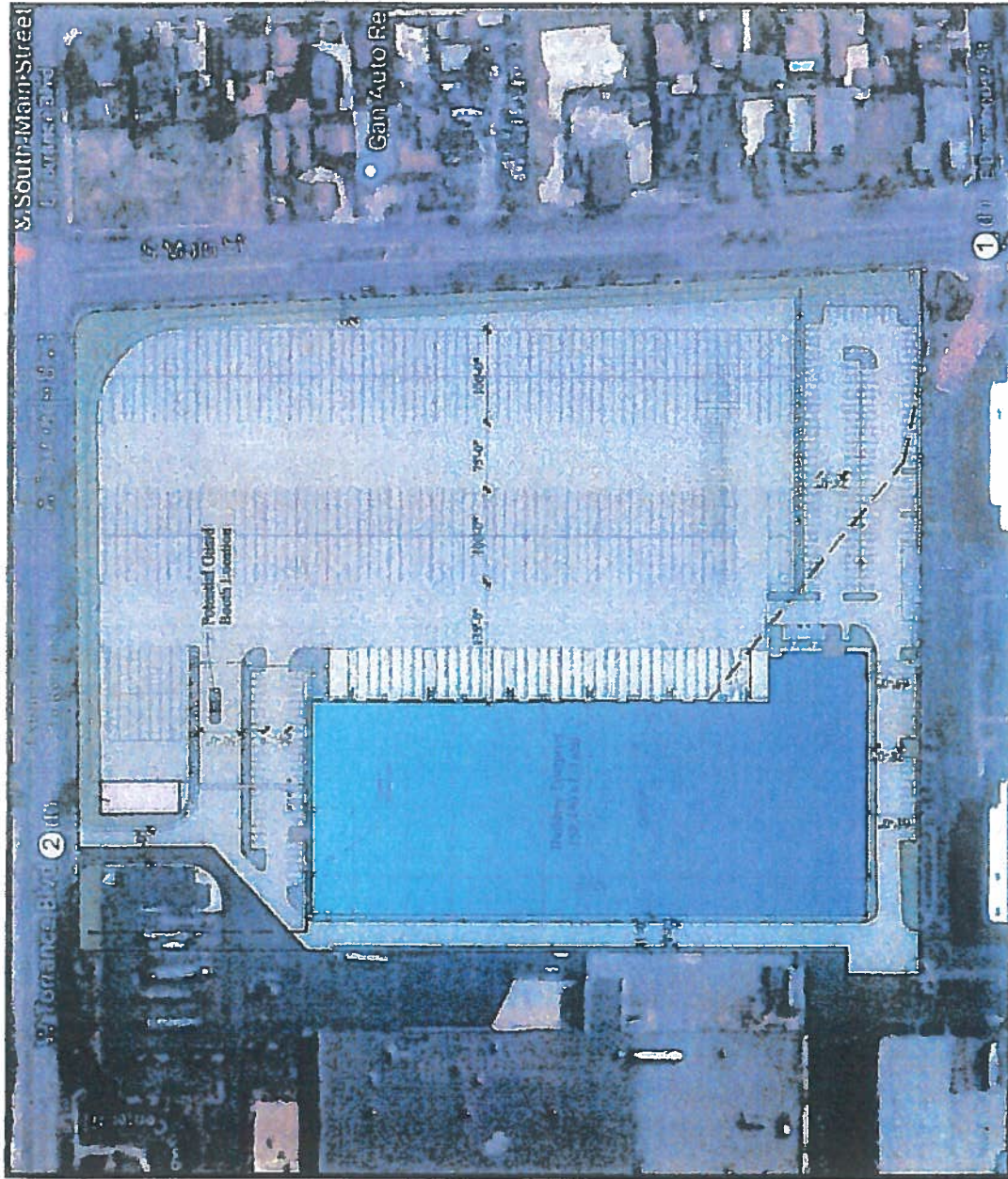
#### Site History and Zoning:

The property is zoned Specific Plan – 3, which is the Carson Town Center Specific Plan (initially referenced as the Golden Eagle Town Center Specific Plan) and has an Organic Refuse Landfill (ORL) overlay. Previously, the site was owned and operated by the Golden Eagle Refinery. A 10-acre portion of the project site was used as a Class III landfill for two years (1962 and 1963) by a separate company. The refinery itself was closed and demolished in 1985. Final remedial actions for the site were completed and certified in August of 1995. Since then the site has been the focus of city and property owner redevelopment efforts. A review of the city's on-line GIS records system shows some prior city entitlements that appear to apply to the entire Carson Town Center site which include CUP 627-06 and SPC 1461. DOR 738-01, approved in 2003, for this site, granting entitlement for a 140,412 square foot industrial facility with truck docks in exactly the same building orientation as this project. It is unclear as to why this project was never built.

#### Site Characteristics:

Presently, the project area is an undeveloped, approximately 16.65-acre site, composed of parcels zoned for light industrial uses. The site is in very close proximity to two major, regionally serving freeways, with the Harbor Freeway (110) the closest to the west and the San Diego freeway (405) to the north. The site features a relatively flat grade with a few temporary structures on-site that monitor ongoing mitigation requirements associated with the prior landfill. An aerial site plan, as depicted in Exhibit A-1, shows white colored concrete generally covering the areas of the site formally used as a landfill. Vehicle access to the site is from Torrance Boulevard with one entrance located closer to the western property line and a second from Main Street via an entrance drive just slightly beyond the southeastern edge of the site. These two fully improved major arterial roadways serve and presently provide vehicle access to the site. Both streets, we believe, are at their ultimate width, fully improved, and feature curb, gutter, street drainage culverts, sidewalk, parkway, street lights, irrigation systems, and street trees and landscaping. There appears to be one existing bus stop that currently serves the site with a bench and a trash receptacle located on the western side of Main Street approximately 150 feet south of the Torrance Boulevard and Main Street intersection. The site perimeter has temporary chain link fencing with view obscuring mesh that both secures the property while blocking current site activities to the public.

There are currently no industrial structures or uses operating on-site. Notably, the site was previously host to a landfill operation for the Golden Eagle Refinery. The area surrounding the subject site is bordered by general commercial uses to the north, light industrial/manufacturing to the northwest and east, and parcels that fall under the Town Center Specific Plan to the south. The property has a northern street frontage along Torrance Boulevard of approximately 550 feet and an eastern street frontage along Main Street of approximately 900 feet.



CONCEPTUAL SITE PLAN

**Site Plan Summary**  
 Zoning: Carson Towne Center Specific Plan - 3  
 General Plan, Light Industrial

Building		
Crane Site Area	(16.65 Acre)	725,420 s.f.
Building Area (158,500 s.f. Max.)		158,500 s.f.
Landscape		57,000 s.f.
Office (12,000/250)		48 Stalls
Light Industrial (200's)		79 Stalls
Wh/Dist (114,850/500)		77 Stalls
Total Required		204 Stalls
Parking Provided		207 Stalls
Trailer Parking Capacity		260 Stalls

- Existing Slurry Wall
- Concrete Sidewalk

Perimeter - Continuous Ditch and Fence



WILSON DRUGS

**W. TORRANCE BLVD**  
 Carson, California

**A1**



**BASTIEN AND ASSOCIATES, INC.**  
 ARCHITECTURE AND PLANNING

11001 REDWOOD STREET, SUITE 200  
 CARSON, CALIFORNIA 90745  
 PHONE (310) 517-0000  
 FAX (310) 517-0000  
 WWW.BASTIENANDASSOCIATES.COM