

MINUTES

CITY OF CARSON REGULAR MEETING OF THE PLANNING COMMISSION CITY COUNCIL CHAMBERS, CARSON CITY HALL

701 East Carson Street, Second Floor
Carson, CA 90745

July 10, 2012 – 6:30 P.M.

1. **CALL TO ORDER** Chairman Faletogo called the meeting to order at 6:35 P.M.
2. **PLEDGE OF ALLEGIANCE** Commissioner Goolsby led the Salute to the Flag.
3. **ROLL CALL**

Planning Commissioners Present:
Brimmer, Faletogo, Goolsby,
Gordon, Schaefer, Saenz, *Verrett,
Williams

*Commissioner Verrett arrived at 6:39 P.M.

Planning Commissioners Absent:
Diaz (excused)

Planning Commissioners Departed Early:
Commissioner Brimmer, 9:40 P.M.

Planning Staff Present: Planning Officer Repp, Senior Planner Signo, Assistant City Attorney Soltani, Associate Planner Gonzalez, Recording Secretary Bothe
4. **AGENDA POSTING CERTIFICATION** Recording Secretary Bothe indicated that all posting requirements had been met.
5. **AGENDA APPROVAL** Commissioner Saenz moved, seconded by Vice-Chairman Gordon, to approve the Agenda as presented. Motion carried, 7-0 (Commissioner Verrett had not yet arrived; absent Commissioner Diaz).
6. **INSTRUCTIONS TO WITNESSES** Chairman Faletogo requested that all persons wishing to provide testimony stand for the oath, complete the general information card at the podium, and submit it to the secretary for recordation.

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- 7. **SWEARING OF WITNESSES** Assistant City Attorney Sunny Soltani
 - 8. **ORAL COMMUNICATIONS** For items **NOT** on the agenda. Speakers are limited to three minutes. None
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9. CONSENT CALENDAR

- A) Minutes: May 22, 2012

MOTION:

Commissioner Saenz moved, seconded by Vice-Chairman Gordon, to approve the May 22, 2012, Minutes as presented. Motion carried as follows:

- AYES: Brimmer, Goolsby, Gordon, Saenz, Schaefer, Verrett, Williams
 - NOES: None
 - ABSTAIN: Faletogo
 - ABSENT: Diaz
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10. CONTINUED PUBLIC HEARING

- A) **Modification No. 3 to Special Use Permit No. 106-74**

Applicant's Request:

The applicant, Nader Qoborsi, is requesting Modification No. 3 to Special Use Permit No. 106-74 to grant a one-year time extension for permitting an additional 21 mobile home spaces to an existing 404-unit mobile home park (Colony Cove Mobile Estates). The subject property is located at 17700 South Avalon Boulevard.

Staff Recommendation:

Continue to September 11, 2012.

Planning Commission Decision:

Without objection, Chairman Faletogo continued this matter to the Planning Commission's September 11, 2012 meeting.

11. PUBLIC HEARING

- A) **Consider amending the truck route system and the Circulation Element of the General Plan**

Applicant's Request:

The applicant, city of Carson, is requesting the Planning Commission open the public hearing, take public testimony, close the public hearing, and direct staff to prepare a resolution regarding the truck route system for areas citywide.

Staff Report and Recommendation:

Traffic Engineer Garland presented staff report and the recommendation to OPEN the public hearing, TAKE public testimony, CLOSE the public hearing; and TAKE one of the following actions: DIRECT staff to prepare a resolution to amend the truck route system

and the General Plan Circulation Element in accordance with the recommendations of the Commission; or DIRECT staff to prepare a resolution to maintain status quo regarding the truck route system.

Commissioner Goolsby stated that there have been a number of workshops on this issue and expressed his belief that it is not fair or reasonable to take any problems from one neighborhood and purposefully displace them into another neighborhood; and stated that these routes have been in place for many years and that changing them would create too much of a negative impact on the trucking industry and other neighborhoods that currently don't have the truck routes nearby. He added that he believes some of the residents have exaggerated their complaints.

Commissioner Schaefer noted there is heavy trucking activity on the south side of the City where there are dense residential areas, questioning if any of those residents have complained about those trucking activities.

Traffic Engineer Garland stated that he personally has not received any complaints about trucking activities from those residents living in the south part of Carson, and he added that he does not know what the trucking volumes are in the south area as compared to the north area.

Commissioner Verrett stated that the truck route off Victoria should be moved over to Albertoni, stating that Albertoni is a wider street and does not have as many residents living along that roadway. She noted that the large, heavy trucks rattle when they drive down Victoria; stated that at the very least, the large freight trucks should have a weight limit if they are going to use Victoria; and expressed her concern for the safety of children crossing the streets that are traversed by trucks. She added that she does not see any reason for a truck to be traveling down Victoria between Central and Avalon, stating there are no businesses that are receiving/shipping any goods in this area.

Traffic Engineer Garland advised that state law dictates trucks can legally carry up to 80,000 pounds on the roadways; and stated that if the City arbitrarily picks a number to reduce the weight limit, it may be difficult to enforce unless a pavement or bridge concern is at issue.

Commissioner Saenz questioned who would enforce the weight limits on the City's streets. He stated he could support moving the truck traffic from Victoria to Albertoni.

Chairman Faleto go stated that there are few options to consider and none that solve the problem and stated that he is likely to leave the truck routes as is, noting that nothing is accomplished by transferring one neighborhood problem to another -- pointing out that those residents will then complain. He stated that these truck routes have been in place since the late '60s, early '70s and that something else needs to take place rather than switching the problem from one street to another; and he urged the City to pursue other alternatives to alleviate some of the residents' concerns.

Commissioner Brimmer expressed her belief that no progress has been made after all these meetings and no solid solution has been presented for the residents that live along Victoria, believing these residents are very frustrated. She suggested that, if possible, the City give money to the residents along Victoria as compensation; and expressed her belief that staff has not adequately addressed the residents' concerns.

She stated she does not have a problem with keeping the status quo as long as the residents along Victoria are compensated.

Bill Smalley, Colony Cove resident, stated that he drove 18-wheeled semi-trucks for 32 years and explained that today's technology has much improved, such as cleaner and quieter exhaust systems, air wrangler systems for the trucks to carry heavy loads and keep the noise down; and pointed out that the map shows the truck routes are generally located in and along industrial and commercial areas, which require a lot of commercial traffic. He stated that there are only four major arteries that come into Carson from the west to the east; and explained that if the City starts chocking off some of these streets, such as Victoria/190th, those truck drivers will have to find another way to traverse through the City to take care of their business and move commerce through. He pointed out that commerce moves on wheels and there is no way around it; and expressed his opinion that the City has no business slowing down commerce.

Mr. Smalley suggested giving consideration to reducing the speed limit for trucks in certain areas, stating that the vibration and noise will decrease that's generated from movement; and suggested lowering the speed limit on Victoria. He stated that the streets near residential areas should be paved with rubberized asphalt, which will help absorb vibration/noise as they travel. He stated that if the City closes off Victoria, that traffic will be directed onto Avalon and Albertoni, only moving that problem from one area to another. He expressed his opinion that most of the trucks delivering loads are half the permitted weight allowed by law. He stated he would not change any of the truck routes but that he would like to see the speed limits monitored.

Doreen Wehmeier, Colony Cove resident, pointed out that no one likes truck traffic; stated she is opposed to moving the truck traffic through her area; and noted that the rubberized asphalt should be placed on the roads near residential areas. She suggested planting more trees and erecting higher fences. She added that it doesn't take much for the mobile homes to rattle from traffic.

Debra Mason, Bilson Street resident, stated that her backyard is along Victoria; that she first brought this to the attention of City Council in September 2011 when she first started to experience an increase in noise and vibrations; and stated that she has lived there for over ten years but that this has not become a problem until August 2010. She expressed her belief that new truck route signs were erected on the freeways that direct this traffic down Victoria to Main. She stated this heavy traffic is too close to the homes and that the noise and vibrations are damaging their property, waking them up, and affecting their health. She stated that over 50 percent of these homeowners are senior citizens who cannot afford to repair their homes; and stated that she has stopped making repairs to her home because of the damage being done to her property, such as walls cracking, double paned windows leaking. She asked that the Planning Commission vote on this tonight so that City Council can address the situation. She stated that she wants to retire peacefully in this house and not have to be forced to move because of the noise and vibrations.

Jerry Moro, El Presidio resident, stated that it is congested all along Santa Fe up to Del Amo from the Long Beach Freeway and stated that if the truck routes are altered, it will only add to the congestion in this area and elsewhere in the City; stated that there is no stop light at El Presidio and Alameda; noted that there has been a lot of truck exhaust technology since 2009 to improve air quality; noted concern that altering the truck

routes will impact business because they will have to spend more money on fuel and finding alternate routes to get to their destinations; that it will take more time and money in the long run and create employee cutbacks to make up for the difference in increased costs; and stated that this is an industrial city and the gateway into the harbor cities, and that any route this City inhibits will have an impact on all of these companies in that area.

William Lorenzen, representing Price Transfer, stated that they have two facilities in Carson, at one facility for 30 years and at the other facility for 15 years; expressed his belief that the truck routes should be left as is; explained that El Presidio is not a good alternate route because of inadequate signal lights; and pointed out that Del Amo is not a viable alternative because it is gridlocked after 3:00 P.M.; and explained that Price Transfer has spent a significant amount of money for the purchase of cleaner, quieter trucks, all newer than 2009 and costing \$120,000 a piece, which is a major expense to reduce pollution and noise in the port areas. He stated that a lot of money has been spent for air ride suspensions, allowing for softer riding and easier on the pavement; pointed out that Price Transfer has contributed a lot to improve the health and welfare of the community and want that acknowledged; and he urged the City to leave the truck routes as is, especially on Santa Fe Avenue.

Michael Sills, representing Price Transfer, stated that when you look at the trucking companies and logistics companies that make up the commercial areas in Carson and surrounding areas, these are companies that operate primarily in and through the port to conduct business in and around the port areas; and advised that it is mandatory for the trucking fleets that use these ports to replace their fleet with 2007 or newer trucks, noting that Price Transfer has newer trucks than is required. He explained that all the trucking transportation companies which operate in this area could not do so without having replaced and updated their fleets to meet the newest standards for the industry. He mentioned that this new system includes new technologies, such as air ride systems, making for smoother and quieter rides. He pointed out that this country imports a huge volume of goods from China and elsewhere and that this is the only way to get these goods from the ports to the warehouses in the surrounding areas; and he stated that the volume of imported goods has enormously increased over the years and has resulted in increased traffic everywhere.

There being no further input, Chairman Faletogo closed the public hearing.

Commissioner Schaefer asked if lowering the speed limit would help.

Traffic Engineer Garland stated that yes, lowering the speed limit can help, but explained that the change in transitioning from higher to lower speeds and trucks braking should not take place next to residential areas; noted that he has seen this done on freeway expressways, but that he is not aware of it having been done on local streets; and stated that he will look into this possibility.

Commissioner Schaefer asked if something happened in August 2010 to increase the noise and vibrations.

Traffic Engineer Garland stated he is not aware of anything that could have caused an increase; and advised that while new signs replaced old, rusty signs, none of the language was changed for truck routes on those signs nor did they designate any new

streets as truck routes. He highlighted one of the exhibits in staff report this evening which shows that Victoria and most others have been truck routes since 1969.

Chairman Faletogo pointed out his concern that when the City starts to choke off routes, it will surely transfer those problems onto other areas; stated that commerce needs the trucking industry; and stated that even though the community would like to minimize the truck routes, he does not see it happening. He recommended that staff find solid alternatives to give these residents some relief.

Planning Commission Decision:

Chairman Faletogo moved, seconded by Commissioner Schaefer, to direct staff to prepare a resolution to maintain the status quo regarding the truck route system for adoption at the next Planning Commission meeting.

Commissioner Saenz asked what, if any, compensation can be given to these residents.

Planning Officer Repp explained that the only similar type of case had to do with the Los Angeles Airport dealing with a special noise abatement program for those areas around the airport, sponsored by the federal government; and stated that through state funds, Caltrans has programs for areas along some freeways, such as installing sound walls along the freeways. She stated there are no resources available for residential areas within communities to deal with trucking activity. She added that there are a lot of residential areas next to truck routes and that the City has limited funds and is currently in a deficit; and mentioned that the only funds the City does have are for street improvements only, but not for private property. She explained that Carson is valuable land and a good location as it relates to servicing the ports; and, as such, there are logistics involved in the transportation of goods and services and seeing more growth on the City's streets.

Commissioner Verrett expressed her belief these truck operations are interfering with the quality of life for these residents in the immediate and surrounding areas along the truck routes and that the City needs to further address this issue. She suggested that each area of concern be considered individually over a span of several meetings to obtain a solution, stating things can't stay the way they are for the residents' sake.

Commissioner Williams stated he is concerned with the quality of life of the residents; advised that he has lived in this City for over 40 years and been involved with the City government since 1984 as the Public Works Department City Engineer working on the City's infrastructure, streets and roads, when most of these truck routes were improved/developed from the early days in the '70s. He explained that the City attempted years ago to get the truck routes changed through the courts and other proposed changes related to traffic, and stated that for the most part, the courts did not support the City's efforts to get those changes. He explained that Carson is laid out the best it can based on the fact that the City grew up around industry; that it is surrounded by freeways; and that the County designed the City's roads and its circulation. He expressed his professional opinion that the layout really isn't bad; and stated that he does not believe changing the truck routes in any way will improve the overall quality of life of all the citizens in this community.

Chairman Faletogo expressed his belief that the City is in no position to financially compensate all the residents along the truck routes, as suggested by one

Commissioner; and stated it isn't in the realm of this Commission to make that recommendation.

Chairman Faletogo re-opened the public hearing, allowing a resolution to be brought back to the next Planning Commission meeting.

Commissioner Brimmer stated she would favor breaking down each one of the suggested options by Traffic Engineer Garland, noting that the traffic is only getting worse and busier in all communities; and expressed her belief that this body has not tackled this properly and stated she hesitates to vote on this matter, believing she does not have enough information to make a decision that would encompass everyone.

The motion carried as follows:

AYES:	Faletogo, Goolsby, Gordon, Saenz, Schaefer, Williams
NOES:	Brimmer, Verrett
ABSTAIN:	None
ABSENT:	Diaz

11. PUBLIC HEARING

B) Zone Change Case No. 166-12

Applicant's Request:

The applicant, city of Carson, is requesting to create a Design Overlay district for certain industrial properties formerly in a Redevelopment Project Area that are no longer subject to Site Plan and Design Review. The properties involved are industrial properties formerly in a Redevelopment Project Area.

Staff Report and Recommendation:

Senior Planner Signo presented staff report and the recommendation to RECOMMEND APPROVAL to the City Council of Zone Change Case No. 166-12; and WAIVE further reading and ADOPT Resolution No. 12-2439, entitled, "A Resolution of the Planning Commission of the city of Carson recommending approval to the City Council of Zone Change Case No. 166-12 to apply the Design Overlay District to certain industrial properties that were formerly part of the Carson Consolidated Redevelopment project area."

Planning Officer Repp advised that staff has met with representatives of Watson Land Company and discussed their interest in looking at the design review and/or not having it applied to them.

Vice-Chairman Gordon asked if there is any more information on proposing to change the \$50,000 valuation cap.

Senior Planner Signo stated that following some discussion of this issue, staff may end up suggesting to do away with that \$50,000 valuation threshold and, instead, go with considering that threshold on a square footage basis, pointing out the dollar value changes over time.

Planning Officer Repp advised that the valuation threshold issue will be presented at a separate public hearing later this year.

Chairman Faletogo opened the public hearing.

Pilar Hoyos, representing Watson Land Company, addressed her concern with the Edison easement that runs the entire length of Watson Industrial Center South; advised that DWP recently optioned those properties for lease; and given Watson's investments in this area and concern for compatible uses with all of these properties along this corridor from the north end of the DWP strip to the south end along Sepulveda, Watson is requesting that this entire easement area be included in the design overlay zone, from 223rd to Sepulveda. She expressed concern that DWP could potentially allow a use that would negatively impact Watson's ability to market those adjoining properties. She stated that while Watson Land Company is not completely on board with this change to its properties, Watson understands staff's interest and desire to protect the residential areas across the street from those properties. She stated that Watson Land Company has high standards and that the company is here for the long term and doesn't want to jeopardize Watson's interest with the community, but stated they understand and will not object to this proposed change. She reiterated that Watson is concerned with delays in having to go through this design review process in being able to deliver a building for the desired user in an efficient timeframe. She reiterated her request to have the DWP easement property included in this change. She mentioned that their buildings are designed to respond to commercial needs.

Rev. Joe Hernandez, representing Mission Eben-Ezer Family Church, asked if his church property is included in this change.

Planning Officer Repp advised that Project Area 1 has never been exempt and is not part of this proposal.

There being no further input, Chairman Faletogo closed the public hearing.

Planning Commission Decision:

Commissioner Saenz moved, seconded by Commissioner Williams, to concur with staff recommendation, including the addition of all Department of Water and Power easement property between 223rd Street and Sepulveda Boulevard; and moved to adopt Resolution No. 12-2439. Motion carried, 8-0 (absent Commissioner Diaz).

11. PUBLIC HEARING

C) Conditional Use Permit No. 831-10

Applicant's Request:

The applicant, Reggie Guinto, is requesting to consider revocation of Conditional Use Permit No. 831-10 for an auto repair business on a site located in the ML-D (Manufacturing, Light – Design Overlay) zoning district. The subject property is located at 21012 South Main Street.

Staff Report and Recommendation:

Senior Planner Signo presented staff report and the recommendation to 1) REVOKE Conditional Use Permit No. 831-10 and WAIVE further reading and ADOPT Resolution No. 12-___, entitled, "A Resolution of the Planning Commission of the city of Carson revoking approval of Conditional Use Permit No. 831-10 for a vehicle service and auto repair use located at 21012 South Main Street"; or 2) Modify Resolution No. 11-2412 by adding a condition to require the removal of the unpermitted canopy and to continue the public hearing until August 14, 2012, to allow the applicant to demolish the canopy and demonstrate compliance with all outstanding conditions of approval.

Chairman Faletogo opened the public hearing.

Senior Planner Signo explained for Chairman Faletogo that the restrictive covenant would allow the applicant to continue to do auto repair on site and to keep the canopy that has been constructed without the benefit of permits as long as the applicant completes the permit process on this canopy; noted that if the use ever changes on site, the parking requirements must meet code or parking must be provided offsite no more than 400 feet from this property; and if that parking can't be accomplished, the canopy will need to be removed. He stated the 1,400-square-foot canopy requires an additional 3 parking spaces.

Chairman Faletogo stated that the Commission received a letter dated June 27, 2012, from the applicant highlighting a list of 14 improvements he has made on site.

Commissioner Saenz stated that the residential neighbor at the back of this property has built their garage to the fence line of this business's property, noting this property owner currently has an 8-foot setback to that rear fence. He stated that the main reason for the applicant not signing the covenant is that Associate Planner Song will not release the site plan and permit for the canopy until the applicant signs the restrictive covenant. He stated that the applicant cannot get the permits until he has an approved site plan from planning and that this has caused him to get behind in the timeline to complete the work.

Senior Planner Signo stated that staff is holding off on the site plan until the restrictive covenant is signed, pointing out that the site plan currently indicates the canopy is permitted, which is not correct.

Planning Officer Repp advised that residential property owners are allowed by code to build garages within the rear yard setback/property line by one inch or 3 feet in this zone; and that the code requires a 10-foot setback for any industrial buildings that are adjacent to residential. She added that this property has had a series of buildings that have filled the entire rear yard and are not permitted, noting the 10-foot setback requirement must be maintained. She explained that it is only through this CUP process that they can allow for a deviation on the parking requirements; that once this use changes, more parking will be required to meet code; and that as long as this site remains an auto use, this site can maintain the parking deviation through the CUP.

Commissioner Saenz stated that a lot of businesses use Main Street for their parking and noted that business is slow during this economy.

Commissioner Goolsby questioned why staff is recommending to revoke the CUP, noting his understanding this applicant had one year to comply with the performance standards.

Chairman Faletogo opened the public hearing.

Reggie Guinto, applicant/owner, stated that he is not able to comply with the performance standards because his site plan is being held up pending his signing the restrictive covenant, noting he is willing to get the necessary permits. He stated the canopy area is now being used for parking and not a work area since business has been very slow.

Chairman Faletogo highlighted the applicant's letters to the Commission wherein he states he has spent nearly \$50,000 trying to comply with the requirements of the performance standards; stated that the letter also addresses that the work has been put on hold because the site plan has not been approved; and he asked the applicant why he has not signed the restrictive covenant.

Mr. Guinto stated that his lawyer told him that if he signs that covenant, a lien will be placed on his property and that he will then need the City's permission to change the business on this property and be forced to tear down the canopy, noting his concern with the City not agreeing to any proposed change. He noted for Chairman Faletogo that this site is completely auto repair related.

Chairman Faletogo noted that should the Commission give the applicant more time to complete the requirements, how much more time would the applicant need.

Mr. Guinto stated that he is currently out of money and that he would now have to seek financial assistance from his family members; and added that he is only making enough money to pay the mortgage on this property. He stated he needs additional time to seek financial assistance from his family.

Chairman Faletogo asked if the applicant would be able to make the improvements one year from now.

Mr. Guinto stated that is a good timeline for him.

Vice-Chairman Gordon stated that at issue is the applicant's unwillingness to sign the restrictive covenant, noting that this can't move forward until that document is signed.

Justin Benson, applicant's nephew, explained that his uncle's reluctance in signing the restrictive covenant is because his uncle was instructed by an attorney friend against signing the document, stating they believe it is similar to placing a lien on the property and also his concern with the future use of this property should he change the use.

Assistant City Attorney Sultani explained that the covenant is very clear and stated that it is not a lien on the property; that it clearly states the property shall be restricted to the use of an auto repair business unless additional onsite parking is provided to accommodate an alternate or additional use in accordance with the parking requirements; noted that the restriction is binding on all successive businesses, as it runs with the land; reiterated that it is not a lien; and stated that if a user of the property wants to do anything other than auto repair, then they have to comply with Carson's Municipal parking requirements.

Vice-Chairman Gordon asked the applicant if he showed his attorney the paperwork he received from the City.

Mr. Guinto indicated that no, he did not show any of the documents to his lawyer friend; and stated he is concerned with using/selling this property in the future if he signs the agreement and the City not removing the covenant in the future.

Staff reiterated that if the auto repair business goes away in the future, that canopy has to come down if parking cannot be provided.

Planning Officer Repp stated that as long as the requirements are met, it would not come before the Planning Commission unless there are going to be exterior modifications that require design review.

Mr. Benson stated that given this evening's explanation of this covenant, his uncle will sign the agreement.

Senior Planner Signo stated there is an issue with the performance standards timeline now that this has been held up pending the applicant's signature, stating the deadlines are off because of this delay and as a result, those deadline dates will need to be altered.

Assistant City Attorney Soltani stated that the Commission could recommend staff bring this matter back in 2 weeks to allow the applicant time to file the covenant and that it return to staff to alter the dates of the timeline in accordance with the delay timeframe.

Planning Officer Repp stated that staff recognizes the applicant now wishes to sign the covenant after this evening's meeting and because of the applicant's misunderstanding of the covenant, out of fairness, the Commission may want to modify the timeline due to this delay; and she advised that staff can shift the deadlines forward to match what he should have accomplished by now.

Chairman Faleto go closed the public hearing.

Vice-Chairman Gordon noted his desire to see the required work completed along this stretch of Main Street.

Chairman Faleto go stated that this applicant has misunderstood the intent of the covenant; that the applicant has done a lot of work on site to conform to code; pointed out that this economy has been rough on businesses; and stated that he'd like to give this applicant a year to make the necessary changes.

Commissioner Williams stated that it should be made clear this delay was not a delay because of staff, that it was due to this applicant getting incorrect advice from an attorney friend who was not provided adequate information from this applicant. He pointed out that staff did the right thing in holding back the site plan for leverage in the event things did not work out.

Planning Commission Decision:

Chairman Faleto go moved, seconded by Commissioner Saenz, to not revoke Conditional Use Permit No. 831-10, allowing the applicant one year to complete the performance standards. (This motion was ultimately amended.)

Assistant City Attorney Soltani asked for clarification on when the Chair wants the year to commence given the performance standards have been in place for a while.

Chairman Faleto go stated from when the site plan is released.

The motion carried but ultimately was amended and voted on again:

AYES: Faleto go, Goolsby, Gordon, Saenz, Schaefer, Verrett
NOES: None
ABSTAIN: Williams
ABSENT: Brimmer, Diaz

Commissioner Williams stated that he voted to abstain because he does not understand the motion.

Commissioner Verrett stated that the applicant should be signing the covenant tomorrow.

Planning Officer Repp explained that the performance standards guidelines were set in motion last year.

Chairman Faletogo re-opened the public hearing.

Mr. Guinto stated that he will sign the covenant this week.

Chairman Faletogo closed the public hearing.

Commissioner Goolsby stated it's necessary to be more lenient in these poor economic times.

Planning Officer Repp stated that staff would recommend starting off with where the applicant left off on the list, but adding a couple of months to the deadline timeframe.

Commissioner Verrett stated that staff should work with the applicant to get this work done in the next year.

Chairman Faletogo pointed out that the applicant stated he has limited funding and suggested the applicant be able to first complete the remaining projects on the list that he can afford to accomplish, doing the projects out of deadline order. He stated that as long as he completes the work in one year, staff should be working closely with the applicant to completion.

By way of an amended motion, Chairman Faletogo moved, seconded by Commissioner Saenz, to not revoke Conditional Use Permit No. 831-10, allowing the applicant one year to complete the performance standards, starting with the release of his site plan; and moved that staff revise the timeline appropriate with this delay. This motion carried as follows:

- AYES: Faletogo, Goolsby, Gordon, Saenz, Schaefer, Verrett, Williams
- NOES: None
- ABSTAIN: None
- ABSENT: Brimmer, Diaz

12. NEW BUSINESS DISCUSSION None

13. WRITTEN COMMUNICATIONS None

14. MANAGER'S REPORT

- Construction contract for the commercial façade improvement project located at 225 East Carson Street, Carson Carwash

Planning Officer Repp advised that City Council approved the use of Community Development Block Grant (CDBG) monies that have been given to the City to address blighted areas; and advised that these funds will be used for a commercial façade improvement project for Carson Carwash located at 225 East Carson Street.

- August 26, 2012 Planning Commission meeting proposed to go dark for summer schedule

Planning Officer Repp stated that it is likely the Planning Commission's August 28, 2012, meeting will be dark.

15. COMMISSIONERS' REPORTS

Commissioner Saenz suggested a moratorium be placed on trucking businesses in this City; and suggested a workshop for increasing the height of perimeter walls for those residents living along busy arterials.

Chairman Faletogo thanked staff for their knowledgeable input this evening.

16. ADJOURNMENT

At 10:00 P.M., the meeting was formally adjourned to Tuesday, July 24, 2012, 6:30 P.M., City Council Chambers.

Chairman

Attest By:

Secretary