



CITY OF CARSON

PLANNING COMMISSION STAFF REPORT

PUBLIC HEARING: July 10, 2012

SUBJECT: Consider amending the truck route system and the Circulation Element of the General Plan

APPLICANT: City of Carson

REQUEST: Open the public hearing, take public testimony, close the public hearing, and direct staff to prepare a resolution regarding the truck route system

PROPERTIES INVOLVED: Citywide

COMMISSION ACTION

____ Concurred with staff

____ Did not concur with staff

____ Other

COMMISSIONERS' VOTE

AYE	NO		AYE	NO	
		Chairman Faletogo			Saenz
		Vice-Chair Gordon			Schaefer
		Brimmer			Verrett
		Diaz			Williams
		Goolsby			

I. Background

Two joint workshops of the Planning Commission and Public Works Commission were held on March 23 and June 14, 2011, to discuss the feasibility of modifying the truck route system in Carson. Then a public hearing was held at the Planning Commission meeting on October 11, 2011 to receive further testimony. The modifications that were considered were the possible elimination of portions of Victoria Street, Main Street, Carson Street, and Santa Fe Avenue from the list of legal truck routes. The minutes from the workshops and public hearing are attached.

If changes are made to the truck route system, the General Plan Circulation Element and the Carson Municipal Code would have to be amended, which requires that public hearings be conducted by the Planning Commission and the City Council. After hearing public testimony and discussing the issues at the previous public hearing, the Planning Commission requested that additional information be compiled and that a subsequent public hearing be held to consider amending the truck route system and the Circulation Element of the General Plan. It is intended that the Planning Commission consider the broad range of transportation needs and land use patterns to address both short term and long term goals and objectives related to the truck route issue.

II. Truck Route Discussion

Victoria Street and Main Street

Background

On December 7, 2010, the City Council considered a petition from residents stating that trucks operating on Victoria and Main Streets are creating nuisances for residents of the neighborhood south of Victoria Street and east of Main Street. The letter indicated that there were problems with noise, structural shaking, rattling windows, and emissions from trucks traveling and parking on Victoria Street and Main Street. The properties that were particularly affected are those that have back yards that abut these arterial streets. It was requested that the segment of Victoria Street between Main Street and Avalon Boulevard and the segment of Main Street between Broadway and Victoria Street be eliminated from the truck route system.

In addition, a letter was received from a resident of Colony Cove Mobile Home Estates indicating that trucks traveling on Victoria Street east of Avalon Boulevard created noise, air pollution, and shaking problems for the residents adjacent to Victoria Street. It was requested that the segment of Victoria Street between Avalon Boulevard and Central Avenue be eliminated from the truck route system.

In response to the petition and discussions with residents, the City took the following actions:

1. Installed "No Stopping Any Time" signs on the south side of Victoria Street between Main Street and Coleman Avenue;
2. Coordinated with the truck-oriented commercial operations near the intersection of Victoria and Main Streets to discourage their customers and employees from generating unnecessary noise; and



3. Scheduled meetings of the Planning Commission and the Public Works Commission to consider an amendment to the Circulation Element of the General Plan to remove parts of Victoria Street and Main Street from the list of streets designated as truck routes.
4. Conducted grinding operations on Victoria Street east of Main Street and on Main Street south of Victoria Street to eliminate bumps and smooth out the pavement, thereby reducing the vibration impacts associated with trucks.

Discussion

Victoria Street is an east-west truck route that extends from the east boundary of Carson at Wilmington Avenue to the west boundary of Carson at the I-110 freeway. It provides access to major industrial uses in the Dominguez Technology Center, which is located on the east end of Carson between Central and Wilmington Avenues, and to various industrial uses near Main Street. Main Street is a north-south truck route that extends from Torrance Boulevard to the north boundary of Carson at Alondra Boulevard. The City of Carson's current truck route system is illustrated on Exhibit No. 1. There are numerous industrial properties in the vicinity of these streets in addition to the residential neighborhoods that abut the two truck routes.

Based on the locations of these industrial areas and the volumes of truck traffic observed on Victoria and Main Streets, it is clear that these streets serve as key truck routes through Carson. If the segment of Victoria Street between Main Street and Avalon Boulevard or between Main Street and Central Avenue were to be eliminated from the truck route system as requested, trucks that would otherwise use Victoria Street as a travel route would be shifted to other streets. It is anticipated that the streets that would be most-directly affected would be Albertoni Street and Del Amo Boulevard, both of which run adjacent to residential properties.

Albertoni Street abuts Carson Harbor Village, Colony Cove Mobile Estates, and the north edge of Stevenson Village. Del Amo Boulevard abuts the residential neighborhood on the north side of Del Amo Boulevard between Avalon Boulevard and Wilmington Avenue as well as Del Amo Park and the South Bay Pavilion. The requested elimination of Victoria Street from the truck route system could adversely affect the residential properties and other sensitive uses along Albertoni Street and Del Amo Boulevard because truck volumes would increase on these alternate truck routes. In addition, it is likely that some of the re-routed trucks would use Avalon Boulevard, University Drive, and Central Avenue, which also run adjacent to residential properties and parks. While these roadways are not designated truck routes, they are frequently used illegally by truck drivers according to reports by concerned citizens and the Sheriff's Department.

With regard to Main Street, the segment of Main Street between Broadway and Victoria Street is also being considered for elimination from the truck route system. If this request were to be implemented, trucks that would otherwise use Main Street as a travel route would be shifted to Broadway. The truck volumes would decrease on Main Street, which abuts residential properties on the east side of the street, and

truck volumes would increase on Broadway, which abuts only industrial and commercial properties.

It should be noted that the truck route system cannot have dead-end street segments whereby a legal truck route feeds only into non-truck route roadways. So if the segment of Victoria Street between Main Street and Avalon Boulevard is eliminated from the truck route system, there would be two options for avoiding a dead-end truck route that would be created on Victoria Street between Avalon Boulevard and Central Avenue. The first option would be to designate the segment of Avalon Boulevard between Victoria Street and Albertoni Street as a truck route. The second option would be to eliminate the entire segment of Victoria Street between Main Street and Central Avenue from the truck route system.

While the requested elimination of Victoria Street between Main Street and Avalon Boulevard or between Main Street and Central Avenue from the truck route system would result in a decrease in truck traffic along this segment of Victoria Street, it would result in an increase in truck traffic on streets that run adjacent to other residential properties. The truck-related impacts such as noise, vibration, and pollution would be reduced along Victoria Street; however, they would increase along other affected roadways such as Albertoni Street, Del Amo Boulevard, Avalon Boulevard, University Drive, and Central Avenue. It would also result in an inconvenience, an increase in costs, an increase in fuel consumption, and an increase in travel time for the truck operators and businesses that use Victoria Street as a truck access route.

Santa Fe Avenue

Background

Another roadway that has often been discussed as a candidate for elimination from the truck route system is Santa Fe Avenue. While the segment of Santa Fe Avenue between Dominguez Street and Del Amo Boulevard runs through an industrial area, the segment south of Dominguez Street runs adjacent to residential properties, an elementary school, a middle school/high school, and a park.

Discussion

Santa Fe Avenue is a north-south truck route that extends from the north boundary of Carson at Del Amo Boulevard to the south boundary of Carson at the I-405 freeway. It provides access to the industrial area between Dominguez Street and Del Amo Boulevard and the industrial area of Long Beach east of Santa Fe Avenue. It also serves as a link between these industrial areas and the I-405 freeway via Wardlow Road in Long Beach.

While Santa Fe Avenue is a legal truck route, it runs adjacent to uses that are not necessarily compatible with the truck route designation; i.e., residential properties, Dominguez Elementary School, the new middle school/high school, and Dominguez Park. The trucks that travel on Santa Fe Avenue generate noise, vibration, and pollution as well as potential safety issues during student arrival and departure times.



If the segment of Santa Fe Avenue between Del Amo Boulevard and the I-405 freeway were to be eliminated from the truck route system, trucks that would otherwise use Santa Fe Avenue as a travel route would be shifted to other streets. It is anticipated that most of this truck traffic would shift to Alameda Street, which runs primarily along industrial and commercial properties.

As noted above, the truck route system cannot have dead-end street segments whereby a legal truck route feeds only onto non-truck-route roadways. So if Santa Fe Avenue is eliminated from the truck route system, there would be two options. One would be to eliminate the entire segment of Santa Fe Avenue between Del Amo Boulevard and the south city boundary. The other option would be to eliminate the segment of Santa Fe Avenue between the south city boundary and El Presidio Street from the truck route system and to add the segment of El Presidio Street between Santa Fe Avenue and Alameda Street to the truck route system. It should be noted that the intersections of El Presidio Street at Alameda Street and El Presidio Street at Santa Fe Avenue do not have traffic signals as there are stop signs on the El Presidio Street approaches. It would be difficult, therefore, for trucks to make left turns from El Presidio Street onto Alameda Street or Santa Fe Avenue, particularly during times of heavy traffic flows.

It should be noted that if Santa Fe Avenue were to be eliminated from the truck route network, businesses that are located along Santa Fe Avenue would still be able to legally use Santa Fe Avenue as a travel route to and from the I-405 freeway. Vehicles can use a roadway that is not a truck route if it is a direct route between the property and an unrestricted roadway.

Carson Street

Background

A request was also received to consider eliminating Carson Street between the I-405 freeway and Wilmington Avenue from the truck route system. This segment of Carson Street runs adjacent to commercial, residential, and light industrial properties. The request was received from a resident who stated that trucks on Carson Street cause noise, vibration, and structural damage to the residential properties that abut Carson Street.

Discussion

Carson Street is an east-west truck route that extends from the I-405 freeway to Alameda Street. The segment of Carson Street between the I-405 freeway and the west boundary of the city at the I-110 freeway and the segment of Carson Street between Alameda Street and the east city boundary at Santa Fe Avenue are not included in the truck route system. The segment of Carson Street that is designated as a truck route provides access between the Carson Street/I-405 freeway interchange and the industrial areas along Carson Street east of Wilmington Avenue.

If the segment of Carson Street between the I-405 freeway and Wilmington Avenue were to be eliminated from the truck route system, trucks that would otherwise use this segment of Carson Street as a travel route would be shifted to Wilmington

Avenue. Additional trucks on Wilmington Avenue would adversely affect traffic conditions on Wilmington Avenue, which is already congested and currently carries a substantial volume of truck traffic. The area of Wilmington Avenue between 220th Street and 223rd Street, which includes the on and off-ramps to the I-405 freeway, is typically the most congested street segment in Carson. The removal of Carson Street from the truck route system would add trucks to this currently-congested area and thereby result in adverse impacts to delay and congestion.

Additional Technical Information Requested at the Workshops and Hearing

History of the Truck Route Designation for Each Street

It has been suggested that one or more of the streets under consideration have recently been designated as a truck route. A review of the files at the City Clerk's office indicates that Ordinance No. 69-81, which was adopted by the Carson City Council in April of 1969, listed the designated routes that could be used by vehicles exceeding a maximum weight of 6,000 pounds (Exhibit No. 2). Included on this list of legal truck routes are Carson Street, Main Street, and Victoria Street. So these three streets have been designated as truck routes since 1969. The earliest reference showing Santa Fe Avenue as a truck route is Ordinance No. 92-969, which was adopted by the Carson City Council in March of 1992.

Truck Volumes

Traffic counts were taken to quantify the existing truck volumes on the truck routes that would be affected by revisions to the truck route system. The truck counts were taken during the afternoon when truck volumes are typically at their peak, as verified by 24-hour truck counts that were taken on Victoria Street. The existing truck volumes are shown in the table below.

Peak Hour Truck Volumes		
Roadway	Location	Truck Volume (trucks per hour)
Victoria Street	Main Street to Avalon Boulevard	116
Victoria Street	Avalon Boulevard to Central Avenue	132
Main Street	South of Victoria Street	54
Albertoni Street	Main Street to Avalon Boulevard	156
Del Amo Boulevard	East of Avalon Boulevard	114
Broadway	South of Victoria Street	68
Santa Fe Avenue	Carson Street to Dominguez Street	92
Alameda Street	Carson Street to Dominguez Street	414
Carson Street	I-405 freeway to Wilmington Avenue	105

Number of Residences on Each Street Segment

In an effort to determine how many residences are affected by the truck routes under consideration, the number of residential properties adjacent to each truck route was quantified, as summarized in the table below.



Residential Properties along Each Truck Route		
Roadway	Location	Number of Residential Properties
Victoria Street	Main Street to Avalon Boulevard	32 north side 35 south side
Victoria Street	Avalon Boulevard to Central Avenue	39 north side 0 south side 4 Apt Bldgs north side
Main Street	I-405 Freeway to Victoria Street	45 east side 0 west side
Albertoni Street	Main Street to Avalon Boulevard	1 Hotel north side 20 south side
Albertoni Street	Avalon Boulevard to Central Avenue	0 north side 42 south side
Del Amo Boulevard	Avalon Boulevard to Central Avenue	68 north side 0 south side
Del Amo Boulevard	Central Avenue to Wilmington Avenue	18 north side 0 south side
Santa Fe Avenue	Del Amo Blvd to Dominguez Street	0 east side 0 west side
Santa Fe Avenue	Dominguez Street to I-405 Freeway	13 east side 68 west side
Carson Street	I-405 freeway to Wilmington Avenue	13 north side 45 south side 3 Apt Bldgs north side

Note: Apt Bldgs = apartment buildings

Enforcement of Truck Route Regulations

Enforcement activities relative to the city's truck route regulations are conducted by the Los Angeles County Sheriff's Department. The primary type of enforcement activity is issuing citations for truckers who are traveling on non-truck-routes without having a destination along these streets. As there is no way for an officer to know if a particular truck is illegally using a non-truck-route when the truck passes by, the officer has to stop the truck and ask the driver to produce documentation to prove that the truck is being used for picking up or dropping off goods or providing a service in the area served by the street. If such documentation cannot be provided, then the truck driver can be cited for a truck route violation. With regard to trucks traveling on a legal truck route, the primary type of enforcement activity is issuing citations for overweight or oversized trucks.

Designated Hours for Truck Routes

There was an inquiry at the workshops as to whether or not truck route restrictions could be designated for specific times of the day. For example, would the city have the right to designate Victoria Street as a truck route from 7:00 a.m. till 8:00 p.m. and



as a non-truck-route from 8:00 p.m. till 7:00 a.m. Research conducted by staff indicates that two cities in California have implemented time limits for specific truck routes. The city of San Mateo has designated East Third Street as a truck route between 8:30 a.m. and 4:30 p.m. and Kehoe Avenue as a truck route between 6:00 a.m. and 6:00 p.m. The city of Palo Alto has designated Hillview Avenue as a truck route between 7:00 a.m. and 7:00 p.m. Truckers using these roadways at times outside of these hours are subject to citation. So a precedent has been established in California for "part time" truck routes, although the practice is not common. Oregon, Arizona, Canada, and New York City have also used time limits on truck routes.

Possible Measures to Reduce Truck-Related Impacts

It was suggested at the workshops and the previous public hearing that various measures could possibly be implemented to reduce the noise and vibration impacts generated by trucks. Several of these actions are presented below along with a discussion of the feasibility of implementation.

Sound Walls - With regard to the possibility of constructing sound walls, the existing walls along Victoria, Main, and Carson Streets could potentially be heightened; however, these walls are on private property and any modifications would be the responsibility of the property owner. There is insufficient right-of-way to construct an effective sound wall on public property at these locations.

Rubberized Asphalt - With regard to the use of rubberized asphalt, the City Engineer and the Public Works Superintendent have indicated that this type of asphalt will be used when the next resurfacing project is implemented on any truck routes that run adjacent to residential uses. While this type of surface is more costly than conventional asphalt, it results in a reduction in noise and vibration.

Modernized Truck Fleets - With regard to the use of modernized truck fleets, the trucks will gradually become quieter and cleaner; however, any noticeable improvements to noise, vibration, and emissions are probably years away. Also, the city has no practical means to control the type of trucks that operate on the public streets other than to ensure that the vehicles are within the legal weight and size in accordance with the California Vehicle Code.

Compensation to Property Owners – It was suggested that the city could provide compensation to residential property owners so that they could fund improvement measures to mitigate the truck-related impacts, such as increasing the height of the walls, installing double-pane glass in their windows, repairing cracks in the structures, etc. Discussions among City staff indicated, however, that this type of program would not be feasible because of the shortage of funding sources, the loss of the redevelopment agency, and the difficulty in establishing an equitable funding mechanism.

Planting Trees Along the Property Line – It was suggested that trees could be planted along the residential property lines as a measure to alleviate the adverse truck-related impacts. To be effective as a mitigation measure, the trees would have to be large and closely spaced, which would not be feasible on the public sidewalks.



The residents could plant trees on their own property; however, the effectiveness as a mitigation measure would be limited and it could take many years for the trees to grow to a size where they would reduce noise levels. It is doubtful that trees would have an impact on vibration impacts.

Eliminate Residences Adjacent to the Truck Routes – A long-range program that could potentially be used to alleviate truck-related impacts would be to eliminate the first row of residences adjacent to the truck routes. A program such as this would require the purchase of numerous houses to create a spatial buffer between the street and the next row of houses. This would not be feasible because of the cost and the disruption to existing residents.

Summary and Conclusions

In summary, there are several options relative to the possibility of revising the truck route designations on Victoria Street, Main Street, Santa Fe Avenue, and/or Carson Street. The options are outlined below.

Victoria Street

- V1 Maintain status quo by keeping the truck route designation on Victoria Street.
- V2 Eliminate the segment of Victoria Street between Main Street and Avalon Boulevard from the truck route system and add Avalon Boulevard between Victoria Street and Albertoni Street to the truck route system.
- V3 Eliminate the segment of Victoria Street between Main Street and Central Avenue from the truck route system.
- V4 Keep the truck route designation on Victoria Street between Main Street and Central Avenue, but designate it as a truck route only from 7:00 a.m. till 8:00 p.m. (or whatever times are deemed appropriate).

Main Street

- M1 Maintain status quo by keeping the truck route designation on Main Street.
- M2 Eliminate the segment of Main Street between Broadway and Victoria Street from the truck route system.
- M3 Keep the truck route designation on Main Street between Broadway and Victoria Street, but designate it as a truck route only from 7:00 a.m. till 8:00 p.m. (or whatever times are deemed appropriate).

Santa Fe Avenue

- S1 Maintain status quo by keeping the truck route designation on Santa Fe Avenue.
- S2 Eliminate the entire segment of Santa Fe Avenue from the truck route system between Del Amo Boulevard and the south city boundary at the I-405 freeway.
- S3 Eliminate the segment of Santa Fe Avenue between the south city boundary and El Presidio Street from the truck route system and add El Presidio Street between Santa Fe Avenue and Alameda Street to the truck route system.



Carson Street

- C1 Maintain status quo by keeping the truck route designation on Carson Street.
- C2 Eliminate the segment of Carson Street between the I-405 freeway and Wilmington Avenue from the truck route system.
- C3 Keep the truck route designation on Carson Street between the I-405 freeway and Wilmington Avenue, but designate it as a truck route only from 7:00 a.m. till 8:00 p.m. (or whatever times are deemed appropriate).

Any changes to the city's designated truck route system would require an amendment to the Carson General Plan Circulation Element. A public hearing would also be held at a City Council meeting and an amendment to the Carson Municipal Code would be required. It should be noted that the Carson Chamber of Commerce and several major industrial businesses are opposed to any reductions to the truck route system.

Based on the information provided above, the staff recommendation is to maintain status quo with regard to the truck route designation on Victoria Street, Main Street, and Carson Street (Options V1, M1, and C1 above) and to eliminate the entire segment of Santa Fe Avenue between Del Amo Boulevard and the south city boundary from the truck route system (Option S2 above). If Santa Fe Avenue is eliminated from the truck route system, industrial businesses located on or near Santa Fe Avenue south of Del Amo Boulevard could continue to use Santa Fe Avenue as a travel route to and from the I-405 freeway because it is a direct route between the properties and the freeway. So truck traffic may not be substantially reduced on Santa Fe Avenue even if it is eliminated from the truck route system. Truck with origins or destinations north of Del Amo Boulevard would be restricted from using Santa Fe Avenue as a travel route if it is removed from the truck route system.

III. Recommendation

That the Planning Commission:

- 1. OPEN the public hearing, TAKE public testimony, and CLOSE the public hearing; and
- 2. TAKE one of the following actions:
 - a. 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
 - b. DIRECT staff to prepare a resolution to maintain status quo regarding the truck route system.

IV. Exhibits

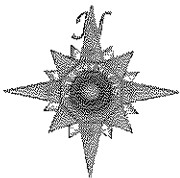
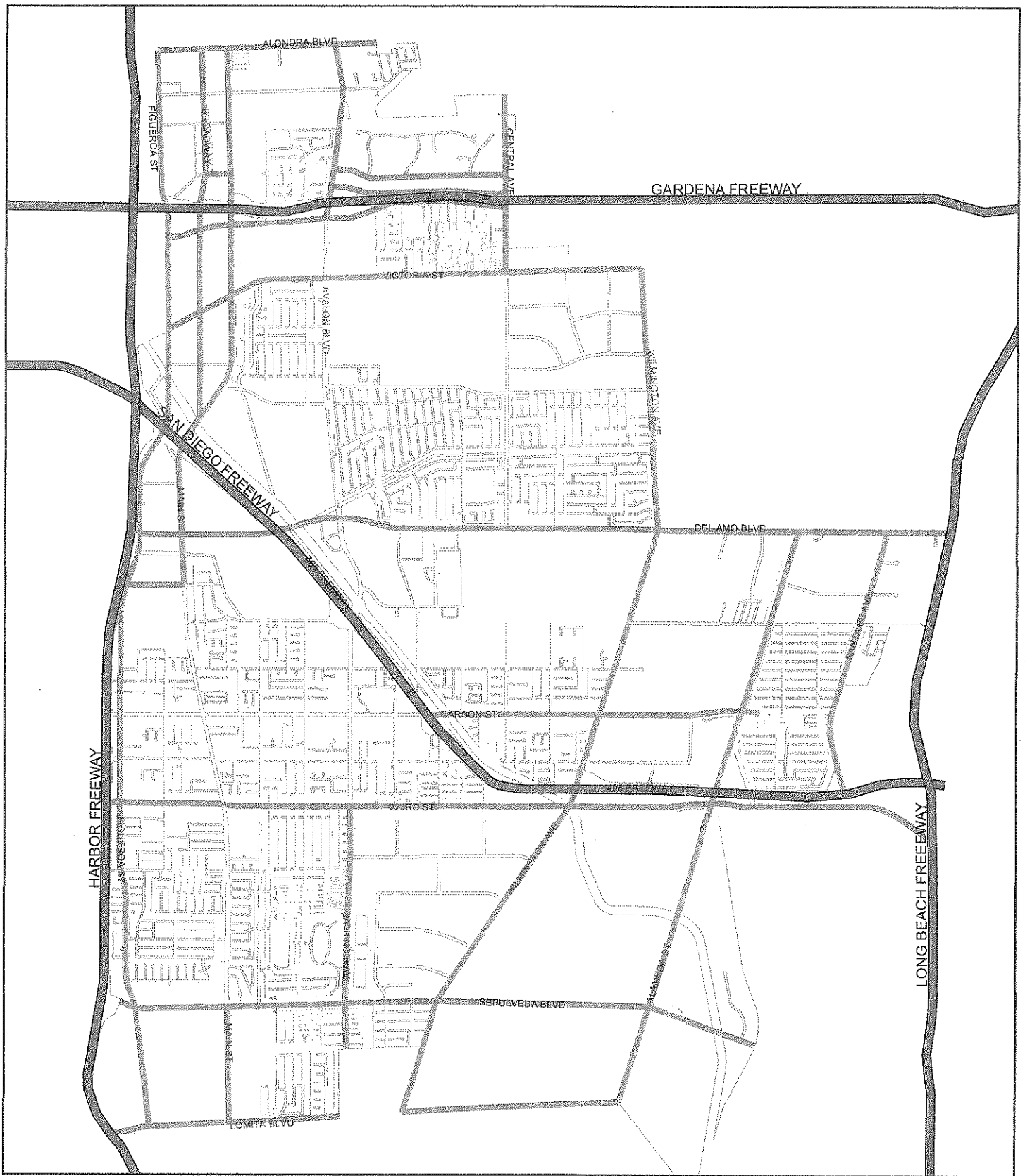
- 1. City of Carson Truck Routes Map

2. City of Carson Ordinance No. 69-81
3. Planning Commission Minutes dated March 23, 2011
4. Planning Commission Minutes dated June 14, 2011
5. Planning Commission Minutes dated October 11, 2011

Prepared by: Richard Garland
Richard Garland, Traffic Engineer

Reviewed by: Sheri Repp
Sheri Repp Loadsman, Planning Officer





City of Carson Truck Routes

EXHIBIT NO. 1

ORDINANCE NO. 69-81

AN ORDINANCE OF THE CITY OF CARSON ESTABLISHING ROUTES THROUGH THE CITY FOR COMMERCIAL VEHICLES OR VEHICLES EXCEEDING 6000 POUNDS GROSS WEIGHT, DESIGNATING THOSE STREETS UPON WHICH SAID VEHICULAR TRAFFIC IS PERMITTED AND AMENDING THE CARSON MUNICIPAL CODE

THE CITY COUNCIL OF THE CITY OF CARSON DOES ORDAIN AS FOLLOWS:

Section 1. The Carson Municipal Code is hereby amended by adding to Chapter 2 of Article III a Part B thereof to read as follows:

"B. Commercial and Other Vehicle Routes, Restrictions.

3250. Prohibition of Commercial Vehicles or Vehicles Exceeding 6000 Pounds Gross Weight Except on Designated Routes. Any Commercial Vehicle or any vehicle exceeding a maximum gross weight limit of 6000 pounds is hereby prohibited from using any street in the City of Carson other than those listed in Section 3251, except as provided in Section 3252 of this code. All streets in the City not designated in Section 3251 shall be restricted streets for the purposes of this Part B.

3251. Designated Routes. Commercial vehicles or any vehicles exceeding the maximum gross weight limit of 6000 pounds may use the following streets or portions of streets within the city limits of the City of Carson:

- | | |
|-----------------------|--------------------------------|
| (a) Alameda Street | (j) Lomita Boulevard |
| (b) Alondra Boulevard | (k) Main Street |
| (c) Artesia Boulevard | (l) Sepulveda Boulevard |
| (d) Avalon Boulevard | (m) Torrance Boulevard between |
| (e) Broadway | Main Street & Westerly |
| (f) Carson Street | City Limits |
| (g) Del Amo Boulevard | (n) Victoria Street |
| (h) Figueroa Street | (o) Wilmington Avenue |
| (i) San Diego Freeway | (p) 223rd Street |

3252. Exceptions. Notwithstanding any other provision of this Part B, nothing herein shall be deemed to prohibit any vehicle coming from an unrestricted street having ingress or egress by direct route to and from a restricted street when necessary for the purpose of making pickups or deliveries of goods, wares, and merchandise from or to any building or structure located on the restricted street or for the purpose of delivering materials to be used in the actual and bona fide repair, alteration, remodeling, or construction of any building or structure upon the restricted street for which a building permit has previously been obtained, nor shall any provision of this Part B apply to any vehicle owned by a public utility or licensed contractor while necessarily in use in the construction, installation or repair of any public utility, or to any vehicle (passenger stage) subject to the provisions of Section 1031 to 1036, inclusive, of the California Public Utilities Code.

3253. Signs. The City Council of the City of Carson hereby determines that the erection of appropriate signs on those streets designated in Section 3251 will best serve to give notice of this Part B.

This Part B shall not be effective until such time as said signs have been erected.

Section 2. The City Engineer is hereby directed and authorized to effect the erection of appropriate signs in accordance with Section 3253 on those streets specified in Section 3251.

PASSED, APPROVED and ADOPTED by the City Council of the City of Carson this 21st day of April, 1969.

ATTEST:

Marilyn R. Cortes
CITY CLERK

John L. Frank
MAYOR
EXHIBIT NO. 2 -

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

I, MARILYN R. CORTINA, City Clerk of the City of Carson, California, do hereby certify that the whole number of members of the City Council of said City is five; that the foregoing ordinance, being Ordinance No. 69-81, passed first reading on April 14, 1969, was duly and regularly adopted by the City Council of said City at a regular meeting of said Council, duly and regularly held on the 21st day of April, 1969, and that the same was so passed and adopted by the following roll call vote:

AYES: COUNCILMEN: Yamamoto, Smith, Marbut, Clark and Junk.

NOES: COUNCILMEN: None.

ABSENT: COUNCILMEN: None.


CITY CLERK, City of Carson, California

- | | | |
|-----|-------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 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. |
| 7. | SWEARING OF WITNESSES | City Attorney Sultani |
| 8. | ORAL COMMUNICATIONS | For items NOT on the agenda. Speakers are limited to three minutes. None. |
| 9. | CONSENT CALENDAR | |
| | A) Minutes: | None. |
| 10. | NEW BUSINESS DISCUSSION | |
| | A) Workshop regarding truck routes and the Circulation Element of the General Plan | |

Applicant's Request:

The applicant, city of Carson, is requesting a joint workshop with the city's Public Works Commission. The properties involved are commercial properties.

Staff Report and Recommendation:

Associate Planner Gonzalez presented staff report and the recommendation to CONSIDER and DISCUSS the information provided for in this workshop and PROVIDE direction to staff.

Chairman Faletogo noted his understanding that some trucks are illegally traveling on certain roadways, questioning which roads those are.

Traffic Engineer Garland stated that the routes some truck drivers are illegally using are University, Central and sometimes Avalon Boulevard, noting they sometimes are departing the industrial area and traveling down Central to Del Amo, which is not allowed; and noted that they are supposed to go down Wilmington Avenue.

Planning Officer Repp explained that Avalon Boulevard and Carson Street, between the 110 Freeway and the 405 Freeway, were removed from the truck route, noting these streets tend to have more pedestrian activity.

Traffic Engineer Garland advised that if there is a change to the truck route system and the trucking activity is shifted to another area, the General Plan will need to be amended to reflect that change.

Planning Officer Repp advised that a public hearing process would be necessary to make any change to the City's General Plan.

Responding to Commissioner Saenz' inquiry, Traffic Engineer Garland stated that strictly from a traffic perspective, he would recommend keeping the truck routes as is.

Commissioner Goolsby expressed his belief that shifting the routing will only shift the complaints, noting that there is already a lot of traffic activity on Victoria; and stated that he would leave the truck route as is, but noted that some relief options, where possible, should be considered.

Commissioner Diaz suggested only allowing the trucks to use these roads at certain hours of the day and questioned if these trucking activities exceed the City's noise ordinance.

Chairman Faletogo expressed his belief that shifting the truck route to Del Amo and Albertoni would not lessen any problems associated with trucking activities and would not be a good solution, stating it only transfers the problems to another area. He noted the importance of allowing trucking activities and stated it is important to work with the truckers but also to consider options that can lessen the impacts to the residents, such as implementing some noise buffers, sound walls, and/or rubberized asphalt.

Commissioner Diaz noted his inclination to remove Santa Fe and Carson Street to Dominguez from the truck route, noting an elementary school is currently located in this area and that a new school is being built in this area.

Commissioner Brimmer stated that she'd like to see some statistics from the Sheriff's Department on the number of citations written for those truck drivers illegally using the City's roadways and asked that the traffic sergeant be present at the next workshop. She stated that some of the City's roadways are not being well maintained; and she questioned whether there are public improvement funds available to build sound walls or implement other noise/vibration mitigation measures. She noted the necessity of balancing the needs of the business community and also the needs of the residents.

Commissioner Diaz expressed his belief that the illegal use of these streets would lessen if there were more enforcement measures taken against the offenders.

Commissioner Verrett stated that strong consideration needs to be given to the residents' quality-of-life issues over that of the business community. She noted her support for eliminating the truck route on Santa Fe where there are schools and stated that the 91 Freeway should be utilized more for the local trucking activities, exiting as close as possible to their destinations. She stated that there should not be any need for trucks to be on Victoria because it's all residents and that if they need to get to Main Street, they should be using the 91 Freeway.

Traffic Engineer Garland stated that truck drivers typically use the shortest and quickest routes from their point of origin to their destinations.

Commissioner Schaefer asked how many trucks use Victoria during the evening hours, questioning if placing time restrictions on these drivers would create a hardship for their businesses.

Traffic Engineer Garland stated that truck counts have been conducted during the afterhours, noting that approximately 20 or 30 trucks per hour use this street; and stated that restricting the hours of use is a possibility, though noting he has not seen that in practice; and he added that the City would have to check whether that is even legal.

Commissioner Schaefer asked if any consideration has been given to implementing some sound barriers, questioning whether the current perimeter block walls can be increased in height or increased in thickness.

Traffic Engineer Garland stated that consideration has been given to increasing the height of the block walls, but stated that the perimeter block walls are on private property. He stated that the City could consider allowing those property owners to increase the height of their perimeter walls in those areas along the truck routes.

Commissioner Schaefer asked how long this area of Victoria has been a truck route.

Traffic Engineer Garland stated that this stretch of roadway has been a truck route before Carson became incorporated and before the housing developments were built.

Planning Officer Repp reminded the Commissions that there are very limited public improvement funds available for public streets and advised that there have been many conversations over the years with residents impacted by trucking activities, especially with those residents impacted on Wilmington Avenue, which is one of the most congested in the City. She advised that those residents replaced their own windows with double-paned windows to reduce some of the noise, and that the residents made sure there was appropriate insulation in place. With regard to the current block walls on the perimeter of the properties, she explained that the structural integrity of the walls would have to be considered before increasing the height.

Commissioner Brimmer commented on the voter-passed 2-percent tax increase, suggesting some of those funds be used to improve these perimeter walls and roadways. She stated she is concerned with the quality of life for the residents impacted by these trucking activities. She expressed her belief that not enough information has been provided at this evening's meeting for her to make a prudent decision or to determine what the primary objective is.

Chairman Faletogo questioned whether placing hour restrictions on this roadway is possible, noting he lacks confidence with routine enforcement activity of the illegal trucking use of the roadways.

Traffic Engineer Garland reiterated that he has not seen that done in practice where trucks are only allowed to use the roadways at certain times of the day/night; and stated that he would have to check state law to see if it is legal to put in place hourly restrictions. He added while that suggested effort would eliminate truck traffic on this roadway during certain hours, it would only shift the trucking activity to another area during those times; and stated that he will research the legality of that option.

Commissioner Saenz stated that there should be some communications with the area businesses to determine how a time restriction would impact their business operations, noting that some businesses only have deliveries in the evenings.

Commissioner Goolsby stated that shifting the truck routes past another residential area will not solve anything. He stated that the existing truck routes have been in place for over 42 years and that instead of shifting the routes, mitigation measures should be implemented to relieve the impacts to the residents affected by these activities, such as

installing double-paned windows; and stated that he would not be in favor of altering the existing truck routes.

Commissioner Brimmer urged the City to look at what funding is available to mitigate some of the residents' concerns; and asked that staff explore limiting the hours from 8:00 P.M. to 7:00 A.M. on these roadways. She urged the City to make the necessary repairs to these roadways and to add "No Stopping" signs on Victoria behind the homes; and also suggested that the businesses be contacted for their input on this matter. She stated she is opposed to having the residents pay for any mitigation measures on their homes.

Commissioner Brown stated he is in support of the Chamber of Commerce March 21, 2011, letter, noting the Chamber outlined important issues of concern to the proposal for changing the truck routes:

"Re: Item to consider amending the truck route system to eliminate Victoria Street between Main Street and Avalon Boulevard -

Dear Members of the Planning Commission and Public Works Commission:

The Carson Chamber of Commerce understands that the Planning Commission and the Public Works Commission have been asked to consider whether or not to recommend that the Circulation Element of the General Plan be changed to remove the segment of Victoria Street between Main Street and Avalon Boulevard from the city of Carson truck routes. For reasons that are listed below, the Chamber respectfully requests that you DECLINE to recommend this change.

1) Removing this section of street from the City's truck route system will not do anything to diminish the amount of truck traffic. It will merely divert it through other areas of the city and increase the impact on residents and businesses in those neighborhoods. Furthermore, as truckers seek shortcuts, the elimination of this portion of the truck route may actually increase the illegal use of roadways that abut area parks and residences.

2. Industrial and warehouse operations represent an important percentage of Carson's business demographic. When selecting a location, these businesses which depend on trucks to move material in and out of their facilities consider the ease with which these movements can occur. Moving the truck route will result in additional time, expense, and inconvenience for Carson's businesses as well as for an already strained city staff which must implement and enforce the proposed new route.

3. The city is currently facing serious economic challenges. Successful businesses pay more fees and taxes into the city's treasury and contribute generously to local philanthropies. Carson, which prides itself on being a business friendly city, should not impose hardship on its business community when no net benefit will be realized.

4. City staff has already acted on several other mitigation measures requested by the petitioners.

Thank you for your consideration, John Wogan, President."

Commissioner Brown commented on Assembly Bill 1358, a January 2011 requirement for the City to comply with the requirements of integrating a transportation network for goods movement. He asked what the volume of truck traffic was prior to November of 2010.

Traffic Engineer Garland stated that the total traffic volume count on Victoria between Main and Avalon go back to 2003, noting this is done every couple of years; advised that he has not separated the truck volumes from the regular passenger vehicles. He noted that in 2003, there were 18,000 vehicles per day on Victoria; in 2007, there were 14,000; in 2008, there were 17,000; and advised that it is now up to 18,000, pointing out he does not have any explanation as to the increasing/decreasing numbers.

Commissioner Brown expressed his belief the increasing/decreasing numbers may be due to the economy. He highlighted the fact that these truck routes have been in place for many years; noted that people also voice their objections when new bus routes are implemented, but added that people need to get to work and school and that the routes are necessary for day-to-day life; and stated that he would not support shifting the truck routes to another area and thus impacting other residents. He noted that while the residents have a legitimate concern with the truck routes, the City also needs to consider the needs of businesses and the local economy; and that at this time, he is inclined to leave the truck routes as is.

Planning Officer Repp pointed out that the General Plan takes into consideration all modes of transportation standards, such as pedestrian and bike traffic through this community.

Associate Planner Gonzalez added that Assembly Bill 1358 directs municipalities to fulfill its commitment to reduce greenhouse gas emissions for commercial use of this urban community, encouraging public transportation planning, being innovative in reducing vehicle miles traveled and shifting more to biking, walking, and greater use of public transit. He added that the law requires cities to develop multimodal transportation networks to reach key destinations in a community and region as directly and safely as possible.

Commissioner Verrett stated that the City should take an in-depth look at the traffic circulation concerns; she added that there is no business on Victoria that should require trucking activity; and stated that the truck drivers should be exiting on Central or Main Street instead of impacting the residents along Victoria, pointing out it also benefits the community when the truck drivers use the freeway instead of the streets when possible. She stated she is concerned with the safety of the students attending the schools along the truck routes; and pointed out that times have changed, along with the population of this community, and that the truck routes should change if they run along school sites.

Debra Mason, 109 East Bilson Street, stated that her house is along Victoria, near Main Street; stated that the trucking activities are destroying their home, noting the interior and exterior walls of her house are cracking; advised that she has already replaced her windows with double-paned windows; and stated that the trucks are ruining the quality of life for the residents when they are taking a shortcut through their neighborhood when they should be staying on the freeway and getting as close as they can to their destinations. She stated that the trucking activities awakens the residents at all hours of the night and early morning – pointing out that many of these residents still have to go to work each day; and that they are seeking relief from these quality-of-life issues. She questioned whether these activities are exceeding the noise ordinance, expressing her belief they exceed the acceptable decibel levels; and noted that the vibrations caused by these trucks feel like earthquakes all throughout the day.

Carol Bacon, 970 East Sagebank Street, stated that they live across the street from the sports stadium and that they are having to put up with the noise and vibrations from the trucking activities; stated that the homes along this roadway are being damaged; advised that the windows rattle and the walls vibrate and shake as the trucks go by; stated that their house guests always believe they are experiencing an earthquake, but in reality, it's only the trucks going by; advised that their home's foundation is being negatively impacted; and that the trucks leave behind soot on their property and vegetation and that they pollute the air in the neighborhood.

Diane Wheeler, 18635 Milmore Avenue, stated that she gets a lot of soot in her backyard and that because of the noise, she is not able to sit in her backyard for any length of time; and stated that they cannot leave their windows open because the noise is too loud from these activities. She suggested that Broadway be added to the truck route.

Next speaker (no card): stated they have lived in their house for approximately nine years and that they have witnessed the traffic increasing over the years; and urged the City to consider rerouting the truck route to Broadway.

Deirdre Carpenter, resident, stated that her backyard faces Main Street; that her property gets soot from the traffic; advised that the trucks are illegally idling next to the homes; and stated that the trucks are making too much noise and causing a lot of vibration. She highlighted the alternative streets that can be used to reduce the impacts to the residents, such as using Broadway and certain parts of Albertoni and the freeways; and added that because of the noise and vibrations, she does not use her back room.

Al Gilwyn (no card): stated that he lives across the street from Ms. Carpenter; noted that these residents are negatively impacted from the fumes, noise and vibrations; and stated that they are doing all they can to get some relief to these problems. He expressed his concern that the trucking activities will have a negative effect on selling his home.

Patricia Patterson, resident, stated that while she understands the need for commerce, she questioned why the truck drivers are not using Broadway and Main; stated that the truck noise and vibrations wake her up at 3:00 A.M.; stated that her windows rattle from the trucks; and she urged the City to help the residents.

Next speaker (no card): stated their biggest complaint is the speed of these trucks and the safety of the residents; and noted that they are worried the speeding trucks will lose control of their vehicles.

Bill Lorenzen, representing Price Transfer, Inc., stated that there are six different warehouses here in Carson directly off Santa Fe; advised that Price Transfer employs 500 people on a daily basis; and noted he is very familiar with the Santa Fe, Del Amo area, noting there are 38 different warehouses that are directly off those streets. He pointed out that everything is delivered by trucks and that this mode of transportation is essential to sustain commerce. He advised that the trucking industry has made tremendous strides modernizing their fleets/equipment, noting there are many state regulations that are coming into play to reduce the noise and run cleaner vehicles. He pointed out that Price Transfer spent over \$2.5 million upgrading its trucking fleet within

the last three years; and stated that the trucks are running cleaner and quieter. He added that Carson is directly impacted by the ports which remains open until 3:00 A.M. and that a lot of businesses are accepting freight during the hours the ports are open; and noted they move the freight as quickly as they can because that's how the bills and taxes get paid. He stated that Dominguez is only a two-lane roadway with residents living on one side; expressed his belief this would not be a good truck route; stated that El Presidio lacks a traffic signal at either end; that Del Amo is consistently congested and busy with three to four trucks cuing while waiting to turn at the light on Santa Fe; and added that starting from 2:00 P.M., it's very congested when trying to get to or from the 710 Freeway from Del Amo. He stated that he is aware there are some schools along the truck route, but pointed out that every driver must abide by the traffic laws. He stated that restricting the use of Victoria will only make the congested areas even more congested.

Associate Planner Gonzalez commented on combining land use planning with transportation planning, making sure land use decisions are integrated with the impacts they have on the transportation network and the infrastructure.

Planning Officer Repp stated that the new requirements bring about a comprehensive approach to balancing and managing the transportation needs of businesses versus the quality-of-life needs for the residents. She highlighted the issues that will be further addressed for the next workshop: improving and maintaining the condition of the streets, potential hours of operation restrictions for trucking activities and research the legality of restricting the hours, encouraging truck drivers/businesses to avoid residential areas whenever possible, and invite input from the business community.

Commissioner Brimmer asked that the Commission be provided a copy of the traffic analysis/report and a report from the Sheriff's Department regarding the citations which have been given in this area.

Commissioner Verrett stated she'd like the complete elimination of trucking activities on Victoria, between Central up to at least Main Street, stating there is no need for trucks on this roadway; and that staff should be researching area schools that are along Santa Fe.

Public Works Chairman Cottrell asked if the EIR for the new school being built on Santa Fe addressed the truck route.

Planning Officer Repp noted there were two different EIR's prepared for that project: one for the City's General Plan and the second for the school use itself. She explained that with the City's General Plan, it was determined the new school site was not an ideal location; and that the school district's EIR found it to be an acceptable location, with the belief the traffic impacts were acceptable. She added that consideration is now being given to also including the middle school grades at this campus along with the high school students.

Commissioner Goolsby stated that the Chamber of Commerce makes a compelling argument for keeping the truck route as is.

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Commissioner Verrett stated that the Chamber of Commerce represents the businesses and not the residents; and reiterated that she wants to see the trucks off Victoria and using the freeways more and using Main and Broadway.

Commissioner Schaefer stated it is not the Planning Commission's job to favor the residents over businesses, pointing out that the City needs both; stated she is sympathetic to the residents' concerns; pointed out it will be a monumental task to inform each truck driver where to drive; and that she does not believe there is any resolution to this debate this evening that would be of benefit to either the businesses or the residents. She stated that a lot of businesses are struggling during this economy and that they likely cannot afford extravagant changes to their operations; but stated that there must be some way to alleviate the impact to the residents by helping the residents to sound proof; but reiterated that the City should not be favoring one party over the other because they all belong here.

Planning Officer Repp agreed that the solution is about balancing competing interests; and she suggested that since there is no consensus on this issue this evening, that this workshop be continued for approximately 60 days which will allow staff and the traffic engineer to address the comments that were discussed at this meeting and to obtain further information; and stated that additional speakers will have an opportunity to address this issue before the Commissions at that time, both representing the businesses and the neighborhoods.

10. NEW BUSINESS DISCUSSION (cont'd)

B) Workshop regarding auto repair use in the CA zone

Applicant's Request:

The applicant, city of Carson, is requesting the Commission continue its workshop regarding Section 9138.15 of the Carson Municipal Code to consider allowing auto repair as a primary use in the CA (Commercial Automotive) zone. The properties involved are the CA (Commercial, Automotive) zoning district.

Staff Report and Recommendation:

Associate Planner Newberg presented staff report and the recommendation to CONSIDER and DISCUSS the information provided for in this workshop; and PROVIDE direction to staff in how to proceed.

Rick Nickel, Rick's Lube & Tune, stated that this business has been in operation in Carson for 22 years and that he is now the sole owner of this business, and noted that the current site he is temporarily working out of is not big enough for his business. He stated he does have a lease agreement with Sonic pending the outcome of the Planning Commission's decision.

Commissioner Brimmer thanked Mr. Nickel for providing a design board of the proposed site; and she asked how long his lease is with Sonic.

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4. **AGENDA POSTING CERTIFICATION** Recording Secretary Bothe indicated that all posting requirements had been met.
5. **AGENDA APPROVAL** Commissioner Saenz moved, seconded by Commissioner Schaefer, to approve the Agenda as presented. Motion carried, 8-0 (absent Commissioner Gordon).
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.
7. **SWEARING OF WITNESSES** Assistant City Attorney Soltani
8. **ORAL COMMUNICATIONS** For items **NOT** on the agenda. Speakers are limited to three minutes. None.
9. **CONSENT CALENDAR**
 - A) **Minutes:** May 10, 2011
 - MOTION:** Chairman Faletogo moved, seconded by Vice-Chairman Park, to approve the May 10, 2011, Minutes as presented. Motion carried, 7-0 (Commissioner Gordon had not yet arrived; Commissioner Schaefer abstained).

10. **CONTINUED BUSINESS DISCUSSION**

A) **Workshop regarding Truck Routes and the Circulation Element of the General Plan**

Applicant's Request:

The applicant, city of Carson, is requesting a joint workshop with the City's Planning Commission and Public Works Commission to discuss the truck routes and the Circulation Element of the General Plan. Properties involved are citywide.

Staff Report and Recommendation:

Traffic Engineer Garland provided staff report and the recommendation for the Commissions to consider and provide staff direction.

Chairman Faletogo questioned whether it would be a costly process to create travel time restrictions for the truck drivers.

Traffic Engineer Garland explained that if the Commissions vote to change the truck route system, there are several additional steps that need to be taken; advised that an amendment process will need to be taken for the City's General Plan Circulation Element; that public hearings will need to be conducted; and that the Carson Municipal Code would have to be amended and would require City Council approval, noting this

would all take several months of public hearings to complete the amendment process. He added that Public Works would then need to order new signs to indicate the changes; and stated that while it's not a costly process, it could be a fairly lengthy process.

Commissioner Saenz noted that currently, the residents have no choice in this matter, but stated that while the truckers and businesses may be inconvenienced and have to spend a little more in fuel costs and travel time, they will still be in business and the residents will have some relief.

Commissioner Verrett stated that since there are no businesses, except for the technology center, coming up Victoria in a westerly direction, she questioned why the City is allowing trucks to travel through that part of Victoria; pointed out the need for trucking activity is east of Central and a little bit west of Wilmington; and stated she is opposed to moving the truck route to Alameda at the 405 Freeway in the Dominguez area because of the residential areas between Alameda and Santa Fe, stating that one of those truck routes should be eliminated. She stated there is no reason for trucks to be traveling down Victoria in a westerly direction towards Main Street, passing all these residents' houses; and stated those trucks should be exiting from the 91 Freeway onto Main Street instead of traveling this roadway to get to Main Street.

Commissioner Brimmer thanked staff for delivering all the information the Commission had requested for this evening's workshop. She addressed her concern with the City's limited law enforcement assigned to watch for trucking violators, noting the Sheriffs are not able to stop a vehicle unless there is just cause and are not easily able to see the documentation to evidence where product is being delivered or picked up; and highlighted the cutbacks in government and law enforcement, questioning who will be enforcing these changes if any are to be made.

Vice-Chairman Park asked Traffic Engineer Garland if he believes the part-time truck routes are easily enforceable or legal.

Traffic Engineer Garland stated that if signs are erected that clearly designate the hour restrictions, it could be enforced, but pointed out the Sheriffs are not able to be present all the time; and he added that the cities of Palo Alto and San Mateo have time restrictions for truck routes.

Assistant City Attorney Soltani stated it is legal to restrict trucking operation travel times, noting a city can base its decision on protecting public health and safety.

Commissioner Schaefer asked if the City could help provide financial assistance in extending the height of the residents' perimeter walls; and asked how effective the rubberized asphalt is for reducing noise.

Traffic Engineer Garland stated that the rubberized asphalt has a noticeable effect on reducing noise and vibrations but not stopping the noise and vibrations. He added that increasing the height of the walls would somewhat reduce the noise heard inside the houses but would have no impact on lessening the vibrations.

Commissioner Goolsby stated that the truck routes have been in place for approximately 40 years and pointed out that altering the truck routes will only move the problem to other residential areas. He added that many of the houses being impacted today were built after the truck routes were already in place.

Traffic Engineer Garland stated that files indicate the truck routes were in place at least in 1972.

Commissioner Goolsby noted his concern that if Victoria is to be eliminated from the truck route, the trucks typically using that roadway will be moved onto another road and will further impact that other roadway. He highlighted the Chamber of Commerce letter, noting the need for commerce and residential areas.

Commissioner Verrett stated she has traveled Victoria for many years and that she is becoming increasingly concerned with the very large trucks using this roadway from Central all the way to Main Street; and reiterated that there are many residents living along this roadway and no businesses that require the use of these large trucks, noting they should be getting on the freeway elsewhere and getting off at Main if that is their destination. She reiterated there is no reason why the trucks should be traveling on the residential portion of Victoria; and suggested some of this truck traffic be shifted to Albertoni, noting that street is wider and has many businesses along that route.

Commissioner Schaefer stated that shifting the truck route to another residential area would only be shifting the problems from one residential area to another; pointed out that shifting the trucks to another street would increase the number of trucks already using that street; and she used Del Amo as an example, noting that instead of having 114 trucks per hour, Del Amo would increase to 246 trucks per hour. She added that if the trucks were re-routed to Albertoni, it would then increase that truck traffic from 156 trucks per hour to 288 trucks per hour.

Carson Sheriff Deputy Williams noted he is the City's only truck enforcement officer at the Carson Station, noting that deputies sometimes do write tickets for truck violations. He noted his personal opinion that eliminating some of the truck routes will be extremely problematic for other areas. He advised that Carson Street between Alameda and Santa Fe were already eliminated from the truck route, noting this took a tremendous amount of enforcement to finally get it to where it's manageable today. He stated that the City's truck route signage needs to be improved, noting that many truckers say they do not notice or even see the signage. He explained that many of the truck drivers are creatures of habit and travel the same roads night and day and don't notice new signage unless it is very visible and larger than the currently displayed signs that measure 1 foot by 1 foot.

Commissioner Brimmer asked how many traffic citations are given to the truck drivers on average each day.

Deputy Williams stated it averages between 5 and 15 tickets per day for various violations.

Vice-Chairman Park asked if the GPS companies can be contacted to input new truck routes and/or changes.

Commissioner Verrett asked what the weight limit is for the very large container trucks.

Traffic Engineer Garland advised that the maximum legal tonnage allowed on the roadway is 80,000 pounds/40 tons, noting the roadways are constructed to withstand the maximum load. He stated it is the City's responsibility to keep the roadways maintained; and commented on the City's pavement management system. He noted that roads are typically resurfaced once every 10 years.

Chairman Faletogo stated he is leaning more toward maintaining the current truck routes on Victoria, Main and Santa Fe, mainly because these routes have been in place for over 40 years; and added that trucks are essential to the livelihood of this city and its residents. He expressed his belief that shifting the burden to other residentially oriented streets that currently are not on the truck routes does not solve anything and adds additional traffic impacts to other currently existing truck routes. He stated that rubberized asphalt should be put in place to minimize the noise and vibrations and for the City to give serious consideration to increasing the height of the perimeter walls.

Commissioner Verrett expressed her belief that some of the Victoria truck traffic can be shared by other routes, especially those less traveled, moving the truck routes around a little bit so as not to totally inconvenience the trucking industry. She stated that Albertoni is closer to the 91 Freeway and can easily accommodate the truck route. She added that the Victoria truck route can be moved further up to Broadway.

Commissioner Brimmer expressed her belief that even though these truck routes have been in place for over 40 years, this City has grown and changed in that time and that the truck traffic should be taken off Victoria; and she suggested restricting the hours on some of the routes and displaying more visible signage.

Deputy Williams noted for Commissioner Brimmer that if a truck driver gets cited for traveling off a truck route, the fee is \$206 and a point and a half on their driving record with no chance for driver's school to remove the citation from their driving record.

Traffic Engineer Garland stated that his main assignment as traffic engineer for the City is to do what's best to move vehicles, people and goods throughout the city in the most effective manner; and that his objective and recommendation would be to maintain the current truck routes.

Commissioner Goolsby asked if the City's traffic engineer disagreed with anything written in the Chamber of Commerce letter.

Traffic Engineer Garland stated he agrees with the concerns noted in the following Chamber of Commerce March 21, 2011 letter:

"Re: Item to consider amending the truck route system to eliminate Victoria Street between Main Street and Avalon Boulevard -

Dear Members of the Planning Commission and Public Works Commission:

The Carson Chamber of Commerce understands that the Planning Commission and the Public Works Commission have been asked to consider whether or not to recommend that the Circulation Element of the General Plan be changed to remove the segment of Victoria Street between Main Street and Avalon Boulevard from the city of Carson truck routes. For reasons that are listed below, the Chamber respectfully requests that you DECLINE to recommend this change.

1) Removing this section of street from the City's truck route system will not do anything to diminish the amount of truck traffic. It will merely divert it through other areas of the city and increase the impact on residents and businesses in those neighborhoods. Furthermore, as truckers seek shortcuts, the elimination of this portion



of the truck route may actually increase the illegal use of roadways that abut area parks and residences.

2. Industrial and warehouse operations represent an important percentage of Carson's business demographic. When selecting a location, these businesses which depend on trucks to move material in and out of their facilities consider the ease with which these movements can occur. Moving the truck route will result in additional time, expense, and inconvenience for Carson's businesses as well as for an already strained city staff which must implement and enforce the proposed new route.

3. The city is currently facing serious economic challenges. Successful businesses pay more fees and taxes into the city's treasury and contribute generously to local philanthropies. Carson, which prides itself on being a business friendly city, should not impose hardship on its business community when no net benefit will be realized.

4. City staff has already acted on several other mitigation measures requested by the petitioners.

Thank you for your consideration, John Wogan, President."

Commissioner Goolsby noted his opposition to using Albertoni as a truck route; and stated that the truck route signage should be increased in size so the truck drivers can easily spot them.

Vice-Chairman Park noted the necessity to balance the needs of all involved - the residents, truck drivers, and the businesses, pointing out the businesses support jobs for the residents; stated that additional enforcement would be helpful; and noted his support for larger signage on the truck routes. He noted some interest in restricting the hours of travel on Victoria, possibly allowing travel from 7:00 a.m. to 8:00 p.m., which will relieve some of the problems the residents are complaining about, yet it will still allow the business operations. He added his support to diverting the truck route over to Broadway instead of Main because of residents living east of Main Street. He suggested stopping the truck route south of Carson Street and picking up again north of El Presidio, noting there are areas for the trucks to come off of the Alameda Corridor. He added that the truck traffic should be reduced around the schools.

Commissioner Diaz echoed Vice-Chairman Park's comments; stated that if the truck routes are to be changed, it is imperative to erect signage that effectively and easily alerts the truck drivers of those changes; and noted his support for having time restrictions on various truck routes.

Deborah Mason, resident, stated that the truck traffic has created thousands of dollars of damage to her home and her neighbors' homes from the vibrations; stated that the trucks should be staying on the freeways until their last exit to service the businesses; and stated that the trucks are very loud and disruptive, believing the truck noise exceeds the allowable levels. She stated the City has laws in place for maximum noise levels and that these levels should not be exceeded; that the noise is disruptive to sleep, damaging their ears and creating an overall health concern for the residents. She added that many of the residents will be filing claims with the City for the damages, stating that excessive noise causes serious hazards to the public welfare and that

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exposure can result in physical harm. She added that the trucks exceed 130 decibels outside and 80 decibels inside their homes.

Vice-Chairman Park asked if Ms. Mason requested from the City a noise survey be performed of these trucking activities.

Ms. Mason indicated she was told the City didn't have equipment to do a noise survey.

Commissioner Schaefer asked what year Ms. Mason's home was built.

Ms. Mason indicated 1964. She stated that since some truck route signs were erected last summer, the truck traffic has increased, noting they are getting off the freeways way ahead of their destinations; and advised that she has communicated her concerns with various staff members, City Council Members and addressed the damages she believes is being done to her house and her health because of the trucks. She noted her concern that many of the residents are senior citizens and are on fixed incomes and cannot afford to make the suggested improvements to their homes. She added that with the nearby three freeways, there is no reason for these trucks to be on the residential portion of Victoria where there are no businesses.

Bob Fanselow, Price Transfer, noted his concern with the suggestion to eliminate truck access on the corner of Dominguez and Santa Fe, noting this is where their business is located; advised that Price Transfer is a United States customs/border protection station and receives its goods from the ports and has a 24-hour time limit of when product is to reach this destination from the ports; and pointed out there are approximately 36 other businesses on this stretch of roadway that will be negatively impacted with eliminating this truck route. He added that Santa Fe is a 4-lane road that can easily accommodate trucks and truck parking; and that restricting truck traffic at Del Amo and El Presidio will only shift the complaints to the residents in the Dominguez area. He stated that El Presidio has vehicle parking on both sides of the street and this narrows the lanes of travel, noting this will create some safety concerns. With regard to the concerns of the schools, he pointed out that all vehicles on the roadway, not just trucks, are to obey traffic safety laws and are held to the same laws and standards as other vehicles on the roadways; and stated he is not aware of any truck accidents along these areas. He added that Del Amo is already a congested roadway and stated that adding more trucks to this roadway would make it even worse. He noted that Price Transfer put up a 6-foot wall around its business to reduce the noise from its operations to the surrounding area; that their drivers are instructed on reducing noise impacts to the surrounding area and neighborhoods and urged not to use their horns; and he urged the City to leave the truck routes as is.

Connie Turner, representing Southern California Edison, explained that Edison utility trucks and their contractor trucks need to be exempt from any changes to the truck routes. She advised that their primary focus is public safety, the safety of their employees, and to maintain the electrical system, noting they have a franchise agreement which allows them unrestricted access to the right-of-ways to their facilities.

Traffic Engineer Garland advised that public utility trucks would be exempt, per the City's Municipal Code.

Victoria Street

- Maintain status quo by keeping the truck route designation on Victoria Street.
- Eliminate the segment of Victoria Street between Main Street and Avalon Boulevard from the truck route system and add Avalon Boulevard between Victoria Street and Albertoni Street to the truck route system.
- Eliminate the segment of Victoria Street between Main Street and Central Avenue from the truck route system.
- Keep the truck route designation on Victoria Street between Main Street and Central Avenue, but designate it as a truck route only from 7:00 a.m. till 8:00 p.m. (or whatever times are deemed appropriate).

Main Street

- Maintain status quo by keeping the truck route designation on Main Street.
- Eliminate the segment of Main Street between Broadway and Victoria Streets from the truck route system.
- Keep the truck route designation on Main Street between Broadway and Victoria Streets, but designate it as a truck route only from 7:00 a.m. till 8:00 p.m. (or whatever times are deemed appropriate).

Santa Fe Avenue

- Maintain status quo by keeping the truck route designation on Santa Fe Avenue.
- Eliminate the entire segment of Santa Fe Avenue from the truck route system between Del Amo Boulevard and the south city boundary at the I-405 freeway.
- Eliminate the segment of Santa Fe Avenue between the south city boundary and El Presidio Street (or Dominguez Street) from the truck route system and add El Presidio Street (or Dominguez Street) between Santa Fe Avenue and Alameda Street to the truck route system.

For Victoria Street:

Vice-Chairman Park and Commissioner Diaz noted their support for the 4th bullet. Chairman Faletogo noted his support for the 4th bullet, but starting at 6:00 a.m.

Commissioners Verrett, Saenz, Brimmer noted their support for the 3rd bullet.

Commissioners Schaefer and Goolsby noted their support for the 1st bullet.

For Main Street:

Vice-Chairman Park and Commissioners Diaz, Verrett, Saenz noted their support for the 2nd bullet.

Commissioner Brimmer noted her support for the 3rd bullet.

Commissioners Schaefer and Goolsby and Chairman Faletogo noted their support for the 1st bullet.

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For Santa Fe Avenue:

Vice-Chairman Park and Commissioners Diaz, Verrett, Saenz, Brimmer noted their support for the 3rd bullet.

Commissioners Schaefer and Goolsby and Chairman Faletogo noted their support for the 1st bullet.

Commissioner Brimmer reiterated her concern that the truck route signage should be enlarged and that the businesses be informed of any changes.

Commissioner Schaefer asked that the City aggressively improve the truck route streets near residential areas with rubberized asphalt and explore if anything else can be done with the perimeter walls.

Commissioner Diaz echoed the comments about the need for better/larger signage, regardless of any truck route changes.

Commissioner Gordon expressed his belief that shifting the burden is not solving anything, that there is no proposed solution at this time that will fix any problems; and asked whether other streets could handle the excess truck traffic.

Traffic Engineer Garland explained that shifting the truck traffic over to other streets would result in increased wear and tear on the pavement and increase noise and vibrations for the residents in those areas.

Planning Officer Repp commented on the public hearing process for this matter, advising that those notices will be sent to homeowners within the next couple of months.

Traffic Engineer Garland explained that as long as any truck is within the noise ordinance of the City and weight limits of the state of California, that truck can still use a non-truck route if they have a delivery or pick up in that area/street, but they cannot use that roadway as a through route only.

Commissioner Verrett, citing no unanimous agreement on Victoria, asked that staff add a condition that the heavy freight containers not be allowed on Victoria because those are the ones that create most of the issues.

Public Works Commissioner Harris stated that the trucks should be staying on the freeway system for as long as possible in reaching their destinations.

Public Works Commissioner Thompson noted the new high school being built on Santa Fe and his concern with pedestrian safety, but stated that he would not change the truck routes at this time.

Chairman Faletogo asked staff to schedule a public hearing.

Vice-Chairman Park asked that the report for the public hearing provide option numbers for consideration instead of bullet points.

Commissioner Verrett reiterated that another bullet point/option be included to restrict heavy freight container trucks from using Victoria Street.

At 8:55 P.M., the Public Works Commission adjourned its meeting.

Planning Commission Decision:

Commissioner Verrett moved, seconded by Commissioner Saenz, to concur with staff recommendation with the following changes: delete Condition No. 38 and renumber accordingly; amend Condition No. 17, "The subject trees shall be planted within three months from the date of *Certificate of Occupancy*"; amend Condition No. 58, "All air conditioners shall be *screened from public view*"; that the Director of Redevelopment and the Planning Officer be given the authority to work out the details of Condition No. 63 with the applicant; and moved to adopt Resolution No. 11-2405. Motion carried, 8-1, with Commissioner Diaz voting no.

11. PUBLIC HEARING**C) 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 citywide.

Staff Report and Recommendation:

Associate Planner Gonzalez and Traffic Engineer Garland presented staff report and the recommendation to OPEN the public hearing, TAKE public testimony, and 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; or DIRECT staff to prepare a resolution to maintain status quo regarding the truck route system.

Chairman Faletogo opened the public hearing.

Ray Park, president of the Dominguez Area Homeowner's Association and Vice-Chair of the Ad Hoc Safety Committee for the new high school, advised that there are 17,875 vehicle trips per day on Dominguez and Carson Streets; that there are 92 truck trips per hour on Santa Fe; and noted his concern with traffic safety and the environmental impacts in this area. He noted his support for S-3, *Eliminate the segment of Santa Fe Avenue between the south city boundary and El Presidio Street (or Dominguez Street) from the truck route system and add El Presidio Street (or Dominguez Street) between Santa Fe Avenue and Alameda Street to the truck route system.* He stated that more money should be given for traffic enforcement for the trucking activities.

Bill Lorenzen, representing Price Transfer, stated that if the truck route is altered, it will negatively impact over 1 million square feet of industrial businesses that routinely use Santa Fe as a direct route to the freeways. He addressed his concern that there is complete gridlock on Del Amo Boulevard at 3:00 p.m. and beyond, from Alameda to the 710 Freeway. He stated that Santa Fe provides a safe route for all; that two additional signal lights have been added because of the new school; and stated that this street is necessary for efficient and safe access to and from the 405 Freeway for these businesses. He added that Price Transfer employs 400-500 people, many who live in Carson; and he urged the City to leave the truck route as is.

Debra Mason, Bilson Street resident, stated that the truck traffic has created thousands of dollars of damage to her home and her neighbors' homes from the vibrations, noting

that her newly replaced windows are separating; stated that the trucks should be staying on the freeways until their last exit to service the businesses; and stated that the trucks are very loud and disruptive to sleep, damaging their ears and creating an overall health concern for the residents. She stated that the heavier trucks started to use this route once new truck route signs were erected; expressed her belief the road is not wide enough and the houses are too close to the road for this to be a truck route; and stated that these residents have a right to live there peacefully and without harm.

Robert Joy, Ashmill Street resident, stated that the back of his house is alongside Carson Street; advised that in the past 10 years, the truck traffic has increased along this roadway and that it has been damaging his house and property; and expressed his belief that these trucks should be using Alameda to get to and from the freeways. He stated that when the heavier trucks go by his house, it feels like an earthquake; and expressed his concern that his family is becoming desensitized to the rumbling and won't be prepared to take cover when a real earthquake takes place. He added that the truck traffic makes it hard to get a good night's sleep.

Todd Burnight, representing The Carson Companies, stated that The Carson Companies owns multiple buildings in the Dominguez Technology Center; and he urged the City to leave the truck route system as is. He explained that changing the routing on one street will only increase the impact to another street; that it will have a large negative impact on the efficiency of business activities and will increase the amount of fuel usage. He stated that they own a building on Victoria and that they need access to Victoria; and he noted his support of the City's General Plan as written, stating it is a reasonable and well-thought out plan. He added that the truck route functions well and keeps traffic congestion confined to the main arterials.

Lonnie Tabbaa, 101 West Victoria, urged the City to leave the truck route as is, noting that his truck stop business will be negatively impacted; and advised that this business has been operating well at this location for the past 30 years.

Hector Cruz, 771 Victoria, urged the City to leave the truck route as is, noting that changing the route will create a large hardship for their business.

Robert Riedel, Harrison Street resident, expressed his concern for traffic safety on Santa Fe; and stated that Alameda should be used by the trucks to maneuver to and from their businesses and the freeways.

Henry Chen, Prime Wheel owner, stated that he depends on this truck route system for the efficient movement of his trucks; and urged the City to leave the truck route as is.

Karl Meyers, representing Fed Ex Ground, advised that they use Victoria as their main arterial and stated it is very manageable; and he urged the City to leave the truck route as is.

Ms. Mason noted for Commissioner Brimmer that she is asking the City to completely eliminate the truck route from Victoria. She reiterated that the impacts were never this bad until the new signs were erected.

Mr. Burnight noted for Commissioner Verrett that most of the Dominguez Technology Center uses these routes for their business and that they use Victoria for their westbound traffic.

Commissioner Verrett asked why the Carson Companies can't move their trucking activity to Albertoni.



Mr. Burnight added that these buildings occupy a huge number of square footage; that they employ thousands of people; and that they are very concerned with pushing the truck route to another street and creating further problems.

Commissioner Verrett suggested the heaviest trucks use a different route, noting it's the heaviest trucks that are creating the problems.

Traffic Engineer Garland pointed out that there are two mobile home communities along Albertoni, noting this would only shift the problems to those residents; and that the trucks would have to take a more circuitous route to get to their destinations.

Commissioner Verrett stated that if the truck route were changed to Albertoni, it would not impact as many residents as it does now.

Commissioner Goolsby noted his opposition to shifting the problems to other areas and commented on the many years this truck route has been in place and the shorter number of years most of these homes have been in place. He stated that the cost of using extra fuel will likely be passed on to consumers.

In response to the Commission's inquiry, Traffic Engineer Garland stated that his main assignment as traffic engineer for the City is to do what's best to move vehicles, people and goods throughout the City in the most effective manner; and that his objective and recommendation would be to maintain the current truck routes.

Chairman Faletogo pointed out that everything being said this evening has been addressed at the prior hearings and that there has not been any new information presented that keeps these problems from being shifted to another area of the City, noting his opposition to transferring the problems to other residents. He stated that with the suggested improvements to the roadways in this area, such as rubberized asphalt, it should minimize the noise.

Vice-Chairman Gordon stated there are legitimate concerns by the residents and he questioned how best to improve this situation for these residents.

Traffic Engineer Garland pointed out that as long as Carson has industrial businesses, the City has to provide for their needs; and commented on the use of rubberized asphalt and/or increasing the height of the residents' perimeter walls.

Commissioner Diaz echoed the need to help the residents and he suggested that staff think outside the box to help alleviate the impacts to the residents.

Commissioner Williams expressed his belief this matter is a policy issue and that this matter should be dealt with by City Council, noting there is no solution that will please the entire community. He pointed out that because this area is so close to the ports, trucking is an important and necessary transportation function. He pointed out that trucks are allowed off the assigned truck route when they have a delivery. He mentioned that it takes a lot of money to handle vibration concerns.

Chairman Faletogo reiterated that he is opposed to shifting the problems to another residential area; urged staff to address more solutions to the vibrations; and he stated that the truck route should stay as is.

Commissioner Brimmer stated that the trucks should not be on Victoria between Central and Main if there are no businesses there. With regard to Santa Fe Avenue, she noted her support of S3, *Eliminate the segment of Santa Fe Avenue between the south city boundary and El Presidio Street (or Dominguez Street) from the truck route system and add El Presidio Street (or Dominguez Street) between Santa Fe Avenue and Alameda Street to the truck route system.*

Vice-Chairman Gordon stated that the entire network should be looked at, noting he is not in favor of shifting the problems in a piecemeal fashion; he pointed out that the trucking industry is here to stay, but stated he'd like to see more options for consideration; and that he'd like to see the full impacts to those new options if a change is imposed and how everyone will be impacted.

Commissioner Goolsby stated that the truck route should remain as is, expressing his belief there is no solution other than improvements to the streets.

Planning Commission Decision:

Commissioner Goolsby moved, seconded by Commissioner Williams, to maintain the status quo of the truck route system. (This motion ultimately failed.)

Commissioner Verrett stated that more time is necessary to address the issues brought up by the residents, stating that this matter should be continued to allow staff more time to develop options for consideration.

Vice-Chairman Gordon pointed out that a lot of truck drivers drive on automatic pilot and that they are not typically looking every day for new signage on their typical routes, suggesting that if the routes are to be changed, the signage should be enlarged.

Commissioner Williams reiterated that this matter should be given to City Council for a decision.

The motion to maintain status quo failed as follows:

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

Commissioner Verrett moved, seconded by Vice-Chairman Gordon, to continue this matter for 90 days to allow staff more time to consider other alternatives and bring back recommended resolutions for consideration. This motion carried, 9-0.

12. NEW BUSINESS DISCUSSION None.

13. WRITTEN COMMUNICATIONS None.

14. MANAGER'S REPORT

Update on City Council action(s):

- 1) Ordinance No. 11-1475 amending the Carson Municipal Code regarding the calculation for total allowable sign area and extending the display period for banners and other similar displays banners

Senior Planner Signo advised that City Council approved 120 days of banner display with a 30-day extension for grand openings, noting the second reading for the ordinance will be done at City Council's October 18th meeting and will become effective 30 days afterward.