



CITY OF CARSON

PLANNING COMMISSION STAFF REPORT

PUBLIC HEARING:

January 23, 2018

SUBJECT:

Specific Plan Amendment No. 10-17, Supplemental Environmental Impact Report (SCH No. 2005051059), Development Agreement No. 13-17, Site Plan and Design Review No. 1675-17, and Sign Program No. 28-17

PROPERTY OWNER/
APPLICANT(S):

Carson Reclamation Authority (for Specific Plan Amendment and Supplemental Environmental Impact Report) and CAM-CARSON LLC (for Development Agreement, Site Plan and Design Review, and Sign Program)

REQUEST:

Consideration of an amendment and update to Boulevards at South Bay Specific Plan (to be renamed The District at South Bay Specific Plan), Supplemental Environmental Impact Report associated with the Specific Plan Amendment, Development Agreement between the City of Carson and CAM-CARSON LLC, Site Plan and Design Review for Fashion Outlets Los Angeles

LOCATION:

Southwest of I-405 and Del Amo Boulevard

COMMISSION ACTION

AYE	NO		AYE	NO	
		Chairman Diaz			Guidry
		Vice-Chair Pimentel			Mitoma
		Andrews			Post
		Cainglet			Thomas
		Fe'esago, Jr.			Alt. Osuna/ Alt. Palmer

l.

The project includes an amendment to The Boulevards at South Bay Specific Plan (SPA), a Development Agreement (DA) with CAM-CARSON LLC for development of a regional fashion outlet mall in Planning Area 2 (PA 2) of the amended Specific Plan, a Supplemental Environmental Impact Report (SEIR) to the existing Final Environmental Impact Report as amended (FEIR) certified for the previously approved Specific Plan, Site Plan and Design Review, (DOR) and a Comprehensive Sign Program (CSP) for a proposed regional fashion outlet mall in PA 2. Planning Commission will be making recommendations to the City Council regarding the DA, SPA, and SEIR. However, the Planning Commission is the approving authority for the DOR and CSP contingent upon City Council's decision to approve the SPA, and certification of the SEIR.

11.

The Project Site includes 168 acres located southwest of I-405 and Del Amo Blvd.; however, the physical changes being described in the SEIR apply to the 157 acres south of Del Amo Blvd. The DA, DOR and CSP apply to the approximately 46-acre PA 2 to facilitate the development of the Fashion Outlets Los Angeles (FOLA). The Project Site includes two other Planning Areas: PA 1



and PA 3 as well as Development District 3 (DD3). However, DD3, located north of Del Amo Boulevard has received approval for 300 multi-family units and was considered in the analysis of the SEIR as an existing development.

The Project Site is surrounded by multiple uses. East of the I-405 Freeway, land uses include neighborhood and regional retail, most notably the South Bay Pavilion at Carson. To the north and east of the Project Site are the Porsche Experience Center and the Victoria Golf Course, respectively. Residential areas, consisting of one-story and two-story detached residences and mobile homes, are located to the south and west. The residences are separated from the Project Site by the Torrance Lateral Flood Control Channel (Torrance Lateral), a concrete-lined drainage channel which parallels the southern and western border of the Project Site. To the west of the Project Site, extending away from the site on Torrance and Del Amo Boulevards, are commercial and light industrial uses. Further north on the west side of Main Street are light industrial uses, with the StubHub Center and California State University, Dominguez Hills, located northeast of the Project Site.

III

History

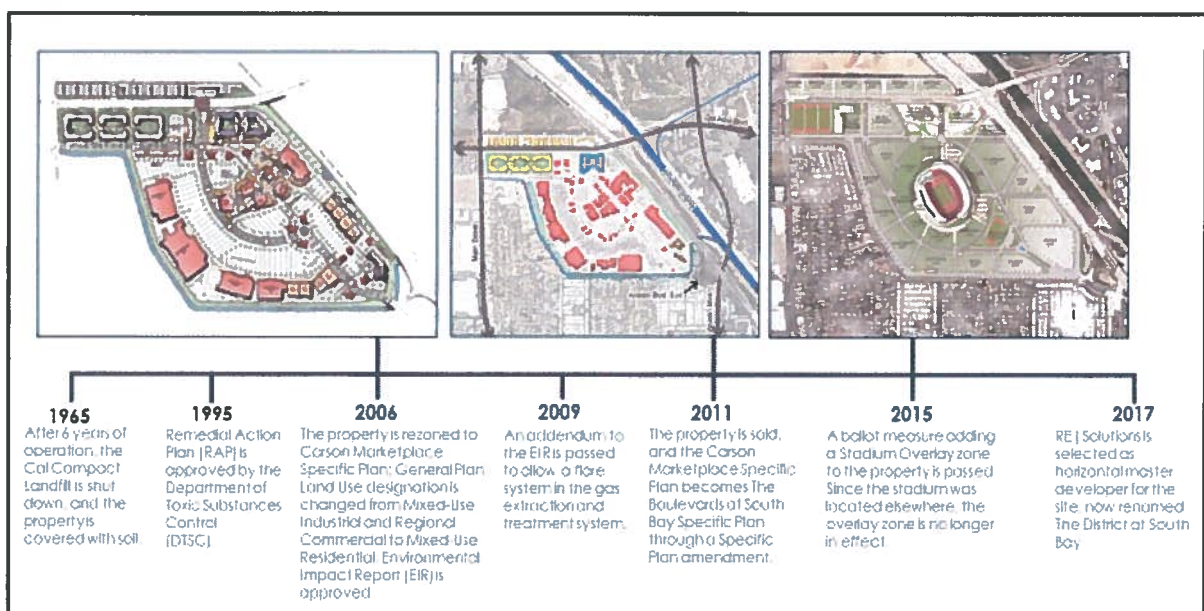
The Carson Marketplace Specific Plan was adopted by the City in 2006 and amended in 2011. At the time of the 2011 amendment (Amendment No. 1), it was



renamed the Boulevards at South Bay Specific Plan. The Carson Marketplace Specific Plan, as amended and renamed the Boulevards at South Bay Specific Plan, governs development within a 168-acre parcel (Property) within the City of Carson. The existing Specific Plan is being amended by the City of Carson to update the development standards and guidelines and to establish new regulations for future development for a 157-acre portion of the Specific Plan area (Project) located south of Del Amo Boulevard, which was formerly a landfill (Amendment No. 2).

The proposed SPA establishes the components of the project, standards, character, location, and implementation strategy for future development at the 168-acre Project Site. The purpose is to implement the vision for urban infill and the reuse and recycling of land through the establishment of land uses, design criteria, development regulations, infrastructure plans and implementation procedures that will guide development in an orderly fashion, consistent with City policies and procedures. The intent is also to implement and provide consistency with the goals, objectives and policies of the City of Carson General Plan. This Specific Plan is forward thinking in that it allows some degree of flexibility in its implementation to accommodate the inevitable changes in economic conditions, market dynamics and technological advances that occur over time.

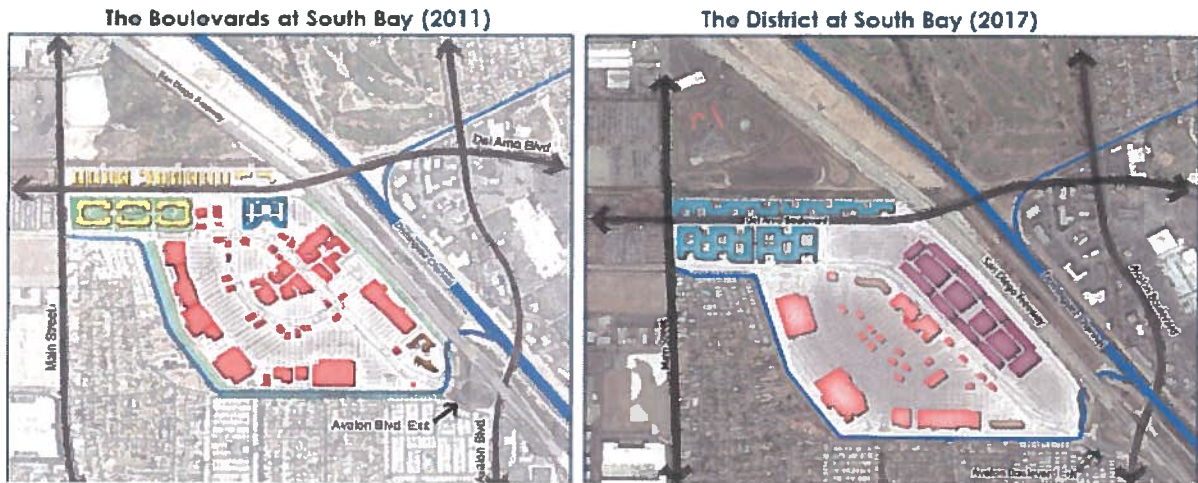
The SEIR supplements the previously approved FEIR prepared for the Project in 2006 with respect to the Specific Plan for a 168-acre Project site, which included 157 acres of land located south of Del Amo Boulevard, which operated as a Class II landfill from 1959 until 1965, and 11 acres of land north of Del Amo Boulevard which did not have landfill uses. In 2009, an addendum to the 2006 FEIR was prepared and subsequently adopted to discuss changes in the remedial systems on the Property. As referenced above, in 2011, the City, relying upon the FEIR, amended the Carson Marketplace Specific Plan and renamed the Specific Plan as The Boulevards at South Bay. During its period of ownership, Carson Marketplace LLC began to implement certain remedial actions to enable development of the approved mixed-use development project. The current proposed development of the site is an amendment to The Boulevards at South Bay Specific Plan, which is now proposed to be renamed as The District at South Bay Specific Plan.



Project Ownership

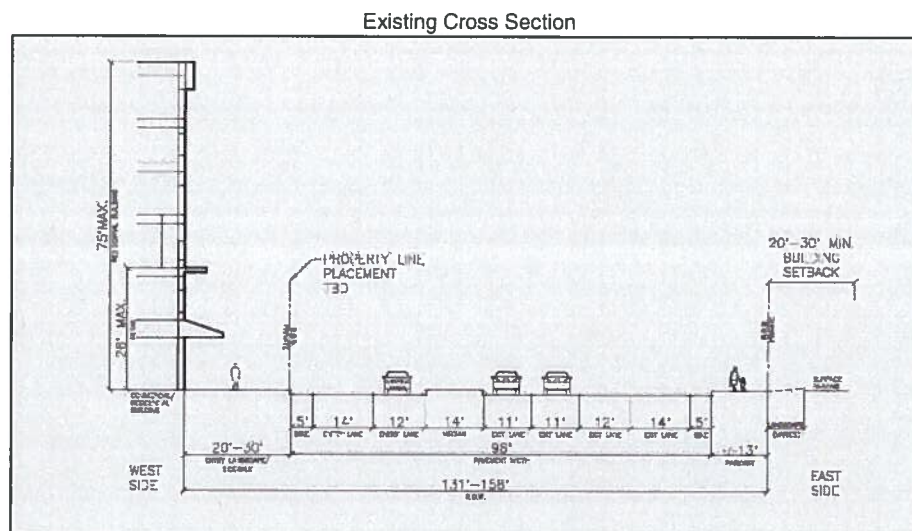
The Carson Reclamation Authority (CRA) currently owns and intends to horizontally master develop the 157 acres. CRA took ownership of the parcel during the NFL's bid for a new stadium in 2015. CRA has retained RE Solution (RES) as the horizontal master developer to lead the construction of the site including completion of the remediation in order to achieve Department of Toxic Substance Control (DTSC) certification of the former landfill and preparation for vertical construction.

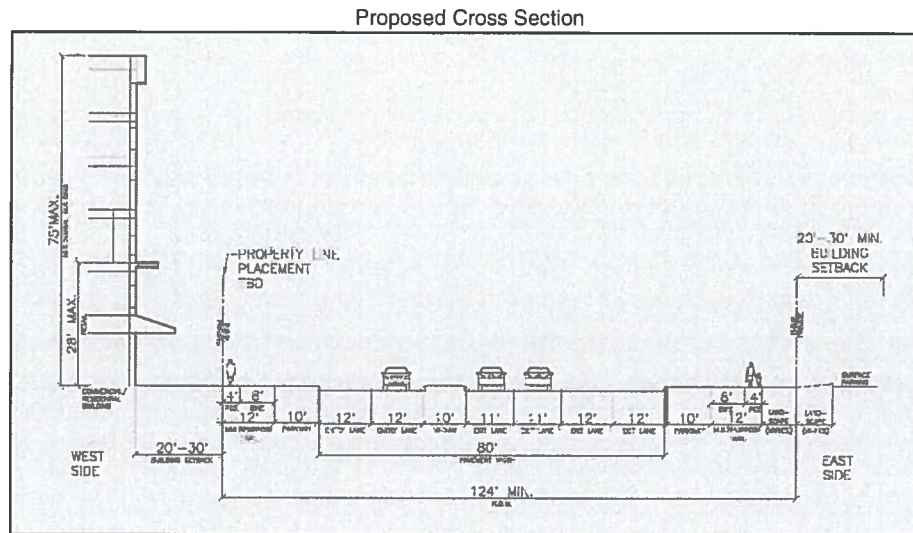
IV. Specific Plan Differences



While the SPA contains many similarities to the existing Specific Plan, modifications between the existing Boulevards at South Bay Specific Plan and the proposed SPA include:

- A. Minor modification of the internal circulation including moving the main entry to the west and modification of the Del Amo entry cross section to include the entire curb-to-curb area on native land (Figures 5.1a and 5.1c of the Specific Plan, Exhibit 7)





- B. Reduction in overall commercial square footage, but with an increase of 50 hotel rooms and an increase in maximum permitted floor-area ratio (FAR) from 0.33 FAR to 0.50 FAR for commercial uses. Taking into account both changes still results in a reduction in total square footage of the Project Site.

Land Use Comparison		
Land Use Types	The Boulevards at South Bay	The District at South Bay
Commercial	1,995,195 SF*	1,834,833 SF*
Residential	1,550 Units	1,550 Units
Hotel	300 Rooms	350 Rooms
*includes hotel rooms		

- C. Changes to certain allowed uses, including to allow outlet retail in PA 2, to allow retail stand-alone stores of greater than 50,000 square feet in PA 1 with an Administrative Permit and CEQA review (as applicable), and other modifications to the permitted uses chart;
- D. Updates to lighting and signage;
- E. Removal of affordable housing to reflect the elimination of the Redevelopment Agency;
- F. Phased occupancy of cells and modifications to boundaries between uses on the Property to conform to the remediation program (cell) boundaries;
- G. Changes to development standards, design guidelines, and design standards to reflect the proposed outlets, which utilizes podium construction over parking;
- H. Reduction in total parking requirements to 4 parking spaces per 1,000 square feet of commercial development from 5 per 1,000 square feet (while a reduction from the previous Specific Plan, this is still greater than what is required by Carson Municipal Code which requires 3.3 spaces per 1000 square feet);

- I. The potential, with a General Plan Amendment, to increase the density of residential units on PA 1 from 60 to 80 dwelling units per acre (du/ac); and,
- J. Other modifications, such as clarification and streamlining of the Implementation and Administrative Review process.

Table 8.1 Decision and Appeal Authority of Each Review Authority			
Type of Permit ¹	Decision and Appeal Authority		
	Community Development Director	Planning Commission	City Council
Specific Plan Amendment	Recommend	Recommend	Decision
Administrative Permit	Decision or Referral to Planning Commission	Appeal on Decision or Decision (if referred)	Appeal
Site Plan and Design Review ²	Recommend	Decision	Appeal
Conditional Use Permit	Recommend	Decision	Appeal
<ol style="list-style-type: none"> 1. When a Site Plan and Design Review, Conditional Use Permit, or Administrative Permit application is processed in conjunction with a Specific Plan Amendment, then notwithstanding this Table 8.1, the determination of the Review Authority and the process for consideration and approval may, at the discretion of the Community Development Director, be determined pursuant to Section 8.1.9. 2. If the proposed new construction or modification has an estimated valuation of \$250,000 or less, Site Plan and Design Review may be approved administratively (no public hearing), with right of appeal to the Planning Commission and then the City Council. 			

V. Updates to the Specific Plan

Since the November 8, 2017 Planning Workshop, staff has refined certain sections of the Specific Plan. The clarifications and updates are included as redlines in the Specific Plan to allow the Planning Commission and the public to identify the refinements. The refinement likely to be of most interest is to the permitted uses, signs, and implementation sections (Sections 6.1, 6.6, and 8.0 of the Specific Plan, Exhibit 7). Other key refinements are summarized below.

Permitted Uses

Changes to this section include clarifications of new uses, deletion of undesirable or obsolete uses, addition of prohibited uses, and changes to the permit requirements.

Signs

Updates to this section include addition of two options for the freeway Icon Pylon signs with one option including three pylon signs and the other four, Eliminating 2 Main Street Monuments with Tower Element with 3 entry monuments at major entries, reducing the number of Project Name ID signs from 10 to 9 and redistributing the locations to provide better identification to the project tenants.



Implementation

At the Workshop, the Planning Commission expressed concerns regarding the authority of staff to approve all development projects. This section has been updated to transfer approval of development projects to the Planning Commission. Additional changes include updates to the approval process and findings.

VI. California Environmental Quality Act (CEQA)

The SEIR was prepared as a supplement to the previously approved FEIR in order to evaluate the changes to the approved Project proposed by the modified development plan, Specific Plan Amendment, and related entitlements (the proposed modified Project), and to determine whether substantial changes in circumstances surrounding the Property and the approved Project (if any), and new information of substantial importance (if any), require further analysis under CEQA, Exhibit 6 and 7.

Purpose of the SEIR

The SEIR compares the proposed modified Project to the existing approvals to determine if the proposed changes will require major revisions to the certified FEIR because of any new significant impacts, changes in circumstances or substantial new information that was not previously evaluated. The SEIR carries forward mitigation measures from the certified EIR, with modifications as warranted, and can include new mitigation measures to address potential impacts of the proposed modifications to the approved Project.

Review Process

- A. Initial Study/ Notice of Preparation (NOP) (August 1, 2017)
- B. Public Scoping Period (August 1 – August 31, 2017)
- C. Public Scoping Meeting (August 23, 2017)
- D. Draft SEIR released for 45-day Public Review Period (October 3, 2017 – November 17, 2017)
- E. Final SEIR/ Response to Comments
- F. Project Entitlement Consideration and SEIR Certification

Topics analyzed in the Final SEIR

- A. Air Quality
- B. Geology and Soils
- C. Land Use and Planning
- D. Noise
- E. Traffic and Circulation
- F. Visual Resources
- G. Utilities (Wastewater and Solid Waste)
- H. Effects Found Not to be Significant (including: agricultural and forestry resources, biological resources, cultural resources, etc.)
- I. Other Environmental Considerations (including new regulations related to greenhouse gas emissions, energy, etc.)



Additions and Corrections

The Additions and Corrections chapter of the Final SEIR provides a consolidated section that summarizes any update for clarification between the Public Draft SEIR and Final SEIR. Clarifications to the Draft SEIR include those provided as a result of response to public and agency comments received in response to the Draft SEIR during the public review period of October 3, 2017, through November 17, 2017, and/or new information that has become available since publication of the Draft SEIR. Comments were provided by agencies, by the general public, and during comments at a public meeting and Planning Commission workshop. The preparers of the Draft SEIR also reviewed the documents for any additional errata updates. The changes do not result in any new or increased significant environmental impacts that would result from the proposed modified Project. The revised text does not provide new information that identifies new significant environmental impacts; does not identify mitigation measures that, if implemented, would result in significant environmental impacts; and considerably different alternatives or mitigation measures were not identified that would clearly lessen the significant environmental impacts of the proposed modified Project but which the lead agency declines to adopt. In sum, the text changes do not change any of the conclusions presented in the Draft SEIR in a manner that would require recirculation of the SEIR.

Impact Summary

Resource Area	Approved FEIR Level of Significance	Draft SEIR Level of Significance	New Significant Impact?
Air Quality	Significant and Unavoidable	Significant and Unavoidable	Yes
Geology and Soils	Less than Significant	Less than Significant	No
Land Use and Planning	Less than Significant	Less than Significant	No
Noise	Significant and Unavoidable	Significant and Unavoidable	No
Traffic and Circulation	Significant and Unavoidable	Significant and Unavoidable	No
Visual Resources	Significant and Unavoidable	Significant and Unavoidable	No
Wastewater (Utilities)	Less than Significant	Less than Significant	No
Solid Waste (Utilities)	Less than Significant	Less than Significant	No

Response to Written Comments

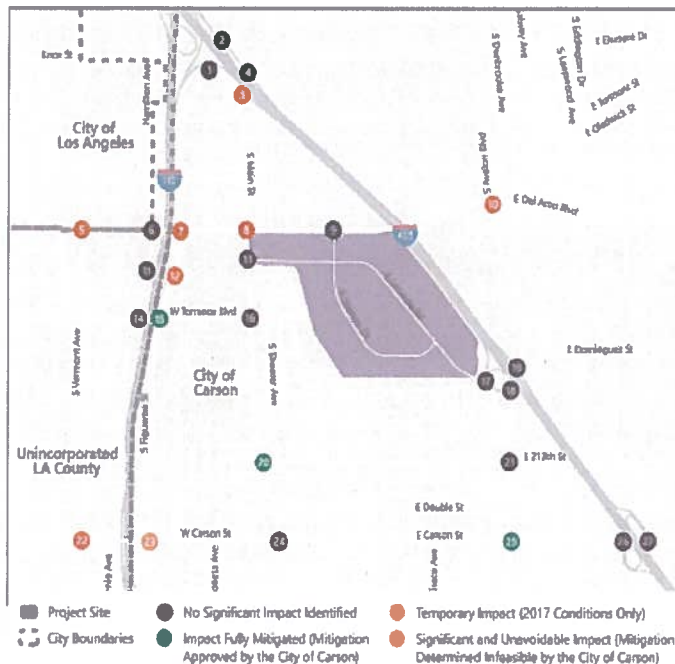
CEQA Guidelines Section 15088(a) states that "The lead agency shall evaluate comments on environmental issues received from persons who reviewed the draft EIR and shall prepare a written response. The lead agency shall respond to comments that were received during the noticed comment period." In accordance

with these requirements, a chapter is provided in the Final SEIR that responds to each of the written comments received regarding the Draft SEIR. Comments were provided by public agencies such as: Office of Planning and Research; California Department of Transportation (Caltrans); South Coast Air Quality Management District (SCQAMD); Division of Oil, Gas, and Geothermal Resources (DOGGR); County of Los Angeles Department of Public Health; and individuals that live near the project area. Overall, seventeen written comments were received and responded to.

- Air Quality – Like the approved project, significant and unavoidable impacts for construction and operation emissions is identified. No feasible or enforceable mitigation measure were identified that would reduce construction and operational emissions to a less than significant level. Fine particulate matter (PM2.5) impacts, related to regional operational emissions, for the proposed modified Project are substantially the same as for the approved Project, if PM2.5 had been regulated in 2006. However, even with implementation of feasible mitigation, a new significant and unavoidable impact related to regional PM2.5 emissions would occur.
- Noise – Like the approved project, the proposed modified Project would result in a significant temporary increase in ambient noise and impacts would be significant even with implementation of mitigation. However, the analysis concludes the proposed modified Project would not result in any new significant impacts as compared to the approved Project with the additional mitigation proposed. As compared to the approved Project, the modifications as part of the proposed modified Project changes will not require major revisions to the FEIR because of the involvement of new significant impacts that were not previously evaluated. Specifically, with regard to noise, (1) no substantial changes are proposed in the proposed modified Project that would require major revisions to the FEIR, and (2) no substantial changes arise in the circumstances of the proposed modified Project's undertaking, requiring major revisions to the FEIR.
- Traffic and Circulation - A Transportation Impact Analysis (TIA) was prepared for the project and has been reviewed and approved by the City's traffic engineer (provided in Appendix D, Transportation Impact Analysis, of the SEIR). It addresses the proposed modified Project changes and its impacts to issues of transportation and traffic compared to the FEIR. In addition to providing a comparison of the traffic impacts on roadways, intersections, freeways, and transit, the TIA also provides a detailed comparison of changes in the study area environmental setting between 2005 and 2017.

The TIA concludes that compared to the trip generation estimates presented in the FEIR, the SPA would result in approximately 11,733 (17.0 percent) fewer daily trips, 267 (11 percent) more A.M. peak hour trips, and 1,481 (26 percent) fewer P.M. peak hour trips as compared to the approved Project. Like the approved Project, application of the mitigation set forth in the FEIR would result in less than significant impacts as to those items for which feasible mitigation exists. Like the

approved Project, this analysis further concludes that no feasible mitigation measures are available to mitigate the potentially significant impacts at certain study intersections or study freeway segments to less than significant levels; therefore, those impacts on service levels would be significant and unavoidable. While the approved Project resulted in fewer significant and unavoidable impacts at the time it was originally approved and in somewhat different locations, as compared to updated conditions assessed in the SEIR, the proposed modified Project would have similar types of significant and unavoidable impacts as compared to the approved Project being built under updated existing and future conditions.



Impact Fully Mitigated

- 15. Figueroa Street & Torrance Boulevard
- 20. Main Street & 213th Street
- 25. Avalon Boulevard & Carson Street

Temporary Impact

- 23. Figueroa Street & Carson Street

Significant and Unavoidable

- 3. Main Street & I-405 SB On-Ramp
- 5. Vermont Avenue & Del Amo Boulevard
- 7. Hamilton Avenue & Del Amo Boulevard
- 8. Main Street & Del Amo Boulevard
- 10. Avalon Boulevard & Del Amo Boulevard
- 12. Figueroa Street & I-110 NB Ramps
- 22. Vermont Avenue & Carson Street

VII. Fashion Outlets Los Angeles

Concurrent with the proposed modified Project (including the proposed SPA), a Site Plan and Design Review application was submitted for The Fashion Outlets Los Angeles (FOLA) by Macerich (CAM-CARSON, LLC.) on PA 2, Exhibit 8. According to the applicant's narrative, the project is envisioned to be the premier fashion outlet shopping destination in the Los Angeles metropolitan area. The project consists of approximately 648,580 square feet of gross buildable area sitting atop of parking at the ground level underneath and along the perimeters. Development is proposed in two phases on PA 2, with Phase 1 consisting of 460,422 square feet of gross buildable area (sf gba) and Phase 2 consisting of 188,158 sf gba. It is anticipated that both phases will be complete by 2023. All remedial and horizontal construction including, deep dynamic compaction (DDC), grading, pile driving, and building pads for the entirety of PA 2 would be completed during the first phase along with vertical construction of a majority of the overall commercial square footage of PA 2.

BUILDING PHASE	PODIUM G/A	PODIUM BOH	PODIUM G/B	OPEN CONCOURSE	SUB-TOTAL	BRIDGES	TOTAL
PHASE 1	400,171 SF	1,722 KIOSK 5,220 PUBLIC CORRIDOR 38,661 SERVICE CORRIDOR 3,064 PUBLIC TOILETS 5,963 STAIRS / VT 5,541 OPERATIONS 60,251 SF	460,422 SF	109,997 SF	570,419 SF	7,553 SF	577,972 SF
PHASE 2	166,351 SF	295 KIOSK 1,345 PUBLIC CORRIDOR 15,815 SERVICE CORRIDOR 965 PUBLIC TOILETS 1,862 STAIRS / VT 1,602 OPERATIONS 21,807 SF	188,158 SF	41,115 SF	229,273 SF	3,823 SF	233,096 SF
TOTAL	566,522 SF	82,058 SF	648,580 SF	151,112 SF	799,692 SF	11,376 SF	811,062 SF

This project was reviewed based on consistency with the design guidelines outlined in the Draft Specific Plan, Chapter 7, Site Design & Landscape, Sections 7.1.2 – Commercial – Elevated Podium and Architecture, 7.2.2 Commercial – Elevated Podium, as well as other portions of the Draft SPA related to landscaping, walls and fencing, etc. The Site Plan & Design Review application for FOLA was distributed to the necessary development reviewing departments for evaluation and comments.



The City and the applicant have been coordinating with Los Angeles County Fire Department and review is in progress. Many of the issues have been resolved; however, the Fire Department provided a comment that requires the provision of a 28-foot wide fire lane on one side of the building that is setback 15 to 30 feet from the building face. The applicant and City are coordinating with the Fire Department to resolve this issue, and in the meantime, the applicant has provided an alternative site plan (Exhibit No. 8, Sheet A0.1g) that addresses this issue. As a result, staff is suggesting a condition of approval that requires Fire Department clearance prior to issuance of a building permit. Staff and the applicant will continue to work with the Fire Department to address this issue. No significant comments were received by other reviewing departments. The applicant is working on finalizing a Development Agreement with the City, and Planning Commission's approval would be contingent upon the certification of the SEIR and adoption of the SPA by the City Council.

(currently scheduled for February 20, 2018). With the suggested conditions of approval, the project is in substantial conformance with the SPA.

VIII. Comprehensive Sign Program

Because of their high visibility, signs are prominent elements of the physical environment of the Specific Plan area. Signs announce the presence of the District at South Bay, welcome visitors and residents, and help users navigate the Project site. All signs proposed for the Project site are required to be governed by a comprehensive sign program pursuant to SPA Chapter 6.6 (general sign standards) for each proposed development or Planning Area. This will ensure internal consistency in design style and provide direction for placement and size of signs, including a standardized way-finding program. A comprehensive sign program includes provisions that ensure that lighting from signs do not significantly intrude upon or impact adjacent residential uses. The SPA allows for the City to adopt a Master Sign Program for the Project Site, which if adopted subsequent to the adoption of a comprehensive sign program for any development or Planning Area, shall be consistent with any previously approved comprehensive sign program for such development or Planning Area. Comprehensive sign programs adopted following adoption of a Master Sign Program shall be consistent with the Master Sign Program.

A Comprehensive Sign Program (CSP) was submitted in conjunction with the Fashion Outlets Los Angeles project, Exhibit 9. The CSP includes one freeway facing pylon sign for FOLA. The SPA provides for two options for freeway pylon signs. Under the first option (Option A), there are four freeway pylon signs, of which two include two-sided light emitting diode (LED) digital display signs with changeable messages and the other two include static digital display signs. In the second option (Option B), there are three freeway pylon signs, each with two-sided LED digital display signs with changeable messages. With either Option A or B, the maximum permissible height is 88 feet measured from I-405 Freeway grade. With both Options A and B two digital billboards could be allowed if further permits are secured. Other signs included in the SP: project identity signs – site and building signage, project ad panels, building mounted – exterior facing tenant signs, and site vehicular directional signs.



The SP submittal included a view analysis (as required per the SPA) to determine the exact location of the freestanding freeway oriented signs, to ensure maximum visibility and maximum usability of all freestanding signs. Overall, the submitted SP was reviewed and found to be consistent with the SPA general sign standards.

IX. Development Agreement

The applicant (CAM-CARSON, LLC) submitted an application for a Development Agreement with the City of Carson, detailing the obligations of both parties and specifying standards and conditions that will govern future development of PA 2. The terms of this contract are being finalized and are not complete. Therefore, staff recommends the Planning Commission continue this item to February 13, 2018 to allow staff and the applicant additional time to finalize the Development Agreement.

X. Public Outreach

Public notice was provided to a much larger area than required by State Law for the following meetings in order to obtain input from the surrounding community.

- Public Scoping Meeting – On August 23, 2017, the City held a scoping meeting to obtain input from the community on drafting the SEIR. Staff and the CEQA consultant were available to answer questions. Staff obtained input from the audience and has incorporated it into the SEIR.
- Community Meeting – On October 25, 2017, the City hosted a neighborhood meeting to obtain public input and comments on the Draft Specific Plan Amendment and associated Draft SEIR. The proposed Fashion Outlets Los Angeles project was also introduced and Macerich was available to answer any

questions. Eight members of the public attended and had general questions about the project. No written or verbal public comments were received on the Draft SEIR.

- Planning Commission Workshop – On November 8, 2017, the Planning Commission held a public workshop to receive input and comments from the Planning Commission and the public on the proposed modified Project and associated Draft SEIR and proposed Fashion Outlets Los Angeles project. Staff and Macerich each gave detailed presentations. The Planning Commission suggested that where the SPA gave authority for the Planning Manager to make decisions, it should be the Director of Community Development instead.

The Planning Commission also had a question about traffic impacts, specifically along Avalon Boulevard. Staff and project consultants responded that the analysis in the traffic study has concluded that with the development of the entire 157 acres, the intersections near Avalon Boulevard will operate at acceptable levels.

Lastly, a comment regarding the residential private open space requirement was discussed. The Carson Municipal code requires a minimum 130 square feet (sf) for studio to one-bedroom units and minimum 150 sf for greater than one-bedroom units; however the existing specific plan requires 60 sf average (50 sf min.) for studio to one-bedroom units; 75 sf average (65 sf min.) for 2-bedrooms; and 100 sf average (80 sf min.) for 3+bedrooms. No change to this standard in the Specific Plan is proposed.

XI. Public Notice

Public notice was posted to the project site on January 3, 2018. Notices were mailed to property owners and occupants on January 4, 2018. The agenda was posted at City Hall 72 hours prior to the Planning Commission meeting.

XII. Recommendation

THAT THE PLANNING COMMISSION **WAIVE** FURTHER READING AND **ADOPT**:

- RESOLUTION NO. -__, ENTITLED “A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF CARSON INITIATING AMENDMENT OF THE BOULEVARDS AT SOUTH BAY SPECIFIC PLAN (TO BE RENAMED THE DISTRICT AT SOUTH BAY SPECIFIC PLAN)”
- RESOLUTION NO. -__, ENTITLED “A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF CARSON RECOMMENDING THE CITY COUNCIL (1) ADOPT THE FINDINGS REQUIRED BY CEQA GUIDELINES, SECTION 15091; (2) CERTIFY THE FINAL SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT TO THE FINAL ENVIRONMENTAL IMPACT REPORT (SCH NO. 20050551059) FOR THE PROPOSED AMENDMENT TO THE BOULEVARDS AT SOUTH BAY SPECIFIC PLAN (TO BE RENAMED THE DISTRICT AT SOUTH BAY SPECIFIC PLAN) AND RELATED DEVELOPMENT THEREUNDER INCLUDING 1550 RESIDENTIAL

UNITS AND 1,834,833 SQ. FT. OF COMMERCIAL USES LOCATED SOUTHWEST OF INTERSTATE 405 FREEWAY AND NORTH OF THE AVALON BOULEVARD INTERCHANGE; (3) ADOPT THE PROPOSED MITIGATION MONITORING AND REPORTING PROGRAM, AND (4) ADOPT A STATEMENT OF OVERRIDING CONSIDERATIONS, PURSUANT TO THE CALIFORNIA ENVIRONMENTAL QUALITY ACT”

- RESOLUTION NO. - __, ENTITLED “A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF CARSON RECOMMENDING CITY COUNCIL APPROVAL OF SPECIFIC PLAN AMENDMENT NO. 10-17 TO AMEND AND RESTATE IN ITS ENTIRETY THE BOULEVARDS AT SOUTH BAY SPECIFIC PLAN (TO BE RENAMED THE DISTRICT AT SOUTH BAY SPECIFIC PLAN) FOR A 168-ACRE PLANNING AREA GENERALLY LOCATED SOUTHWEST OF THE INTERSTATE 405 FREEWAY AND NORTH OF THE AVALON BOULEVARD INTERCHANGE IN THE CITY OF CARSON”; and

WAIVE further reading and **CONTINGENTLY ADOPT:**

- RESOLUTION NO. - __, ENTITLED “A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF CARSON APPROVING SITE PLAN AND DESIGN REVIEW (DOR) NO. 1675-17 AND COMPREHENSIVE SIGN PROGRAM NO. 28-17 FOR DEVELOPMENT OF A NEW 648,580 SQUARE FOOT GROSS BUILDABLE AREA REGIONAL COMMERCIAL USE AND SIGN PROGRAM WITHIN PLANNING AREA 2 ON A 46-ACRE PROJECT AREA WITHIN DISTRICT AT SOUTH BAY SPECIFIC PLAN GENERALLY LOCATED SOUTHWEST OF THE INTERSTATE 405 FREEWAY AND NORTH OF THE AVALON BOULEVARD INTERCHANGE IN THE CITY OF CARSON.”; and

CONTINUE:

- DEVELOPMENT AGREEMENT NO. 13-17 TO FEBRUARY 13, 2018

XIII. Next Steps

- February 13, 2018 – Planning Commission Action to Recommend Development Agreement to City Council
- February 20, 2018 – City Council Final Action on Specific Plan Amendment, Certification of Supplemental Environmental Impact Report, and Development Agreement

XIV. Exhibits

1. Draft Resolution – Initiation of Specific Plan
2. Draft Resolution – Supplemental Environmental Impact Report (SEIR)
3. Draft Resolution – Specific Plan Amendment
4. Draft Resolution – Site Plan and Design Review and Comprehensive Sign Program

5. Final Supplemental Environmental Impact Report (under separate cover)
http://ci.carson.ca.us/content/files/pdfs/planning/theDistrict/DistrictatSBSP_FS_EIR_2018-01-16_WEB.pdf
6. Draft Supplemental Environmental Impact Report (under separate cover)
http://ci.carson.ca.us/content/files/pdfs/planning/theDistrict/DistrictatSBSP_DS_EIR_2017-10-02.pdf
7. District at South Bay Specific Plan (under separate cover)
http://ci.carson.ca.us/content/files/pdfs/planning/theDistrict/2018.01.16_SpecificPlanRedline.pdf
8. Fashion Outlets Los Angeles – project plans (under separate cover)
http://ci.carson.ca.us/content/files/pdfs/planning/theDistrict/FashionOutletEntitlement%20Resubmittal_12-15-2017.pdf
9. Fashion Outlets Los Angeles - Comprehensive Sign Program (under separate cover)
http://ci.carson.ca.us/content/files/pdfs/planning/theDistrict/20171215_FOLA_COMP-SIGN_PLAN_REV1.pdf
10. Planning Commission Workshop Minutes, November 8, 2017

Prepared by: Saied Naaseh, Planning Manager
Ethan Edwards, Contract Planner

EXHIBIT "A"

LEGAL DESCRIPTION OF SITE

That certain real property situated in the County of Los Angeles, State of California, and described as follows:

Lots 2 through 9 inclusive of Tract No. 42385, in the City of Carson, County of Los Angeles, State of California, as per map recorded in Book 1056 Pages 84 through 88 inclusive of Maps, in the office of the County Recorder of said County.

EXCEPT the oil, gas, petroleum and other hydrocarbon substances which lie below a plane parallel to and 500 feet below the natural surface of said land, without however, any right to enter upon the surface of said land, to explore for, develop or remove said substances, but with full right to explore for, develop and remove the same by means of wells and equipment having surface location outside the outer boundaries of said land, in and under or recoverable from said land, as reserved in the deed from Del Amo Estate Company, a Corporation, recorded January 10, 1964 as Instrument No. 2198, in Book D-2318 Page 313 Official Records.

EX. A



CITY OF CARSON
COMMUNITY DEVELOPMENT DEPARTMENT
PLANNING DIVISION
EXHIBIT "B"
CONDITIONS OF APPROVAL
SPECIFIC PLAN AMENDMENT (SPA) NO. 10-17
SITE PLAN AND DESIGN REVIEW (DOR) NO. 1675-17
COMPREHENSIVE SIGN PROGRAM (SP) NO. 28-17

SPECIFIC PLAN AMENDMENT

1. Planning Area 1 and 3 development proposals shall make efforts to provide a complementing architecture to Planning Area 2 architectural design.
2. Upon conveyance of Planning Area 3, Street B shall remain private.
3. All multi-family residential projects shall provide active recreational facilities.
4. All multi-family residential projects shall provide private storage space for each unit.

GENERAL CONDITIONS

5. If building permits for Site Plan and Design Review (DOR) No. 1675-17 are not issued within one year of the effective date or as otherwise specified in the Development Agreement, said DOR shall be declared null and void unless an extension of time is requested prior to expiration and approved by the Planning Commission.
6. The approved Resolution, including the Conditions of Approval contained herein, and signed Affidavit of Acceptance, shall be copied in their entirety and placed directly onto a separate plan sheet behind the cover sheet of the development plans prior to Building and Safety plan check submittal. Said copies shall be included in all development plan submittals, including any revisions and the final working drawings.
7. Prior to the issuance of a building permit, the applicant shall submit two complete sets of plans that conform to all the Conditions of Approval and approved plans by the Planning Commission for review and approval by the Planning Division.
8. The applicant shall comply with all city, county, state and federal regulations applicable to this project.
9. The applicant shall make any necessary site plan and design revisions to the site plan and elevations approved by the Planning Commission in order to comply with all the conditions of approval and applicable Specific Plan provisions. Substantial

revisions will require review and approval by the Planning Commission. Any revisions shall be approved by the Planning Division prior to Building and Safety plan check submittal.

10. The applicant and property owner shall sign an Affidavit of Acceptance form and submit the document to the Planning Division within 30 days of receipt of the Planning Commission Resolution.
11. Precedence of Conditions. If any of the Conditions of Approval alter a commitment made by the applicant in another document, the conditions enumerated herein shall take precedence unless superseded by a Development Agreement, which shall govern over any conflicting provisions of any other approval.
12. City Approvals. All approvals by the City, unless otherwise specified, shall be by the department head of the department requiring the condition. All agreements, covenants, easements, deposits and other documents required herein where City is a party shall be in a form approved by the City Attorney. The applicant shall pay the cost for review and approval of such agreements and deposit necessary funds pursuant to a deposit agreement.
13. Deposit Account. A trust deposit account shall be established for all deposits and fees required in all applicable conditions of approval of the project. The trust deposit shall be maintained with no deficits. The trust deposit shall be governed by a deposit agreement. The trust deposit account shall be maintained separate from other City funds and shall be non-interest bearing. City may make demands for additional deposits to cover all expenses over a period of 60 days and funds shall be deposited within 10 days of the request therefore, or work may cease on the Project.
14. Indemnification. The applicant shall indemnify the City pursuant to the Development Agreement. If there is no applicable Development Agreement in effect, the following conditions shall apply: the owner, tenant(s), and their subsequent successors (Parties) agree to defend, indemnify and hold harmless the City of Carson, its agents, officers, or employees from any claims, damages, action, or proceeding against the City or its agents, officers, or employees to attack, set aside, void or annul, or in any way related to any damage or harm to people or property, real and personal, that may result from Property Owner(s), operations or any claims against the City for or as a result of the granting of the continuance. The City will promptly notify the Parties of any such claim, action, or proceeding against the City and Parties will pay the City's associated legal costs and will advance funds assessed by the City to pay for defense of the matter by the City Attorney. The City will cooperate fully in the defense. Parties shall provide a deposit in the amount of 100% of the City's estimate, in its sole and absolute discretion, of the cost of litigation, including the cost of any award of attorney's fees, and shall make additional deposits as requested by the City to keep the deposit at such level. If Parties fails to provide or maintain the deposit, the City may abandon the action and Parties shall pay all costs resulting therefrom and the City shall have no liability to Parties.

SITE PLAN AND DESIGN REVIEW

Responsibility for performance of the following conditions may be allocated between the horizontal developer and vertical developer in the Development Agreement, if

any. Where reference to building permit issuance is made, the term building permit shall mean the construction of vertical development on the slab and shall exclude building permits for the slab, piles etc. Conditions below are applicable to Planning Area 2 of the Specific Plan only unless otherwise indicated.

SPECIAL CONDITIONS

15. The development may be phased as described in The District at South Bay Specific Plan Project Final Supplemental Environmental Impact Report (FSEIR).
16. Prior to issuance of building permits, the applicant shall provide cross-section plans to the Planning Division for approval for screening the parking areas, including head-in parking stalls facing Street A.
17. Prior to issuance of building permits, the applicant shall provide cross-section plans to the Planning Division to demonstrate adequate screening of truck loading areas.
18. Prior to issuance of building permits, the applicant shall provide plans to the Planning Division for approval of Electric Vehicle charging stations and infrastructure as required by the Specific Plan and mitigation measures. Prior to issuance of occupancy permits, the applicant shall install Electric Vehicle charging stations and infrastructure that is consistent with the approved plans.
19. Prior to issuance of building permits, the applicant shall provide plans to the Planning Division for approval to screen all utility boxes and fire equipment as permitted by the associated agencies. Prior to issuance of occupancy permits, the applicant shall install the screening consistent with the approved plans.
20. Prior to issuance of building permits, the applicant shall ensure the landscaping design for the western edge of property is coordinated with the right-of-way landscaping. The intent of the design shall be to screen buses and the parking areas from public view including the right-of-way.
21. The Site Plan and Design Review application shall not be effective until such time the City Council certifies the FSEIR and approves the Specific Plan Amendment and is effective.
22. The project shall demonstrate compliance with the al provisions and requirements of the Development Agreement and District at South Bay Specific Plan.

ARCHITECTURAL TREATMENT

23. Architectural design and details shall be in substantial conformance with the approved set of plans. Any alteration shall be first approved by the Planning Division.
24. Exterior building elevations showing building wall materials, roof types, exterior colors and appropriate vertical dimensions shall be included in the development construction drawings.
25. Bike parking stalls/racks shall be added to the plans prior to the issuance of building permits pursuant to the Specific Plan and Carson Municipal Code.



26. Down spouts shall be interior to the structure or architecturally integrated into the structure to the satisfaction of the Planning Division.
27. Any roof-mounted equipment shall be screened to the satisfaction of the Planning Division. Rooftop equipment and ground-mounted screening shall be verified at occupancy. Additional screening will be required if determined necessary.
28. Prior to issuance of a Building Permit, an equipment screening view analysis shall be submitted and approved by the Planning Division. The equipment screening view analysis shall demonstrate that all exterior equipment and associated screening is architecturally integrated into the building design.

LANDSCAPE/IRRIGATION

29. Three sets of landscape and irrigation drawings applicable to Planning Area 2 must be submitted to the Planning Division. Four sets are required for projects with recycled water. The plans shall be approved by the Planning Division prior to the issuance of building permits.
30. Documents shall be prepared by a state registered landscape architect, if landscape exceeds 2,500 square feet. All sheets shall be wet signed by the Landscape Architect and include the license number and the expiration date.
31. Landscaping shall be provided with a permanently installed, automatic irrigation system and operated by an electrically-timed controller station set for early morning or late evening irrigation.
32. Installation, maintenance, and repair of all landscaping shall be the responsibility of the property owner. Maintenance shall be permanently provided for all areas within Planning Area 2, not designated for paving, sidewalk, or building. Irrigation system shall function properly and landscaping shall be maintained in a healthy condition.
33. Comply with the provisions of Section 9168 of the Zoning Ordinance, "Water Efficient Landscaping."
34. Water conservation is a high priority in the City of Carson. Landscapes shall be designed to use water efficiently without waste to the lowest practical amount and comply with the State Model Water Efficient Landscape Ordinance. Sources for low water plants are WUCOLS, "Water Use Classification of Landscape Species" and "Landscape Plants for Western Regions" by Bob Perry.
35. Installation of 6" high concrete curbs are required around all landscaped planter areas, except for areas determined by National Pollutant Discharge Elimination System (NPDES) permit or other applicable condition of approval that requires certain landscaped areas to remain clear of concrete curbs for more efficient storm water runoff flow and percolation. Revised landscaping and irrigation plans shall be reviewed and approved by the Planning Division should subsequent modifications be required by other concerned agencies regarding the removal of concrete curbs.
36. The proposed irrigation system shall include best water conservation practices.

37. Backflows shall be screened with min. 5' wide planters and landscape screen material, with plant material per the Specific Plan. Paint device green color similar to Frazee, aeroplate 'Forest Green' or equal. Transformers shall be screened with shrubs and ground covers, with plant material per the Specific Plan.
38. Projects shall comply with AB 325, the State Model Water Efficient Landscape Ordinance. Maximum Applied Water Allowance, MAWA, and Estimated Applied Water Use shall be calculated and submitted on all landscape construction documents.
39. Irrigation systems shall be designed to be water efficient with like plant material grouped together and proper solar orientation. Turf shall be on a separate valve from shrub areas. Landscape areas in the shade (north or east sides of building) shall be controlled separately from areas in the sun (south or west sides of building).
40. Irrigation systems shall be constantly maintained to eliminate wastewater due to loss of heads, broken pipes or misadjusted nozzles.
41. Show corner sight line distances on the landscape plan per Engineering Department Standard Drawing.
42. Shredded mulch or other alternative materials within planter areas is required at a depth of 3" for shrubs and 1" for groundcover. Shredded bark with a tackifier shall be used on 3:1 slopes or greater, not wood chips. Soil shall not be visible. Keep mulch 3" clear of plant stem, 6" of trees.
43. Weeds shall be removed before 2 inches high or weed seeds develop. Note on plans for a pre-emergent to be applied before the mulch layer is installed to prevent weeds.
44. Prior to issuance of certificate of occupancy, the applicant or the City shall provide plans to the Planning Division for approval for enhancements at primary and secondary (from Street B) "entry zone" including landscaping in planter.

FENCE/WALL

45. Prior to the issuance of a building permit, a Wall and Fence Plan shall be reviewed and approved by the Planning and Building Divisions. The plans shall indicate materials colors and height of proposed and existing walls and fences and shall include a cross section of walls and fences indicating adjacent grades. Walls shall be designed as an integral part of the architecture for the development and shall be consistent with the requirements of the Specific Plan.

TRASH

46. Trash collection shall comply with the requirements of the City's trash collection company.
47. Trash and recycling areas shall be provided in accordance with Sections 9164.2 (residential uses), 9164.3 (non-residential uses), and 9164.4 of the Zoning Ordinance or as otherwise required by the Specific Plan.

UTILITIES

48. Public utility easements shall be provided in the locations as required by all utility companies with easements free and clear of obstructions, and electrical utilities shall be installed underground, to the satisfaction of the Planning Division.
49. The applicant shall remove at his/her own expense any obstructions within the utility easements that would interfere with the use for which the easements are intended.
50. Any aboveground utility cabinet or equipment cabinet shall be screened from the public right-of-way by a decorative block wall or landscaping, to the satisfaction of the Planning Division.

ENGINEERING SERVICES DEPARTMENT - CITY OF CARSON

General Conditions

51. Any existing off-site improvements damaged during the construction shall be removed and reconstructed per City of Carson PW Standard Drawings and to the satisfaction of the City Engineer.
52. A construction permit from Engineering Division is required for any work done within the public right of way. A security bond and liability insurance are required prior to issuance of permit by Engineering Division.

Prior to Issuance of Building Permit, plans or studies, as applicable for all of the following must be submitted, and prior to certificate of occupancy, the following shall be carried out:

53. Quitclaim or relocate any easements interfering with building locations to the satisfaction of the City, appropriate agency or entity.
54. Public Street Improvements Plans along Del Amo Blvd, Street A and Street B shall (be):
 - a) include parkways, sidewalks, wheelchair ramps, bike lanes, landscaped medians, streetlights, etc.
 - b) per The District at South Bay Specific Plan (SP- 10).
 - c) per the City of Carson PW Standard Drawings.
 - d) submitted to and reviewed by County of Los Angeles, Department of Public Works for approval recommendations to the City Engineer.
 - e) Include the connection of Street A to the existing 405 Freeway Interchange. Improvement Plans shall be approved by California Department of Transportation (Caltrans).
55. Install Street Lights along Del Amo Blvd, and Stadium Way abutting the development per The District at South Bay Specific Plan.



56. Landscape and Irrigation improvements within the public parkway and raised landscaped medians, abutting the proposed development shall be:
 - a. in compliance with the Department of Toxic Substance Control (DTSC).
 - b. per The District at South Bay Specific Plan (SP-10).
 - c. per the City of Carson PW Standard Drawings.
 - d. irrigated with reclaimed water, if feasible.
57. Improve the existing raised landscaped median along the Del Amo Blvd to the satisfaction of the City Engineer.
58. Any Landscape Improvements within Caltrans right of way shall be submitted to Caltrans for approval and acceptance.
59. Improvement Plans for various intersections improvements, as determined by the FSEIR shall be submitted to and approved by appropriate agencies.
60. The condition of the existing Sewer mainline along Street A and Street B, shall be evaluated for public use. Evaluation of said lines shall be submitted to and reviewed by County of Los Angeles, Department of Public Works for recommendations for public use to the City Engineer.
61. The applicant shall submit a sewer area study to the County of Los Angeles Department of Public Works to determine if capacity of the public sewage system to be used by this development is adequate. Inadequate capacity of the sewage system must be addressed and resolved. Any necessary Sewer Main Improvements Plans shall be submitted to and reviewed by County of Los Angeles, Department of Public Works for approval recommendations to the City Engineer.
62. The condition of the existing Storm Drain lines, along Street A and Street B, shall be evaluated for public use. Evaluation of said lines shall be submitted to and reviewed by County of Los Angeles, Department of Public Works for recommendations for public use to the City Engineer. Any necessary Storm Drain Improvement plans shall be submitted to County of Los Angeles, Department of Public Works for approval and acceptance by the County for future ownership and maintenance.
63. All Water Improvements to serve the development shall be determined by and to the satisfaction of California Water Services Company (Calwater). This may include water main, fire hydrants, fire department connections, all other water system appurtenances. Approval of Water Improvement Plans shall be coordinated with Calwater.

Prior to Issuance of Certificate of Occupancy

64. The Applicant shall comply with all requirements from L.A. County Sewer Maintenance Division for maintenance of new and/or existing sewer main, relating to this development, prior to release of all improvement bonds.

65. The Applicant shall execute and provide to the City Engineer, a written statement from the water purveyor (Calwater) indicating that the water system will be operated by the purveyor and that under normal conditions, the system will meet the requirements for the development and that water service will be provided to each building. Comply with mitigation measures recommended by the water purveyor.
66. The applicant shall construct and guarantee the construction of all required drainage infrastructures in accordance with the requirements and recommendations of the hydrology study, subject to the approval of the City Engineer.
67. Repair any broken or raised/sagged sidewalk, curb and gutter within the public right of way along Del Amo Blvd abutting this proposed development per City of Carson PW Standard Drawings and to the satisfaction of the City Engineer.
68. Fill in any missing sidewalk within the public right of way along Del Amo Blvd abutting this proposed development.
69. Remove unused driveway approach if any, within the public right of way along Del Amo Blvd abutting this proposed development and replace it with full height curb and gutter and sidewalk per City of Carson PW Standard Drawings and to the satisfaction of the City Engineer.
70. Wheelchair ramps at the corner of Del Amo Blvd and Street B and along Street A and Street B shall be in compliance with ADA requirements and constructed per City of Carson PW Standard Drawings.
71. All new utility lines, servicing the proposed development shall be underground to the satisfaction of the City Engineer.
72. If needed, easements shall be granted to the City, appropriate agency, or entity for the purpose of ingress, egress, construction, and maintenance of all infrastructures constructed and handicap access for this development to the satisfaction of the City Engineer and or appropriate agency or entity.
73. Portion of Del Amo Blvd abutting the development shall be repaved (grind and overlay) to the satisfaction of the City Engineer.
74. All infrastructures necessary to serve the proposed development (water, sewer, storm drain, and street improvements) shall be in operation prior to the issuance of Certificate of Occupancy.

PUBLIC WORKS – WATER QUALITY

Prior to Issuance of Building Permit

75. Per City of Carson ordinance 5809 and SUSMP 2009, applicant shall comply with all applicable Low Impact Development (LID) requirements and shall include Best Management Practices necessary to control storm water pollution from construction activities and facility operations to the satisfaction of the City Engineer.
76. Applicant shall complete and provide BMP Reporting Template to City of Carson, Engineering Services Department.

77. If applicable, applicant shall provide a copy of an approved SWPPP stamped by Los Angeles County Building and Safety Division along with WDID number.
78. Applicant shall provide contact information of the Qualified Storm Water Developer (QSD) and/or Qualified SWPPP (Storm Water Pollution Prevention Plan) Developer (QSP) of the site.
79. Applicant shall submit digital copies of 2009 SUSMPLID/NPDES/Grading Plans concurrently to City of Carson, Engineering Services Department and Los Angeles County Building & Safety Division.
80. Applicant shall complete, sign and return the Stormwater Planning Program LID Plan Checklist form and return to City of Carson Engineering Services Division.

Prior to Issuance of Certificate of Occupancy

81. For any structural and/or treatment control device installed applicant, shall record a maintenance covenant pursuant to Section 106.4.3 of the County of Los Angeles Building Code and title 12, Chapter 12.80 of the Los Angeles County Code relating to the control of pollutants carried by storm water runoff. In addition, an exhibit shall be attached to identify the location and maintenance information for any structural and/or treatment control device installed.
82. Covenant shall be reviewed and approved by the City Engineer prior to recordation with the Los Angeles County Registrar-Recorder/County Clerk.
83. RECORDATION is the responsibility of the applicant. Provide a copy of the recorded covenant agreement to City Engineer
84. Inspection will be conducted once a year after all Post Construction Best Management Practices (BMP) are constructed.

FIRE DEPARTMENT

85. Prior to issuance of a building permit, the applicant shall obtain a "Clearance Letter" or approval including conditions and/or requirements from the Los Angeles County Fire Department and submitted to the Planning Division.

SIGN PROGRAM

86. Prior to issuance of a building permit, the applicant shall submit a clean copy of the Comprehensive Sign Program that is consistent with the approved Specific Plan amendment and Development Agreement.
87. Freeway Icon Pylons are assigned to Planning Areas as defined by the Specific Plan.
88. Prior to issuance of building permits, the applicant shall provide plans to the Planning Division for approval of an internal wayfinding sign package for the podium parking area and valet consistent with the approved Comprehensive Sign Program.

89. Prior to issuance of certificate of occupancy, the applicant or the City shall provide plans to the Planning Division for approval of entry monument signage consistent with the Comprehensive Sign Program.
90. Prior to issuance of certificate of occupancy, the applicant shall provide plans to the Planning Division for approval of Directional/wayfinding signage consistent with the Comprehensive Sign Program.
91. Interior tenant signage and tenant architectural elevations for store fronts up to and not modifying the parapet shall not require City Planning approvals. Prior to issuance of individual tenant improvement building permits, the applicant shall provide to the Planning Division, design approval from Macerich or other ownership of the mall for interior tenant signage and elevations.

BUSINESS LICENSE DEPARTMENT

92. All parties involved in the subject project including to but not limited to contractors and subcontractors are required to obtain a City business license per Section 6310 of the Carson Municipal Code.

ENVIRONMENTAL REQUIREMENTS

93. The project shall demonstrate compliance with all applicable mitigation measures in the Mitigation Monitoring and Reporting Program for the FSEIR. A final mitigation monitoring matrix/spreadsheet shall be submitted to the City for review.

**CITY OF CARSON
PLANNING COMMISSION
RESOLUTION NO. 18_____**

**A RESOLUTION OF THE PLANNING COMMISSION OF
THE CITY OF CARSON INITIATING AMENDMENT OF
THE BOULEVARDS AT SOUTH BAY SPECIFIC PLAN (TO
BE RENAMED THE DISTRICTS AT SOUTH BAY SPECIFIC
PLAN)**

WHEREAS, there is a 168-acre planning area generally located southwest of the Interstate 405 (I-405) Freeway (the San Diego Freeway) and north of the Avalon Boulevard interchange in the City of Carson (Project Site), which includes 157 acres of land located south of Del Amo Boulevard (Property); and

WHEREAS, the City of Carson previously adopted The Carson Market Place Specific Plan in 2006 for the Project Site, which was subsequently amended and renamed The Boulevards at South Bay Specific Plan in 2011; and

WHEREAS, the Carson Reclamation Authority, a joint powers authority under the laws of the State of California, currently owns and intends to master develop the Property, including by seeking appropriate entitlements for the Property, completing the remedial actions in order to achieve the California Department of Toxic Substances Control certification of the former landfill, constructing on-site and off-site infrastructure, preparing the Property for conveyance, and then selling the Property for development purposes, as appropriate; and

WHEREAS, the Carson Reclamation Authority has submitted an application to the City for a Specific Plan Amendment to The Boulevards at South Bay Specific Plan (proposed to be renamed "The District at South Bay Specific Plan," hereinafter called the "Specific Plan Amendment") for a text amendment to, among other things, modify certain retail and commercial uses on the Property; and

WHEREAS, The Boulevards at South Bay Specific Plan states that "Amendments to the Marketplace Specific Plan shall be processed in accordance with the applicable provisions of state law provided in California Government Code sections 65450, et seq. The procedure in Section 9172.11 of the CMC shall be followed for hearing, notice and decision of a Specific Plan Amendment by the Planning Commission and City Council."; and

WHEREAS, the Community Development Director has initiated the Specific Plan Amendment; and

WHEREAS, the City held a public workshop to receive input and comments on the Specific Plan Amendment and related items on October 25, 2017; and

WHEREAS, the proposed initiation of the Specific Plan Amendment was presented to the Planning Commission at a regular meeting held on January 23rd, 2018; and

WHEREAS, the opportunity to provide public testimony and evidence, both written and oral, was then provided by and considered by the Planning Commission; and

WHEREAS, the Planning Commission closed public comment, and now desires to also initiate the Specific Plan Amendment.

NOW, THEREFORE, THE PLANNING COMMISSION OF THE CITY OF CARSON, CALIFORNIA, HEREBY FINDS, RESOLVES AND ORDERS AS FOLLOWS:

Section 1. The Planning Commission, pursuant to and consistent with Section 8.1.3 of The Boulevards at South Bay Specific Plan, hereby initiates amendment of The Boulevards at South Bay Specific Plan (proposed to be renamed "The District at South Bay Specific Plan) in its entirety.

Section 2. This Resolution shall take effect immediately.

PASSED, APPROVED AND ADOPTED THIS 23RD DAY OF JANUARY, 2018.

CHAIRMAN

ATTEST:

SECRETARY

**CITY OF CARSON
PLANNING COMMISSION
RESOLUTION NO. 18-_____**

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF CARSON RECOMMENDING THE CITY COUNCIL (1) ADOPT THE FINDINGS REQUIRED BY CEQA GUIDELINES, SECTION 15091; (2) CERTIFY THE SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT TO THE FINAL ENVIRONMENTAL IMPACT REPORT (SCH NO. 20050551059) FOR THE PROPOSED AMENDMENT TO THE BOULEVARDS AT SOUTH BAY SPECIFIC PLAN (TO BE RENAMED THE DISTRICT AT SOUTH BAY SPECIFIC PLAN) AND RELATED DEVELOPMENT THEREUNDER INCLUDING 1550 RESIDENTIAL UNITS AND 1,834,833 SQ. FT. OF COMMERCIAL USES LOCATED SOUTHWEST OF INTERSTATE 405 FREEWAY AND NORTH OF THE AVALON BOULEVARD INTERCHANGE; (3) ADOPT THE PROPOSED MITIGATION MONITORING AND REPORTING PROGRAM, AND (4) ADOPT A STATEMENT OF OVERRIDING CONSIDERATIONS, PURSUANT TO THE CALIFORNIA ENVIRONMENTAL QUALITY ACT

WHEREAS, there is a 168-acre Project site generally located southwest of the Interstate 405 (I-405) Freeway (the San Diego Freeway) and north of the Avalon Boulevard interchange in the City of Carson (Project site), which includes 157 acres of land located south of Del Amo Boulevard (the 157-acre portion of the Project site is referred to herein as the "Property") that operated as a Class II landfill from 1959 until 1965, and 11 acres of land north of Del Amo Boulevard (Development District 3 [DD3]) that did not have landfill uses; and

WHEREAS, in 2006 the Project site was owned by Carson Marketplace LLC, a private developer, which proposed a development plan for the Project site that included a 1,995,125-square-foot (sq. ft.) mixed-use commercial project (including retail, 300 hotel rooms, and entertainment uses) and 1,550 residential units.

WHEREAS, in 2006 the City of Carson (City) adopted the Carson Marketplace Specific Plan to implement that project (referred to herein as the approved Project); and

WHEREAS, in 2006, in accordance with the California Environmental Quality Act (CEQA), the City of Carson Redevelopment Agency (RDA), as lead agency, certified a project-level Final Environmental Impact Report (FEIR) for the Carson Marketplace Project (SCH No. 2005051059) (2006 Final EIR) in connection with development of the project site located southwest of the Interstate 405 (I-405) Freeway (the San Diego Freeway) and north of the

Avalon Boulevard interchange in the City of Carson (Project site); and

WHEREAS, in 2009 an Addendum to the 2006 FEIR was prepared and subsequently adopted to discuss changes in the remediation activities at the Property (hereinafter the term “FEIR” represents the 2006 FEIR and the Addendum, and the term “approved” in connection with the FEIR refers to certification of the 2006 Final EIR and the adoption of the 2009 Addendum); and

WHEREAS, in 2011 there was a state-wide dissolution of all RDAs.

WHEREAS, in 2011, the City, relying upon the FEIR, amended the Carson Marketplace Specific Plan and, as part of that amendment, renamed the Specific Plan as “The Boulevards at South Bay Specific Plan;” and

WHEREAS, the Carson Reclamation Authority (CRA) currently owns and intends to master develop the Property, including by seeking appropriate entitlements for the Property, completing the remedial actions in order to achieve the California Department of Toxic Substances Control (DTSC) certification of the former landfill, constructing on-site and off-site infrastructure, preparing the Property for conveyance, and then selling the Property for development purposes, as appropriate.

WHEREAS, CRA has submitted an application to the City for a Specific Plan Amendment to The Boulevards at South Bay Specific Plan (proposed to be renamed “The District at South Bay Specific Plan,” hereinafter called the “Specific Plan Amendment”) to modify certain retail and commercial uses on the Property; and

WHEREAS, CAM-CARSON LLC, a private developer, is seeking to develop a regional commercial use, including outlets and restaurant uses, on a portion of the Property referred to as Planning Area 2 (PA 2) and has submitted an application to the City for site plan and design review, including a comprehensive sign program, and for a development agreement in connection with that request. Other developers may submit applications at later dates in connection with development of the Property; and

WHEREAS, as a result of the entitlement submittals described above, the City will be considering the Specific Plan Amendment and related entitlements to permit development of a modified development plan, reflecting development proposals received by the CRA from Cam-Carson LLC and other private development firms, each proposing commercial development projects on the Property.

WHEREAS, these requested entitlements, if approved, would not change the overall intent or land uses described in the approved Specific Plan, but do reflect changes to the retail marketplace since the adoption of the approved Project and, consistent with the change from a single developer to a multiple-developer development process, would allow development and occupancy of various on-site uses in phases.



WHEREAS, both the Community Development Department and the Planning Commission have initiated the proposed Specific Plan Amendment; and

WHEREAS, because the consideration of the Specific Plan Amendment will be the first action considered with respect to the disposition of the Property by the CRA, the City shall serve as the lead agency in connection with its consideration of the entitlement applications described above; and

WHEREAS, pursuant to the authority and criteria contained in the California Environmental Quality Act (CEQA) of 1970, the City, as the Lead Agency, has analyzed the proposed modified Project and has prepared a supplemental environmental impact report (SEIR) to the approved 2006 FEIR in order to evaluate the changes to the approved Project proposed by the modified development plan, Specific Plan Amendment, and related entitlements (the foregoing collectively referred to herein as the proposed modified Project) and to determine whether substantial changes in circumstances surrounding the Property and the approved Project (if any), and new information of substantial importance (if any), require further analysis under CEQA.

WHEREAS, in compliance with CEQA Section 21080.4, a Notice of Preparation (NOP) was prepared by the City and distributed for public comment to the State Clearinghouse, Office of Planning and Research, responsible agencies, and other interested parties on August 1, 2017, after which a public scoping meeting was held during the NOP review period at the Carson Community Center on August 23, 2017; and

WHEREAS, the Draft SEIR was subsequently circulated for public review from the required 45 days from October 3rd through November 17th, 2017, a copy of the Draft SEIR was circulated through the State Clearinghouse (SCH # 20050551059) and posted on the City's website, and was available at the Carson Library and City Hall; and

WHEREAS, during the public review period, the City also held a public workshop to receive input and comments on the Specific Plan Amendment Project, Draft SEIR, and proposed Fashion Outlets of Los Angeles on October 25, 2017; and

WHEREAS, the Planning Commission held a public workshop to receive input and comments on the Specific Plan Amendment Project, Draft SEIR, and proposed Fashion Outlets of Los Angeles on November 8, 2017; and

WHEREAS, the public review period for the Draft SEIR ended on November 17, 2017; and

WHEREAS, a Final SEIR was prepared on the proposed modified Project, comments were received on the Draft SEIR, and responses to those comments, and well as any appropriate revisions and clarifications to the Draft SEIR, were made in response to the comments received in the Final SEIR; and



WHEREAS, the City of Carson Community Development Department on January 11, 2018, published a legal notice in compliance with State law concerning the Planning Commission consideration of the Draft SEIR in the Our Weekly, a local newspaper of general circulation, which included the date and time of the Planning Commission consideration of a recommendation for the Draft SEIR. In addition, on January 4, 2018, a public hearing notice was mailed to each property owner within an expanded radius (greater than 500-foot radius) of the Project site, indicating the date and time of the public hearing regarding the proposed modified Project (including the SEIR) in accordance with state law; and

WHEREAS, on January 23, 2018, the Planning Commission conducted a duly noticed public hearing on the SEIR as defined below, at which time it received input from City Staff, the City Attorney's office, and the developer where received; public comment portion was opened, and public testimony and evidence, both written and oral, was considered by the Planning Commission of the City of Carson, after which public testimony was closed; and

WHEREAS, Planning Commission has reviewed the SEIR and all associated documents; and

WHEREAS, after deliberation the Planning Commission desires to recommend the City Council (1) adopt the findings required by CEQA Guidelines, section 15091; (2) certify the SEIR; (3) adopt the proposed mitigation monitoring and reporting program (MMRP), and (4) adopt a statement of overriding considerations, pursuant to CEQA; and

WHEREAS, all legal prerequisites to the adoption of this Resolution have occurred.

NOW, THEREFORE, THE PLANNING COMMISSION OF THE CITY OF CARSON, CALIFORNIA, HEREBY FINDS, RESOLVES AND ORDERS AS FOLLOWS:

Section 1. **Recitals.** The Planning Commission hereby specifically finds that all of the facts set forth in the recitals above of this Resolution are true and correct and incorporated herein.

Section 2. **Planning Commission Record.** The proceedings and all evidence introduced before the Planning Commission at the public hearing on the SEIR held on February 23, 2017, are hereby incorporated into the record of this proceeding. These documents, along with any documents submitted to the decision-makers, including all documents specified under applicable State law, shall comprise the entire record of proceedings for any claims under the California Environmental Quality Act ("CEQA").

Section 3. **SEIR Contents.** The SEIR consists of the following:

- a. The Final SEIR;
- b. The Draft SEIR including all Technical Appendices attached;
- c. The Notice of Preparation;

- d. The MMRP;
- e. Additions and corrections to the remaining portions of the Draft SEIR that have been made pursuant to public comments and Draft SEIR review including all Technical Appendices attached thereto;
- f. Comments received on the Draft SEIR with Responses to each of the Comments made;
- g. The Notice of Completion and Availability of the Draft SEIR for public review; and
- g. Any other information added by the Lead Agency.

(All hereafter collectively referred to as the "SEIR") The SEIR supplements the FEIR, which is included in the administrative record.

Section 4. Accompanying Documents To SEIR. Documents that shall accompany and be part of the SEIR are:

- a. Mitigation Monitoring and Reporting Program;
- b. Findings of Fact; and
- c. Statement of Overriding Considerations.

Section 5. Certification Of Compliance With California Environmental Quality Act. The Planning Commission does hereby find that the FEIR (Exhibit "1" to this Resolution, a copy a copy which is on file with the Community Development Department), the Findings of Fact and the Statement of Overriding Considerations (Exhibit "2" to this Resolution), and the Mitigation Monitoring and Reporting Program (Exhibit "3" to this Resolution) have been prepared in accordance with requirements of the California Environmental Quality Act, and the CEQA Guidelines.

Section 6. CEQA Findings of Fact, Mitigation Monitoring And Reporting Program and Statement of Overriding Considerations.

a. *Recommendation to Adopt Findings of Fact.* The Planning Commission does hereby recommend to the City Council that it approve, accepts as its own, incorporate as if set forth in full herein, and make each and every one of the findings contained in the Findings of Fact, Exhibit "2" of this Resolution, a copy of which is on file in the Community Development Department.

b. *Recommendation to Certify Final Supplemental Environmental Impact Report.* The Planning Commission hereby recommends to the City Council that it certify that (1) the SEIR has been completed in compliance with CEQA; (2) that it has reviewed and considered the information contained in the SEIR prior to approving the project; and (3) that the SEIR reflects the City Council's independent judgment and analysis.

c. *Recommendation Mitigation Monitoring and Reporting Program.* As more fully identified and set forth in SEIR and in the Findings of Fact for this Project, which is Exhibit "2"



to this Resolution, the Planning Commission hereby recommends to the City Council that it find that the mitigation measures described and specifically identified in the above referenced documents are feasible and shall become binding upon the entity (such as the project proponent or the City) assigned thereby to implement the particular mitigation measures as identified in the Mitigation Monitoring and Reporting Program.

d. *Recommendation to Adopt Statement of Overriding Considerations.* Even after the adoption of all feasible mitigation measures and, certain significant or potentially significant environmental effects caused by the proposed modified Project directly, or cumulatively, will remain. Therefore, the Planning Commission hereby recommends that the City Council issue and approve a Statement of Overriding Considerations in the form set forth in Exhibit "2" identifying the changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding, and that such changes have been adopted by such other agency or can and should be adopted by such other agency, that that render the unavoidable significant adverse environmental effects acceptable, either in its current form or as may be modified or amended by the City Council. Additionally, the Planning Commission also recommends that the City Council issue and approve a Statement of Overriding Considerations in the form set forth in Exhibit "2" identifying the specific economic, legal, social, technological and other considerations that render the unavoidable significant adverse environmental effects acceptable, either in its current form or as may be modified or amended by the City Council.

e. *Recommendation to Adopt Mitigation Monitoring and Reporting Program.* As required by applicable State law, the Planning Commission hereby recommends to the City Council that it adopt the Mitigation Monitoring and Reporting Program set forth in Exhibit "3" of this Resolution. The Planning Commission finds that the Program is designed to ensure that, during project implementation, the City and any other responsible parties implement the project components and comply with the mitigation measures identified in the Findings of Fact and the Mitigation Monitoring and Reporting Program.

Section 7. Effective Date of Resolution. This Resolution shall become effective immediately. The Secretary shall certify to the adoption of the Resolution and shall transmit copies of the same to the City Council of the City of Carson.

PASSED, APPROVED AND ADOPTED THIS 23rd DAY OF JANUARY, 2017.

CHAIRMAN

ATTEST:

SECRETARY

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Exhibits:

1. Supplemental Environmental Impact Report (provided as a separate document).
2. CEQA Findings of Fact which include: Impacts Determined to be Less Than Significant; Impacts Mitigated to Less Than Significant; Significant Unavoidable Adverse Impacts; Alternatives Considered and Rejected; and Statement of Overriding Considerations.
3. Mitigation Monitoring and Reporting Program.

EXHIBIT “1”
SUPPLEMENTAL ENVIRONMENTAL IMPACT
REPORT
(PROVIDED AS A SEPARATE DOCUMENT)



EXHIBIT “2”
CEQA FINDINGS OF FACT

[EXHIBIT TO FOLLOW]



EXHIBIT “3”

MITIGATION MONITORING AND REPORTING PROGRAM

SECTION 8: MITIGATION MONITORING AND REPORTING PROGRAM

When making findings, CEQA requires that a lead agency must adopt a reporting or monitoring program for the changes to the project that it has adopted or made a condition of project approval to ensure compliance during project implementation. As required by CEQA, the City adopts, concurrently with the adoption of these Findings, a Mitigation Monitoring and Reporting Program to meet the requirements of Public Resources Code Section 21081.6 by providing for the implementation and monitoring of measures intended to mitigate potentially significant effects of the proposed modified Project. The MMRP, as presented in the Final SEIR, is designed to serve this purpose for the mitigation measures identified in the SEIR. The MMRP requires that the City or other governmental agencies monitor mitigation measures designed to reduce or eliminate significant impacts, as well as those mitigation measures designed to reduce environmental impacts that are less than significant. The MMRP includes all the mitigation measures identified in the FEIR and has been designed to ensure compliance during implementation of the proposed modified Project.

The MMRP describes the procedures for the implementation of all of the mitigation measures identified in the SEIR for the proposed modified Project. Mitigation measures set forth in the MMRP are specific and enforceable and are capable of being fully implemented by the City of Carson, the various applicants, including the Carson Reclamation Authority, and/or other identified public agencies of responsibility. It is the intent of the MMRP to (1) verify satisfaction of the required mitigation measures of the SEIR; (2) provide a methodology to document implementation of the required mitigation; (3) provide a record of the Monitoring Program; (4) identify monitoring responsibility; and (5) establish administrative procedures for the clearance of mitigation measures. As stated in the SEIR, the 300-unit residential development entitled for construction on Development District 3 (DD3) on the 11 acres north of Del Amo Boulevard is not included under the proposed modified Project and as such, would not be subject to the mitigation measures established in this MMRP, unless specifically stated, but would instead continue to be subject to the MMRP already adopted for the approved Project.

The MMRP lists mitigation measures according to the same numbering system contained in the Draft SEIR sections. Each mitigation measure is categorized by topic, with an accompanying discussion of the following:

- The enforcement agency (i.e., the agency with the authority to enforce the mitigation measure);



- The monitoring agency (i.e., the agency to which mitigation reports involving feasibility, compliance, implementation, and development operation are made); and
- The phase of the proposed modified Project during which the mitigation measure should be monitored (i.e., prior to issuance of a building permit, construction, or occupancy).

The Implementing Parties shall be the applicable Applicant(s), who shall be obligated to demonstrate that compliance with the required mitigation measures has been effected. Where the term “Applicant(s) Horizontal” or similar terminology is used in the table below, it shall be deemed to refer to the developer(s)/operator(s) (or contractor(s) of same) responsible for construction, operation and maintenance, as applicable, of the horizontal infrastructure improvements, including utilities, roads, entry signage, entry plazas, other infrastructure, piles, cap and slab, remedial systems and building protection systems whether located on or off of the Property. Where the term “Applicant(s) Vertical” or similar terminology is used, it shall be deemed to refer to the developers/operators (or contractors of same) responsible for construction, operation and maintenance of only the above grade (vertical) improvements (i.e., above the slab) to be constructed within each Planning Area on the Property, including signage and lighting improvements.

All departments listed below are within the City of Carson unless otherwise noted. The entity responsible for the implementation of all mitigation measures shall be the Applicant(s) unless otherwise noted.

The City finds that the impacts of the proposed modified Project have been mitigated to the extent feasible by the mitigation measures identified in the Final SEIR and in the MMRP. The City adopts the MMRP for the proposed modified Project that accompanies the SEIR. The MMRP designates responsibility and anticipated timing for the implementation of mitigation measures and conditions within the jurisdiction, of the City. The City approves and will implement all the mitigation measures identified in the SEIR.



A. Mitigation Measures

Mitigation Measures	Monitoring Phase	Implementing Party	Enforcement Agency	Responsible Monitoring Agency	Verification of Compliance	
					Initials	Date
VISUAL RESOURCES						
Mitigation Measure B-1: The minimum setback for buildings greater than 52 feet in height along the Torrance Lateral, adjacent to residential uses, shall be 250 feet.	Prior to issuance of a building permit/Pre-Construction	Applicant(s) Vertical	City of Carson Department of Community Development, Planning Division	City of Carson Department of Community Development, Planning Division		
Mitigation Measure B-2: The distribution, placement, and orientation of signs along the I-405 Freeway shall be in substantial compliance with the signage concepts and in compliance with the sign standards in the SPA.	Prior to issuance of a building permit/Pre-Construction	Applicant(s) Vertical	City of Carson Department of Community Development, Planning Division	City of Carson Department of Community Development, Planning Division		
Mitigation Measure B-3a: If any portion of the illuminated surface of the sign is visible from a residential use within 1,000 feet of said sign at night, then the proposed modified Project sign luminance shall be reduced to less than 300 cd/m ² at night.	Prior to issuance of a building permit/Pre-Construction	Applicant(s) Vertical	City of Carson Department of Community Development, Planning Division	City of Carson Department of Community Development, Planning Division		
Mitigation Measure B-3b: If any portion of the illuminated surface of the sign is visible from a residential use within 1,000 feet of said sign, sign area and/or sign luminance shall be limited so that the light trespass illuminance is less than 0.74 foot-candle at said residential property line.	Prior to issuance of a building permit/Pre-Construction	Applicant(s) Vertical	City of Carson Department of Community Development, Planning Division	City of Carson Department of Community Development, Planning Division		



Mitigation Measures	Monitoring Phase	Implementing Party	Enforcement Agency	Responsible Monitoring Agency	Verification of Compliance	
					Initials	Date
<p>Mitigation Measure B-4: All Project development shall undergo site plan review by the Planning Manager to ensure that the following design measures have been implemented:</p> <ul style="list-style-type: none"> – Landscaping. All Landscaping shall be consistent with a plant palette of native trees, shrubs, and groundcovers that shall add uniformity to the Property. Plants shall be selected to support and complement the themes of the various Project components. Specially themed landscaping components. Specially themed landscaping treatments shall occur at key locations (e.g., freeway edge, channel slope, and entertainment area). Of more detailed note: (1) continuous shrub and ground cover plantings shall be provided in the medians and edges of internal streets with vertical landscape and/or hardscape elements on average every 50 feet along the edges; (2) 5% landscape coverage shall be provided in parking lots, including landscaping adjacent to edges of parking fields; and (3) 50% landscape coverage shall be provided on the sides of parking structures visible to residences, not inclusive of commercial over podium. – Buildings. Buildings shall include the following design features: varied and articulated building façades, with a variety of architectural accent materials for exterior treatment at visually accessible locations. – Accessory Facilities and Walls. Wall facades shall be varied and articulated. Accessory facilities such as trash bins, storage areas, etc., shall be covered and screened as set forth in the SPA. – Lighting. Lighting shall be limited in intensity, light control methods, and pole heights, so as to be 	Prior to issuance of a building permit/Pre-Construction	Applicant(s)/ Vertical and, as to Landscaping, etc., Applicant(s) Horizontal	City of Carson Department of Community Development, Planning Division	City of Carson Department of Community Development, Planning Division		

The District at South Bay Specific Plan Project



Mitigation Measures	Monitoring Phase	Implementing Party	Enforcement Agency	Responsible Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
directed on site, and not interfere with off-site activities.							

Mitigation Measures	Monitoring Phase	Implementing Party	Enforcement Agency	Responsible Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
TRAFFIC AND CIRCULATION							



Mitigation Measures	Monitoring Phase	Implementing Party	Enforcement Agency	Responsible Monitoring Agency	Verification of Compliance	
					Initials	Date
<p>Mitigation Measure C-1: A Construction Traffic Management Plan shall be developed by the contractor and approved by the City of Carson to alleviate construction period impacts, which may include but is not limited to the following measures:</p> <ul style="list-style-type: none"> - In the unlikely case that on-site truck staging areas are insufficient, provide off-site truck staging in a legal area (per the local jurisdiction's municipal code) furnished by the construction truck contractor. Anticipated truck access to the Project site will be off Street B and Street A. - Schedule deliveries and pick-ups of construction materials during non-peak commute travel periods (e.g., early morning, midday) to the extent possible and coordinate to reduce the potential of trucks waiting to load or unload for protracted periods. - As a vehicular travel lane, parking lane, bicycle lane, and/or sidewalk closures are anticipated, worksite traffic control plan(s), approved by the City of Carson, should be implemented to route vehicular traffic, bicyclists, and pedestrians around any such closures. - Establish requirements for loading/unloading and storage of materials on the Project site including the locations where parking spaces would be affected, length of time traffic travel lanes would be blocked, sidewalk closures or pedestrian diversions to ensure the safety of the pedestrian and access to local businesses and residences. - Ensure that access will remain unobstructed for land uses in proximity to the Project site during project construction. - Coordinate with the City and emergency service providers to ensure adequate access is maintained 	Prior to issuance of a grading permit/Pre-Construction; during Construction	Applicant(s)/ Construction Contractor Horizontal and Applicant(s)/ Construction Contractor Vertical, as applicable	City of Carson Department of Public Works, Traffic Engineering Division	City of Carson Department of Public Works, Traffic Engineering Division		



Mitigation Measures	Monitoring Phase	Implementing Party	Enforcement Agency	Responsible Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
to the Project site and neighboring businesses and residences.							
Mitigation Measure C-2.1: Main Street and I 405 Southbound On-Ramp (Intersection No. 3). A significant impact would occur at this intersection during the P.M. peak hour under the existing year and future year analysis. The Applicant shall pay a fair-share contribution for the following intersection striping improvement: <ul style="list-style-type: none"> Conversion of the eastbound left-turn lane to a through/left-turn lane is proposed. 	Prior to issuance of a building permit/Pre-Construction	Applicant(s) Horizontal	City of Carson Department of Public Works, Traffic Engineering Division	City of Carson Department of Public Works, Traffic Engineering Division			
Mitigation Measure C-3: Vermont Avenue and Del Amo Boulevard (Intersection No. 5). A significant impact would occur at this intersection during the A.M. and P.M. peak hours under the existing year and future year analysis. The Applicant shall pay a fair-share contribution for the following intersection striping and geometric improvements: <ul style="list-style-type: none"> Addition of a second westbound left-turn lane; and Conversion of the northbound through/right-turn lane to a second northbound through and a dedicated right-turn lane. This would require the removal of approximately eight parking spaces. 	Prior to issuance of a building permit/Pre-Construction	Applicant(s) Horizontal	City of Carson Department of Public Works, Traffic Engineering Division	City of Carson Department of Public Works, Traffic Engineering Division			



Mitigation Measures	Monitoring Phase	Implementing Party	Enforcement Agency	Responsible Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
Mitigation Measure C-5: Figueroa Street and Del Amo Boulevard (Intersection No. 7). A significant impact would occur at this intersection during the A.M. and P.M. peak hours under the existing year and future year analysis. The Applicant shall pay a fair-share contribution for the following intersection striping and geometric improvements: <ul style="list-style-type: none"> - Addition of a second westbound left-turn lane; - Conversion of the westbound right-turn lane to a through/right-turn lane; - Addition of a second southbound left-turn lane; - Conversion of the southbound through and southbound right-turn lane to a through/right-turn lane; - Conversion of the eastbound right-turn lane to a through/right-turn lane; and - Addition of a northbound right-turn-only lane. 	Prior to issuance of a building permit/Pre-Construction	Applicant(s) Horizontal	City of Carson Department of Public Works, Traffic Engineering Division	City of Carson Department of Public Works, Traffic Engineering Division			
Mitigation Measure C-6: Main Street and Del Amo Boulevard (Intersection No. 8). A significant impact would occur at this intersection during the P.M. peak hour under the existing year and future year analysis. The Applicant shall pay a fair-share contribution for the following intersection striping and geometric improvements: <ul style="list-style-type: none"> - Addition of a second westbound left-turn lane; - Addition of a second southbound dedicated through lane; - Conversion of the eastbound through/right-turn lane to a through lane and a right-turn lane; and - Conversion of the northbound through/right-turn lane to a through lane and a right-turn lane. 	Prior to issuance of a building permit/Pre-Construction	Applicant(s) Horizontal	City of Carson Department of Public Works, Traffic Engineering Division	City of Carson Department of Public Works, Traffic Engineering Division			



Mitigation Measures	Monitoring Phase	Implementing Party	Enforcement Agency	Responsible Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
Mitigation Measure C-6.1: Avalon Boulevard and Del Amo Boulevard (Intersection No. 10). A significant impact would occur at this intersection during the A.M. and P.M. peak hours under the existing year and future year analysis. The Applicant shall pay a fair-share contribution for the following intersection striping and geometric improvements: <ul style="list-style-type: none"> – Conversion of the southbound through/right-turn lane to a through lane and a right-turn lane; and – Addition of a second northbound left-turn lane. 	Prior to issuance of a building permit/Pre-Construction	Applicant(s) Horizontal	City of Carson Department of Public Works, Traffic Engineering Division	City of Carson Department of Public Works, Traffic Engineering Division			
Mitigation Measure C-8: Figueroa Street and I 110 Northbound Ramps (Intersection No. 12). A significant impact would occur at this intersection during the A.M. and P.M. peak hours under the existing year and future year analysis. The Applicant shall pay a fair-share contribution for the following intersection striping and geometric improvements: <ul style="list-style-type: none"> – Addition of a southbound through/right-turn lane; – Addition of a third southbound receiving lane; and – Conversion of the eastbound left/right-turn lane to a dedicated left-turn lane and a dedicated right-turn lane. 	Prior to issuance of a building permit/Pre-Construction	Applicant(s) Horizontal	City of Carson Department of Public Works, Traffic Engineering Division	City of Carson Department of Public Works, Traffic Engineering Division			
Mitigation Measure C-9: Figueroa Street and Torrance Boulevard (Intersection No. 15). A significant impact would occur at this intersection during the P.M. peak hour under the future year analysis only. The Applicant shall pay a fair-share contribution for the following intersection striping and geometric improvements: <ul style="list-style-type: none"> – Conversion of the northbound through/right-turn lane to a through lane and a right-turn lane. 	Prior to issuance of a building permit/Pre-Construction	Applicant(s) Horizontal	City of Carson Department of Public Works, Traffic Engineering Division	City of Carson Department of Public Works, Traffic Engineering Division			



Mitigation Measures	Monitoring Phase	Implementing Party	Enforcement Agency	Responsible Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
Mitigation Measure C-10.1: Main Street and 213th Street (Intersection No. 20). A significant impact would occur at this intersection during the P.M. peak hour under the existing year and future year analysis. The Applicant shall pay a fair-share contribution for the following intersection striping and geometric improvements: <ul style="list-style-type: none"> Conversion of the westbound left/right-turn lane to a left-turn lane and a right-turn lane. 	Prior to issuance of a building permit/Pre-Construction	Applicant(s) Horizontal	City of Carson Department of Public Works, Traffic Engineering Division	City of Carson Department of Public Works, Traffic Engineering Division			
Mitigation Measure C-11: Vermont Avenue and Carson Street (Intersection No. 22). A significant impact would occur at this intersection during the A.M. and P.M. peak hours under the existing year and future year analysis. The Applicant shall pay a fair-share contribution for the following intersection striping and geometric improvements: <ul style="list-style-type: none"> Conversion of the westbound right-turn lane to a through/right-turn lane; and Conversion of the eastbound right-turn lane to a through/right-turn lane. 	Prior to issuance of a building permit/Pre-Construction	Applicant(s) Horizontal	City of Carson Department of Public Works, Traffic Engineering Division	City of Carson Department of Public Works, Traffic Engineering Division			
Mitigation Measure C-14: Avalon Boulevard and Carson Street (Intersection No. 25). A significant impact would occur at this intersection during the P.M. peak hour under the existing year analysis, and during the A.M. and P.M. peak hours under the future year analysis. The Applicant shall pay a fair-share contribution for the following intersection striping improvements: <ul style="list-style-type: none"> Convert the southbound through/right-turn lane to a dedicated right-turn lane; and Convert the northbound through/right-turn lane to a dedicated right-turn lane 	Prior to issuance of a building permit/Pre-Construction	Applicant(s) Horizontal	City of Carson Department of Public Works, Traffic Engineering Division	City of Carson Department of Public Works, Traffic Engineering Division			



Mitigation Measures	Monitoring Phase	Implementing Party	Enforcement Agency	Responsible Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
Mitigation Measure C-16: In coordination with the Carson Circuit, Metro, Torrance Transit, and LADOT, the Applicant shall: <ul style="list-style-type: none"> Request an extension of existing public bus routes into the Project site, which will increase transit capacity by adding service to the area; Request that additional buses be deployed on extended routes to increase frequency and capacity on key routes serving the Project site; and Provide transit stops, potentially including benches and shelters, in and adjacent to the Project site, which will improve the quality and increase the network density of transit service. 	Post-Construction of the 1 st Phase of Project	Applicant(s) Horizontal	City of Carson Department of Public Works, Traffic Engineering Division	City of Carson Department of Public Works, Traffic Engineering Division			

HAZARDS AND HAZARDOUS MATERIALS

Mitigation Measure D-1: To the extent the Applicant desires to refine or modify requirements in the RAP, the Applicant shall provide documentation to the City indicating DTSC approval of such refinements or modifications prior to commencement of construction.	Prior to issuance of grading permit/Pre-Construction	Applicant(s) Horizontal	Department of Toxic Substances Control (DTSC), City of Carson Department of Community Development, Planning Division	California Environmental Protection Agency (Cal EPA), DTSC, City of Carson Department of Community Development, Planning Division			
Mitigation Measure D-2: The Applicant shall provide documentation to the City indicating DTSC shall permit any proposed residential uses prior to issuance of a building permit for residential development.	Prior to issuance of building permit/Pre-Construction	Applicant(s) Horizontal	DTSC	Cal EPA, DTSC, City of Carson Department of Community Development, Planning Division			

The District at South Bay Specific Plan Project



Mitigation Measures	Monitoring Phase	Implementing Party	Enforcement Agency	Responsible Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
Mitigation Measure D-3: The Applicant shall provide documentation to the City indicating both on- and off-site risks associated with RAP construction have been evaluated to the satisfaction of the DTSC, and at a minimum, perimeter air monitoring shall be completed for dust, particulates, and constituents determined to be Constituents of Concern (COCs). Should the air monitoring indicate any violations of air quality as defined in the RAP, then construction activities causing the exceedance shall cease until modifications have been implemented to remedy the exceedances.	Pre-Construction/ Construction	Applicant(s) Horizontal	DTSC, City of Carson Department of Community Development, Planning Division	Cal EPA, DTSC, City of Carson Department of Community Development, Planning Division			
Mitigation Measure D-4: The Applicant shall provide to the City documentation indicating that (1) a cell-specific risk assessment has been prepared by the Applicant and approved by DTSC demonstrating that the risk of exposure for occupancy of that cell is within acceptable levels to DTSC and (2) DTSC has approved a remedial action completion report documenting that the remedial systems are properly functioning prior to issuance of a Certificate of Occupancy.	Prior to issuance of a Certificate of Occupancy/ Pre-Construction	Applicant(s) Horizontal	DTSC, City of Carson Department of Community Development, Planning Division	Cal EPA, DTSC, City of Carson Department of Community Development, Planning Division			
Mitigation Measure D-6: The Applicant's construction contractor shall incorporate the contingency plan recommended under the July 9, 2008, Oil/Water Well Investigation report by Arcadis into construction specifications. The contingency plan shall be physically on site during any earthwork activities and implemented in the event that a previously unknown well is encountered at the Property.	Construction	Applicant(s)/ Construction Contractor Horizontal	City of Carson Department of Community Development, Planning Division	City of Carson Department of Community Development, Planning Division			

GEOLOGY AND SOILS

Mitigation Measures	Monitoring Phase	Implementing Party	Enforcement Agency	Responsible Monitoring Agency	Verification of Compliance	
					Initials	Date
<p>Mitigation Measure E-1: In accordance with City of Carson Municipal Code, the Applicant shall comply with site-specific recommendations set forth in engineering geology and geotechnical reports prepared to the satisfaction of the City of Carson Building Official, as follows:</p> <ul style="list-style-type: none"> - The engineering geology report shall be prepared and signed by a California Certified Engineering Geologist and the geotechnical report shall be prepared and signed by a California Registered Civil Engineer experienced in the area of geotechnical engineering. Geology and geotechnical reports shall include site-specific studies and analyses for all potential geologic and/or geotechnical hazards. Geotechnical reports shall address the design of pilings, foundations, walls below grade, retaining walls, shoring, subgrade preparation for floor slab support, paving, earthwork methodologies, and dewatering, where applicable. - Geology and geotechnical reports may be prepared separately or together. - Where the studies indicate, compensating siting and design features shall be required. - Laboratory testing of soils shall demonstrate the suitability of underlying native soils to support driven piles to the satisfaction of the City of Carson Building Official. 	Prior to issuance of a grading permit/Pre-Construction	Applicant(s) Horizontal and Applicant(s) Vertical, as applicable	City of Carson Department of Community Development, Building and Safety Division	City of Carson Department of Community Development, Building and Safety Division		



Mitigation Measures	Monitoring Phase	Implementing Party	Enforcement Agency	Responsible Monitoring Agency	Verification of Compliance	
					Initials	Date Remarks
Mitigation Measure E-2: Due to the classification of portions of the Property as a liquefaction zone, the Applicant shall demonstrate that liquefaction either (a) poses a sufficiently low hazard to satisfy the defined acceptable risk criteria, in accordance with CGS Special Bulletin 117A, or (b) implements suitable mitigation measures to effectively reduce the hazard to acceptable levels (CCR Title 14, Section 3721). The analysis of liquefaction risk shall be prepared by a registered civil engineer and shall be submitted to the satisfaction of the City Building Official.	Prior to issuance of a grading permit/Pre-Construction	Applicant(s) Horizontal and Applicant(s) Vertical, as applicable	City of Carson Department of Community Development, Building and Safety Division	City of Carson Department of Community Development, Building and Safety Division		
Mitigation Measure E-3: Any roads realigned from the existing configuration, or otherwise located in areas underlain by waste soils, shall comply with site-specific recommendations as set forth in engineering, geology, and geotechnical reports prepared to the satisfaction of the City of Carson building officials.	Prior to issuance of a grading permit/Pre-Construction	Applicant(s) Horizontal	City of Carson Department of Community Development, Building and Safety Division	City of Carson Department of Community Development, Building and Safety Division		
AIR QUALITY						
Mitigation Measure G-1: General contractors shall implement a fugitive dust control program pursuant to the provisions of SCAQMD Rule 403.	Prior to the issuance of a grading permit/Construction	Applicant(s)/ Contractor Horizontal and Applicant(s)/ Contractor Vertical, as applicable	South Coast Air Quality Management District (SCAQMD)	City of Carson Department of Community Development, Planning Division		

Mitigation Measures	Monitoring Phase	Implementing Party	Enforcement Agency	Responsible Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
Mitigation Measure G-2: All construction equipment shall be properly tuned and maintained in accordance with manufacturer's specifications.	Prior to the issuance of a grading permit/Construction	Construction Contractor Horizontal and Construction Contractor Vertical, as applicable	SCAQMD, City of Carson Department of Community Development, Building and Safety Division	City of Carson Department of Community Development, Building and Safety Division			
Mitigation Measure G-3: General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions. During construction, trucks and vehicles in loading and unloading queues would turn their engines off, when not in use, to reduce vehicle emissions. Construction emissions should be phased and scheduled to avoid emissions peaks and discontinued during second-stage smog alerts.	Prior to the issuance of a grading permit/Construction	Construction Contractor Horizontal and Construction Contractor Vertical, as applicable	SCAQMD	City of Carson Department of Community Development, Building and Safety Division			
Mitigation Measure G-4: Electricity from power poles rather than temporary diesel- or gasoline-powered generators shall be used to the extent feasible.	Prior to the issuance of a grading permit/Construction	Construction Contractor Horizontal and Construction Contractor Vertical, as applicable	SCAQMD	City of Carson Department of Community Development, Building and Safety Division			
Mitigation Measure G-5: All construction vehicles shall be prohibited from idling in excess of 5 minutes, both on and off Property.	Prior to the issuance of a grading permit/Construction	Construction Contractor Horizontal and Construction Contractor Vertical, as applicable	SCAQMD	City of Carson Department of Community Development, Building and Safety Division			

Mitigation Measures	Monitoring Phase	Implementing Party	Enforcement Agency	Responsible Monitoring Agency	Verification of Compliance	
					Initials	Date
Mitigation Measure G-6: Project heavy-duty construction equipment shall use alternative clean fuels, such as low-sulfur diesel or compressed natural gas with oxidation catalysts or particulate traps, to the extent feasible.	Prior to the issuance of a grading permit/ Construction	Construction Contractor Horizontal and Construction Contractor Vertical, as applicable	SCAQMD	City of Carson Department of Community Development, Building and Safety Division		
Mitigation Measure G-7: The Applicant shall utilize coatings and solvents that are consistent with applicable SCAQMD rules and regulations. Should sub-phasing within any of the Planning Areas result in the overlap of construction and operation, construction shall be coordinated and managed to ensure that Property-wide coating activities would not result in the exceedance of maximum operational ROC emissions as shown in Table IV.G-14. Construction ROC emissions can be limited through the use of pre-fabricated and pre-coated materials, limiting the amount of daily coating activities, and tenant coordination.	Prior to the issuance of a grading permit/ Construction	Applicant(s)/ Construction Contractor Horizontal and Applicant(s)/ Construction Contractor Vertical, as applicable	SCAQMD	City of Carson Department of Community Development, Building and Safety Division		
Mitigation Measure G-8: The Applicant shall comply with SCAQMD Rule 402 to reduce potential nuisance impacts due to odors from construction activities.	Prior to the issuance of a grading permit/ Construction	Applicant(s)/ Construction Contractor Horizontal and Applicant(s)/ Construction Contractor Vertical, as applicable	SCAQMD	City of Carson Department of Community Development, Building and Safety Division		

Mitigation Measures	Monitoring Phase	Implementing Party	Enforcement Agency	Responsible Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
Mitigation Measure G-9: All construction vehicle tires shall be washed at the time these vehicles exit the Property, or use vehicle tracking pad per approved SWPPP.	Prior to the issuance of a grading permit/ Construction	Construction Contractor Horizontal and Construction Contractor Vertical, as applicable	SCAQMD	City of Carson Department of Community Development, Building and Safety Division			
Mitigation Measure G-10: All fill material carried by haul trucks shall be covered by a tarp or other means.	Prior to the issuance of a grading permit/ Construction	Construction Contractor Horizontal and Construction Contractor Vertical, as applicable	SCAQMD	City of Carson Department of Community Development, Building and Safety Division			
Mitigation Measure G-11: Any intensive dust-generating activity such as grinding concrete for existing roads shall be controlled to the greatest extent feasible.	Prior to the issuance of a grading permit/ Construction	Construction Contractor Horizontal and Construction Contractor Vertical, as applicable	SCAQMD	City of Carson Department of Community Development, Building and Safety Division			
Mitigation Measure G-12: The Applicant shall provide documentation to the City indicating both on- and off-Property air-borne risks associated with Remedial Action Plan construction have been evaluated to the satisfaction of DTSC, and at a minimum, perimeter air monitoring shall be completed for dust, particulates, and constituents determined to be Constituents of Concern (COCs).	Prior to the issuance of a grading permit/ Pre-Construction	Applicant(s) Horizontal	City of Carson Department of Community Development, Building and Safety Division	City of Carson Department of Community Development, Building and Safety Division			

Mitigation Measures	Monitoring Phase	Implementing Party	Enforcement Agency	Responsible Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
Mitigation Measure G-13: All point source facilities shall obtain all required permits from SCAQMD. The issuance of these permits by SCAQMD shall require the operators of these facilities to implement Best Available Control Technology and other required measures that reduce emissions of critical air pollutants.	Prior to the issuance of a grading permit/ Pre-Construction	Applicant(s) Horizontal and Applicant(s) Vertical, as applicable	SCAQMD	City of Carson Department of Community Development, Building and Safety Division			
Mitigation Measure G-14: Land uses on the Property shall be limited to those that do not emit high levels of potentially toxic contaminants or odors.	Pre-Construction	City of Carson Department of Community Development, Planning Division	City of Carson Department of Community Development, Planning Division	City of Carson Department of Community Development, Planning Division			
Mitigation Measure G-15: All residential and non-residential buildings shall exceed the 2016 California Title 24 Energy Efficiency standards for water heating, space heating, and cooling, by a minimum of 5 percent or achieve equivalent energy efficiency savings by other means.	Prior to the issuance of a building permit/ Pre-Construction	Applicant(s) Vertical	City of Carson Department of Community Development, Building and Safety Division	City of Carson Department of Community Development, Building and Safety Division			
Mitigation Measure G-16: All fixtures used for lighting of exterior common areas shall be regulated by automatic devices to turn off lights when they are not needed, but a minimum level of lighting should be provided for safety.	Prior to the issuance of a building permit/ Pre-Construction	Applicant(s) Vertical	City of Carson Department of Community Development, Building and Safety Division	City of Carson Department of Community Development, Building and Safety Division			
Mitigation Measure G-17: Building materials shall comply with all applicable SCAQMD rules and regulations. The use of low-VOC cleaning products shall be required in all hotels. The Project shall incorporate the use of low-VOC architectural coating for repainting and maintenance/touch-up of the non-residential buildings and residential buildings for all common/non-living space/outdoor areas.	Prior to the issuance of a grading permit/ Construction	Applicant(s)/ Contractor Vertical	City of Carson Department of Community Development, Building and Safety Division	City of Carson Department of Community Development, Building and Safety Division			

The District at South Bay Specific Plan Project

Mitigation Measures	Monitoring Phase	Implementing Party	Enforcement Agency	Responsible Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
Mitigation Measure G-18: The Applicant shall, to the extent feasible, schedule deliveries during off-peak traffic periods to encourage the reduction of trips during the most congested periods.	Construction/ Post-Construction	Applicant(s) Horizontal and Applicant(s) Vertical, as applicable	City of Carson Department of Community Development, Building and Safety Division	City of Carson Department of Community Development, Building and Safety Division			
Mitigation Measure G-19: The Applicant shall coordinate with the MTA and the City of Carson and Los Angeles Department of Transportation to provide information with regard to local bus and rail services.	Post- construction	Applicant(s) Vertical	City of Carson Department of Community Development, Planning Division	City of Carson Department of Community Development, Planning Division			
Mitigation Measure G-20: During site plan review, consideration shall be given regarding the provision of safe and convenient access to bus stops and public transportation facilities.	Pre-construction	City of Carson Department of Community Development, Planning Division	City of Carson Department of Community Development, Planning Division	City of Carson Department of Community Development, Planning Division			
Mitigation Measure G-21: The Applicant shall pay a fair-share contribution for a low-emission shuttle service between the Property and other major activity centers within the Project vicinity (i.e., the Metro Rail Blue Line station at Del Amo Boulevard and Santa Fe Avenue and the Carson Transfer Station at the South Bay Pavilion).	Prior to Certificate of Occupancy/ Post- Construction	Applicant(s) Vertical	City of Carson Department of Community Development, Planning Division	City of Carson Department of Community Development, Planning Division			
Mitigation Measure G-22: The Applicant shall provide bicycle racks located at convenient locations throughout The District at South Bay.	Prior to Certificate of Occupancy/ Post- Construction	Applicant(s) Horizontal and Applicant(s) Vertical, as applicable	City of Carson Department of Community Development, Planning Division	City of Carson Department of Community Development, Planning Division			

Mitigation Measures	Monitoring Phase	Implementing Party	Enforcement Agency	Responsible Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
Mitigation Measure G-23: The Applicant shall provide bicycle paths along the main routes throughout The District at South Bay consistent with the Specific Plan.	Prior to issuance of a grading permit/Pre-Construction	Applicant(s) Horizontal	City of Carson Department of Community Development, Planning and Traffic Engineering Divisions	City of Carson Department of Community Development, Planning and Traffic Engineering Divisions			
Mitigation Measure G-24: The Applicant shall provide convenient pedestrian access throughout The District at South Bay.	Prior to issuance of a building permit/Pre-Construction	Applicant(s) Horizontal	City of Carson Department of Community Development, Planning Division	City of Carson Department of Community Development, Planning Division			
Mitigation Measure G-26: Project construction shall be phased to extend the architectural coating phase to the greatest extent feasible to meet construction schedule. Further, architectural coating shall be required to meet the lowest VOC content available for the type of coating being applied.	Prior to issuance of a building permit/Pre-Construction	Applicant(s)/ Construction Contractor Vertical	City of Carson Department of Community Development, Building and Safety Planning Divisions	City of Carson Department of Community Development, Building and Safety Planning Divisions			
Mitigation Measure G-27: The on-Property residential units shall not contain any hearths, either wood burning, natural gas, or propane.	Prior to issuance of a building permit/Pre-Construction	Applicant(s) Vertical (Residential only)	City of Carson Department of Community Development, Building and Safety Planning Divisions	City of Carson Department of Community Development, Building and Safety Planning Divisions			

Mitigation Measures	Monitoring Phase	Implementing Party	Enforcement Agency	Responsible Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
Mitigation Measure G-28: The Project shall incorporate outdoor electrical outlets such that 10 percent of outdoor landscaping equipment can be electrically powered.	Prior to issuance of a building permit/Pre-Construction	Applicant(s) Horizontal and Applicant(s) Vertical, as applicable	City of Carson Department of Community Development, Building and Safety and Planning Divisions	City of Carson Department of Community Development, Building and Safety and Planning Divisions			
Mitigation Measure G-29: The Project shall designate at least 8 percent of all commercial parking spaces for priority parking for carpool/vanpool and/or clean air vehicles and comply with California Green Building Standards Code (CALGreen).	Prior to issuance of building permit/Pre-Construction; Prior to issuance of Certificate of Occupancy/Post-Construction	Applicant(s) Vertical	City of Carson Department of Community Development, Planning Division	City of Carson Department of Community Development, Planning Division			
NOISE							



Mitigation Measures	Monitoring Phase	Implementing Party	Enforcement Agency	Responsible Monitoring Agency	Verification of Compliance																
					Initials	Date															
<p>Mitigation Measure H-1: Prior to the issuance of any grading, excavation, haul route, foundation, or building permits, the Applicant shall provide proof satisfactory to the Building and Safety and Planning Divisions of the Community Development Department that all construction documents require contractors to comply with City of Carson Municipal Code, as may be modified by variance, which require all construction and demolition activities, including pile driving, to occur between 7:00 a.m. and 8:00 p.m. Monday through Saturday and that a noise management plan for compliance and verification has been prepared by a monitor retained by the Applicant. At a minimum, the plan shall include the following requirements:</p> <p>1. Noise-generating equipment operated at the Property shall achieve a minimum noise level reduction of 10 dBA lower than the reference noise levels used in this analysis, as listed below, to be verified by submittal of manufacturer specifications, evidence of retrofit (i.e., mufflers, intake silencers, lagging, and/or engine enclosures), or monitoring data. All equipment shall be properly maintained to ensure that no additional noise, due to worn or improperly maintained parts, would be generated.</p> <table><thead><tr><th>Equipment Type</th><th>Reference Noise Level at 50 Feet (dBA L_{max})</th><th>Mitigated Noise Level at 50 Feet (dBA L_{max})</th></tr></thead><tbody><tr><td>Welder</td><td>74</td><td>64</td></tr><tr><td>Forklift</td><td>75</td><td>65</td></tr><tr><td>Tractor Trailer</td><td>76</td><td>66</td></tr><tr><td>Paver</td><td>77</td><td>67</td></tr></tbody></table>	Equipment Type	Reference Noise Level at 50 Feet (dBA L_{max})	Mitigated Noise Level at 50 Feet (dBA L_{max})	Welder	74	64	Forklift	75	65	Tractor Trailer	76	66	Paver	77	67	Prior to issuance of any grading, excavation, haul route, foundation, or building permits/Pre-Construction Construction	Applicant(s) Horizontal and Applicant(s) Vertical, as applicable	City of Carson Department of Community Development, Planning Division	City of Carson Department of Community Development, Building and Safety Division		
Equipment Type	Reference Noise Level at 50 Feet (dBA L_{max})	Mitigated Noise Level at 50 Feet (dBA L_{max})																			
Welder	74	64																			
Forklift	75	65																			
Tractor Trailer	76	66																			
Paver	77	67																			

The District at South Bay Specific Plan Project



Mitigation Measures		Monitoring Phase	Implementing Party	Enforcement Agency	Responsible Monitoring Agency	Verification of Compliance	
						Initials	Date
Air Compressor	78	68					
Loader							
Concrete Mixer Trucks	79	69					
Water Trucks							
Rollers	80	70					
Trencher							
Excavators							
Cranes	81	71					
Dozer	82	72					
Compactor	83	73					
Scraper	84	74					
Grader	85	75					
Concrete Saw							
Pavement Scarifier	90	80					
2. Pile drivers used within 1,500 feet of sensitive receptors shall be equipped with noise control techniques (e.g., use of noise attenuation shields or shrouds) having a minimum quieting factor of 10 dBA, or equivalent measures shall be used to result in a minimum reduction of 10 dBA at the source.							
3. Effective continuous temporary sound barriers (at least 8 feet tall as measured from the grade upon which the noise-producing equipment are operating) equipped with noise blankets rated to achieve sound level reductions of at least 20 dBA shall enclose the active construction work area to block line-of-site between the construction equipment and occupied noise-sensitive receptors. In the alternative, equivalent measures may be used that will achieve sound level reductions of at least 20 dBA, or such lesser fraction thereof							

The District at South Bay Specific Plan Project



Mitigation Measures	Monitoring Phase	Implementing Party	Enforcement Agency	Responsible Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
<p>required to reach 65 dBA, at the boundary of occupied residential uses.</p> <p>4. Loading and staging areas must be located on site and away from the most noise-sensitive uses surrounding the site as determined by the Building and Safety and Planning Divisions of the Community Development Department.</p> <p>5. An approved haul route authorization that avoids noise-sensitive land uses to the maximum extent feasible.</p> <p>6. A construction relations officer shall be designated to serve as a liaison with residents, and a contact telephone number shall be provided to residents.</p>							

Mitigation Measures	Monitoring Phase	Implementing Party	Enforcement Agency	Responsible Monitoring Agency	Verification of Compliance	
					Initials	Date
<p>Mitigation Measure H-2: The Applicant, prior to initiating additional DDC activities on a site-wide basis, shall conduct a DDC Pilot Program (Pilot Program). The Pilot Program shall be implemented via the following guidelines:</p> <ul style="list-style-type: none"> – Prior to the initiation of the Pilot Program, the Applicant shall locate vibration monitors at the following locations: (1) along the Project's fence-line opposite the off-site residential uses located to the north (if Development District 3 [DD3] is under vertical construction or constructed at the time DDC activities are initiated), south, and southwest of the Property (i.e., within the Property), and (2) along the far side of the Torrance Lateral Channel and along the north side of Del Amo Boulevard (if DD3 is under vertical construction or constructed at the time DDC activities are initiated) in line with the monitors placed within the Property itself. – Continuous monitoring shall be conducted on an ongoing basis during the Pilot Program. All vibration levels measured by the monitors shall be logged with documentation of the measurements provided to the City. Initial DDC drops shall be limited in weight, height, and/or location dictated by calculations that demonstrate that the potential vibration levels are below the 0.2 inch per second (in/s) PPV threshold limit at the residential side of the Torrance Lateral Channel or the 2.0 in/s PPV threshold limit at DD3 (if DD3 is under vertical construction or constructed at the time DDC activities are initiated). – Increases in DDC weight, height, and/or location shall occur in small increments, with continuous monitoring to ensure compliance with the 0.2 in/s 	Prior to initiating additional DDC activities/Pre-Construction	Applicant(s) Horizontal	City of Carson Department of Community Development, Planning Division	City of Carson Department of Community Development, Planning Division		

The District at South Bay Specific Plan Project



Mitigation Measures	Monitoring Phase	Implementing Party	Enforcement Agency	Responsible Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
<p>PPV (residential side of Torrance Lateral Channel) and 2.0 in/s PPV (if DD3 is under vertical construction or constructed at the time DDC activities are initiated) threshold limits.</p> <p>- If vibration levels at any time during the Pilot Program exceed the 0.2 in/s PPV (residential side of Torrance Lateral Channel) or 2.0 in/s PPV (if DD3 is under vertical construction or constructed at the time DDC activities are initiated) threshold levels, DDC activity shall immediately stop, until new drop parameters are established that would reduce the vibration levels to less than the 0.2 in/s PPV or 2.0 in/s PPV threshold levels.</p>							
<p>Mitigation Measure H-3: Continuous vibration monitoring shall be conducted on an ongoing basis during DDC and pile driving activities. All vibration levels measured by the monitors shall be logged with documentation of the measurements provided to the City. If DDC and/or pile driving vibration levels at any time exceed the 0.2 inch per second (in/s) PPV (at the residential side of Torrance Lateral Channel) or 2.0 in/s PPV (at Development District 3 [DD3] if DD3 is under vertical construction or constructed at the time DDC activities are initiated) threshold levels, DDC and/or pile driving activity shall immediately stop, until modified construction methods are established that would reduce the vibration levels to less than the applicable threshold levels, as defined above.</p>	Construction	Applicant(s)/ Construction Contractor Horizontal	City of Carson Department of Community Development, Building and Safety and Planning Divisions	City of Carson Department of Community Development, Building and Safety and Planning Divisions			



Mitigation Measures	Monitoring Phase	Implementing Party	Enforcement Agency	Responsible Monitoring Agency	Verification of Compliance	
					Initials	Date
<p>Mitigation Measure H-4: A construction and construction-related monitor satisfactory to the Community Development Director (or his/her designee) shall be retained by the Applicant to document compliance with the mitigation measures. Said Monitor's qualifications, identification, address, and telephone number shall be listed in the contracts and shall be placed in the pertinent files of the Community Development Department. The Monitor will be required to monitor all construction and construction-related activities on the Property on a periodic basis; keep all written records, which shall be open for public inspection; and to file monthly reports with the City and appropriate permit granting authorities. In addition:</p> <ol style="list-style-type: none"> 1. Information shall be provided on a weekly basis regarding construction activities and their duration. A Construction Relations Officer shall be established and funded by the Applicant, and approved by the Community Development Director (or his/her designee), to act as a liaison with neighbors and residents concerning on-site construction activity. As part of this mitigation measure, the Applicant shall establish a 24-hour telephone construction hotline, which will be staffed between the hours of 8:00 a.m. and 5:00 p.m. on a Monday through Saturday basis throughout the Project's entire construction period for the purposes of answering questions and resolving disputes with adjacent property owners. The hotline number shall be posted on the Property. 2. The Applicant shall require in all construction and construction-related contracts and subcontracts, provisions requiring compliance with special environmental conditions included in all relevant 	Construction	Applicant(s) Horizontal and Applicant(s) Vertical, as applicable	City of Carson Department of Community Development, Planning Division	City of Carson Department of Community Development, Planning Division		



Mitigation Measures	Monitoring Phase	Implementing Party	Enforcement Agency	Responsible Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
entitlement approval actions of the City of Carson. Such provisions shall also include retention of the power to effect prompt corrective action by the Applicant, its representative, or prime contractor, subcontractor, or operator to correct noticed noncompliance.							
3. During construction, loading and staging areas must be located on-site and away from occupied noise-sensitive uses surrounding the Property as determined by the Planning Manager.							
Mitigation Measure H-5: All commercial parking lots shall be located a minimum of 150 feet from an off-site residential structure use located to the south and west (across the Torrance Lateral Channel) unless a minimum 8-foot-high wall is provided along the property boundary to limit noise levels associated with parking lot activities.	Prior to issuance of a grading permit/Pre-Construction	Applicant(s) Vertical	City of Carson Department of Community Development, Planning Division	City of Carson Department of Community Development, Planning Division			
Mitigation Measure H-6: All parking structures shall be located a minimum of 150 feet from an off-site residential structure use located to the south and west (across the Torrance Lateral Channel) unless the exterior wall of the parking structure that faces the off-site residential use is a solid wall or provides acoustical louvers (or equivalent noise reduction measures).	Prior to issuance of a grading permit/Pre-Construction	Applicant(s) Vertical	City of Carson Department of Community Development, Planning Division	City of Carson Department of Community Development, Planning Division			
Mitigation Measure H-7: During operation of a building (following construction), truck delivery within 250 feet of an off-Property residential use shall not occur between 10:00 p.m. and 7:00 a.m.	Prior to issuance of a grading permit/Pre-Construction	Applicant(s) Vertical	City of Carson Department of Community Development, Planning Division	City of Carson Department of Community Development, Planning Division			
FIRE PROTECTION							



Mitigation Measures	Monitoring Phase	Implementing Party	Enforcement Agency	Responsible Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
Mitigation Measure I.1-1: Prior to construction, the Applicant shall submit buildings plans to the Los Angeles County Fire Department (LACoFD) for review. Based on such plan check, any additional fire safety recommendations shall be implemented to the satisfaction of the LACoFD.	Prior to issuance of a building permit/Pre-Construction	Applicant(s) Vertical	Los Angeles County Fire Department (LACoFD)	LACoFD			
Mitigation Measure I.1-2: The Applicant shall provide adequate ingress/egress access points for emergency response to the satisfaction of the LACoFD.	Prior to issuance of a building permit/Pre-Construction	Applicant(s) Vertical	LACoFD	LACoFD			
Mitigation Measure I.1-3: The Applicant shall comply with all applicable fire code and ordinance requirements for construction, access, water mains, fire flows, and fire hydrants as required by the LACoFD.	Prior to issuance of a building permit/Pre-Construction	Applicant(s) Horizontal and Applicant(s) Vertical, as applicable	LACoFD	LACoFD			
Mitigation Measure I.1-4: Every building shall be accessible to Fire Department apparatus by way of access roadways, with an all-weather surface of not less than the width prescribed by the LACoFD. The roadway shall extend to within 150 feet of all portions of exterior building walls when measured by an unobstructed route around the exterior of the building.	Prior to issuance of a building permit/Pre-Construction	Applicant(s) Horizontal and Applicants Vertical, as applicable	LACoFD	LACoFD			
Mitigation Measure I.1-5: Requirements for access, fire flows, and hydrants shall be addressed during the City's subdivision tentative map stage.	Prior to issuance of a building permit/Pre-Construction	Applicant(s) Horizontal	LACoFD	LACoFD			
Mitigation Measure I.1-6: Fire sprinkler systems shall be installed in all residential and commercial occupancies to the satisfaction of the LACoFD.	Prior to issuance of a building permit/Pre-Construction	Applicant(s) Vertical	LACoFD	LACoFD			

Mitigation Measures	Monitoring Phase	Implementing Party	Enforcement Agency	Responsible Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
Mitigation Measure I.1-7: The Applicant shall ensure that adequate water pressure is available to meet Code-required fire flow. Based on the size of the buildings, proximity of other structures, and construction type, a maximum fire flow up to 4,000 gallons per minute (gpm) at 20 pounds per square inch (psi) residual pressure for up to a four-hour duration may be required.	Prior to issuance of a building permit/Pre-Construction	Applicant(s) Horizontal and Applicant(s) Vertical, as applicable	LACoFD	LACoFD			
Mitigation Measure I.1-8: Fire hydrant spacing shall be 300 feet and shall meet the following requirements: <ul style="list-style-type: none"> - No portion of a lot's frontage shall be more than 200 feet via vehicular access from a properly spaced fire hydrant; - No portion of a building shall exceed 400 feet via vehicular access from a properly spaced fire hydrant; - Additional hydrants shall be required if spacing exceeds specified distances; - When a cul-de-sac depth exceeds 200 feet on a commercial street, hydrants shall be required at the corner and mid-block; - A cul-de-sac shall not be more than 500 feet in length, when serving land zoned for commercial use; and - Turning radii in a commercial zone shall not be less than 32 feet. The measurement shall be determined at the centerline of the road. A turning area shall be provided for all driveways exceeding 150 feet in length at the end of all cul-de-sacs, to the satisfaction of the LACoFD. 	Prior to issuance of a building permit/Pre-Construction	Applicant(s) Horizontal and Applicant(s) Vertical, as applicable	LACoFD	LACoFD			



Mitigation Measures	Monitoring Phase	Implementing Party	Enforcement Agency	Responsible Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
Mitigation Measure I.1-9: All on-site driveways and roadways shall provide a minimum unobstructed (clear-to-sky) width of 28 feet. The on-site driveways shall be within 150 feet of all portions of the exterior walls of the first story of any building. The centerline of the access driveway shall be located parallel to, and within 30 feet of, an exterior wall on one side of the proposed structure or otherwise in accordance with the City Fire Code.	Prior to issuance of a building permit/Pre-Construction	Applicant(s) Vertical	LACoFD	LACoFD			
Mitigation Measure I.1-10: All on-site driveways shall provide a minimum unobstructed (clear-to-sky) width of 28 feet. Driveway width shall be increased under the following conditions: <ul style="list-style-type: none"> – If parallel parking is allowed on one side of the access roadway/driveway, the roadway width shall be 34 feet; and – If parallel parking is allowed on both sides of the access roadway/driveway, the roadway width shall be 36 feet in a residential area or 42 feet in a commercial area. 	Prior to issuance of a building permit/Pre-Construction	Applicant(s) Vertical	LACoFD	LACoFD			
Mitigation Measure I.1-11: The entrance to any street or driveway with parking restrictions shall be posted with LACoFD-approved signs stating “NO PARKING – FIRE LANE” in 3-inch-high letters, at intermittent distances of 150 feet. Any access-way that is less than 34 feet in width shall be labeled “Fire Lane” on the final tract map and final building plans.	Prior to issuance of a building permit/Pre-Construction	Applicant(s) Horizontal	LACoFD	LACoFD			

Mitigation Measures	Monitoring Phase	Implementing Party	Enforcement Agency	Responsible Monitoring Agency	Verification of Compliance	
					Initials	Date
<p>Mitigation Measure I.1-12: The following standards apply to the Project's residential component only:</p> <ul style="list-style-type: none"> – A cul-de-sac shall be a minimum of 34 feet in width and shall not be more than 700 feet in length; – The length of the cul-de-sac may be increased to 1,000 feet if a minimum 36-foot-wide roadway is provided; and – An LACoFD-approved turning radius shall be provided at the terminus of all residential cul-de-sacs. 	Prior to issuance of a building permit/Pre-Construction	Applicant(s) Vertical (Residential only).	LACoFD	LACoFD		
<p>Mitigation Measure I.1-14: All access devices and gates shall meet the following requirements:</p> <ul style="list-style-type: none"> – Any single-gated opening used for ingress and egress shall be a minimum of 26 feet clear-to-sky; – Any divided gate opening (when each gate is used for a single direction of travel, i.e., ingress or egress) shall be a minimum width of 20 feet clear to sky; – Gates and/or control devices shall be positioned a minimum of 50 feet from a public right-of-way and shall be provided with a turnaround having a minimum of 32 feet of turning radius. If an intercom system is used, the 50 feet shall be measured from the right-of-way to the intercom control device; – All limited access devices shall be of a type approved by LACoFD; and – Gate plans shall be submitted to LACoFD prior to installation. These plans shall show all locations, widths, and details of the proposed gates. 	Prior to issuance of a building permit/Pre-Construction	Applicant(s) Vertical	LACoFD	LACoFD		



Mitigation Measures	Monitoring Phase	Implementing Party	Enforcement Agency	Responsible Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
Mitigation Measure I.1-15: All proposals for traffic calming measures (speed humps/bumps/cushions, traffic circles, roundabouts, etc.) shall be submitted to LACoFD for review prior to implementation.	Prior to issuance of a building permit/Pre-Construction	Applicant(s) Horizontal and Applicant(s) Vertical, as applicable	LACoFD	LACoFD			
Mitigation Measure I.1-16: Provide three sets of alternate route (detour) plans with a tentative schedule of planned closures prior to the beginning of construction. Complete architectural/structural plans are not necessary.	Prior to issuance of a building permit/Pre-Construction	Applicant(s) Horizontal and Applicant(s) Vertical, as applicable	LACoFD	LACoFD			
Mitigation Measure I.1-17: Any temporary bridges shall be designed, constructed, and maintained to support a live load of at least 70,000 pounds. A minimum vertical clearance of 13'6" shall be required throughout construction.	Prior to issuance of a building permit/Pre-Construction; Construction	Applicant(s) Horizontal and Applicant(s) Vertical, as applicable	LACoFD	LACoFD			
Mitigation Measure I.1-18: Disruptions to water services shall be coordinated with LACoFD, and alternate water sources shall be provided for fire protection during such disruptions.	Construction; Post-Construction	Applicant(s) Horizontal and Applicant(s) Vertical, as applicable	LACoFD	LACoFD			
POLICE							
Mitigation Measure I.2-1: The Applicant shall provide private security services within Planning Areas 2 and 3 that are occupied by commercial development. On-site security services shall maintain an ongoing dialogue with the Sheriff's Department so as to maximize the value of the security service provided.	Post-Construction	Applicant(s) Vertical	City of Carson Public Safety Services Division	City of Carson Public Safety Services Division			



Mitigation Measures	Monitoring Phase	Implementing Party	Enforcement Agency	Responsible Monitoring Agency	Verification of Compliance	
					Initials	Date
Mitigation Measure I.2-2: The Applicant shall incorporate into the Project design a space for a Sheriff's substation for use by the Los Angeles County Sheriff's Department.	Pre-Construction	Applicant(s) Vertical	City of Carson Public Safety Services Division; City of Carson Department of Community Development, Planning Division	City of Carson Public Safety Services Division; City of Carson Department of Community Development, Planning Division		
Mitigation Measure I.2-3: The Applicant shall install video cameras throughout the commercial development within Planning Areas 2 and 3 with a digitally recorded feed to the substation that is also accessible via the internet at the Carson Sheriff's Station.	Post-Construction	Applicant(s) Vertical	City of Carson Public Safety Services Division	City of Carson Public Safety Services Division		
Mitigation Measure I.2-4: The Applicant shall develop jointly with the Sheriff's Department a community policing plan, subject to final review and approval by the Sheriff's Department.	Post-Construction	Applicant(s) Vertical	City of Carson Public Safety Services Division	City of Carson Public Safety Services Division		
Mitigation Measure I.2-5: The Applicant shall confer with the Sheriff's Department and, if private security is not sufficient, shall fund Deputy Sheriffs on an overtime basis to augment security during peak periods, as jointly determined by the Applicant or its successor, and the Sheriff's Department.	Post-Construction	Applicant(s) Vertical	City of Carson Department of Community Development, Planning Division	City of Carson Department of Community Development, Planning Division		
Mitigation Measure I.2-6: The management of the entertainment venues located within the Project site shall notify the Sheriff's Station in advance of planned activities (i.e., movie schedules).	Post-Construction	Management of Entertainment Venues	City of Carson Public Safety Services Division	City of Carson Public Safety Services Division		



Mitigation Measures	Monitoring Phase	Implementing Party	Enforcement Agency	Responsible Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
Mitigation Measure I.2-7: The Sheriff's Department Crime Prevention Unit shall be contacted for advice on crime prevention programs that could be incorporated into the proposed modified Project, including Neighborhood Watch.	Post-Construction	Applicant(s) Vertical	City of Carson Public Safety Services Division	City of Carson Public Safety Services Division			
Mitigation Measure I.2-8: Applicant(s) for Planning Areas 1, 2, and 3 shall pay a fair-share contribution for Sheriff department services, facilities, and equipment that is required to offset the impacts of the proposed modified Project, as determined by the City of Carson after consultation with the Sheriff's Department.	Fair share agreement prior to issuance of a building permit/ Pre-Construction; fair share contribution on ongoing basis per agreement	Applicant(s) Vertical	City of Carson Department of Community Development, Planning Division	City of Carson Department of Community Development, Planning Division			
PARKS AND RECREATION							
Mitigation Measure I.4-1: Residential uses of the Project shall provide park and recreation facilities pursuant to Municipal Code Section 9207.19, equivalent to 3 acres per 1,000 population, that would be met through the provision of park space, on-site improvements, and/or, the payment of in-lieu fees.	Prior to the issuance of a building permit/ Pre-Construction	Applicant(s) Vertical (Residential only)	City of Carson Department of Community Development, Planning Division	City of Carson Department of Community Development, Planning Division			
Mitigation Measure I.4-2: Residential uses of the Project shall meet the intent of Municipal Code Sections 9128.54 and 9128.15 through the provision of private open space as defined therein and/or the provision of additional amenities that meet the recreational needs of Project residents, e.g., health clubs.	Prior to the issuance of a building permit/ Pre-Construction	Applicant(s) Vertical (Residential only)	City of Carson Department of Community Development, Planning Division	City of Carson Department of Community Development, Planning Division			

Mitigation Measures	Monitoring Phase	Implementing Party	Enforcement Agency	Responsible Monitoring Agency	Verification of Compliance	
					Initials	Date
Mitigation Measure I.4 3: Public open space for residential uses of the Project shall be calculated on a per-unit basis: <ul style="list-style-type: none"> For PA 1: <ul style="list-style-type: none"> Studio and 1-Bedroom Units: a minimum of 150 sq.ft. per unit 2-Bedroom Units: a minimum of 220 sq.ft. per unit 3+-Bedroom Units: a minimum of 250 sq.ft. per unit All with a minimum dimension of 15 feet in any direction For DD3: <ul style="list-style-type: none"> All Units: a minimum of 300 sq.ft. per unit with a minimum dimension of 15 feet in any direction 	Prior to the issuance of a building permit/ Pre-Construction	Applicant(s) Vertical (Residential only)	City of Carson Department of Community Development, Planning Division	City of Carson Department of Community Development, Planning Division		
LIBRARIES						
Mitigation Measure I.5-1: Applicants for residential uses shall pay a fair-share contribution for the improvement of library facilities that are required to offset impacts of the Project, subject to approval of the County of Los Angeles Public Library.	Prior to the issuance of a building permit/ Pre-Construction	Applicant(s) Vertical (Residential only)	City of Carson Department of Community Development, Planning Division	City of Carson Department of Community Development, Planning Division		
WATER SUPPLY						
Mitigation Measure J.1-1: The Building Department and the Planning Division shall review building plans to ensure that water-reducing measures are utilized, as required by Title 20 and Title 24 of the California Administrative Code. These measures include, but are not limited to, water conserving dishwashers, low-volume toilet tanks, and flow control devices for faucets.	Prior to the issuance of a building permit/ Pre-Construction	City of Carson Department of Community Development, Planning and Building Safety Divisions	City of Carson Department of Community Development, Planning and Building Safety Divisions	City of Carson Department of Community Development, Planning and Building Safety Divisions		



Mitigation Measures	Monitoring Phase	Implementing Party	Enforcement Agency	Responsible Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
Mitigation Measure J.1-2: The Project shall comply with the City's landscape ordinance, "A Water Efficient Landscape Ordinance," as required by the State Water Conservation Landscape Act.	Post-Construction	Applicant(s) Horizontal and Applicant(s) Vertical, as applicable	City of Carson Department of Community Development, Planning Division	City of Carson Department of Community Development, Planning Division			
Mitigation Measure J.1-3: The Applicant shall provide reclaimed water for the Project's non-potable water needs, if feasible.	Post-Construction	Applicant(s) Horizontal and Applicant(s) Vertical, as applicable	City of Carson Department of Community Development, Planning Division	City of Carson Department of Community Development, Planning Division			
Mitigation Measure J.1-4: Landscaping of the Property shall utilize xeriscape (low-maintenance, drought-resistant) plantings.	Post-Construction	Applicant(s) Horizontal and Applicant(s) Vertical, as applicable	City of Carson Department of Community Development, Planning Division	City of Carson Department of Community Development, Planning Division			
Mitigation Measure J.1-5: Automatic irrigation systems shall be set to ensure irrigation during early morning or evening hours to minimize water loss due to evaporation. Sprinklers must be reset to water less in cooler months and during rainfall season so that water is not wasted on excessive landscape irrigation.	Post-Construction	Applicant(s) Horizontal and Applicant(s) Vertical, as applicable	City of Carson Department of Community Development, Planning Division	City of Carson Department of Community Development, Planning Division			
Mitigation Measure J.1-6: The Project shall be designed to recycle all water used in cooling systems to the maximum extent possible.	Pre-Construction/ Post-Construction	Applicant(s) Vertical	City of Carson Department of Community Development, Planning Division	City of Carson Department of Community Development, Planning Division			



Mitigation Measures	Monitoring Phase	Implementing Party	Enforcement Agency	Responsible Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
Mitigation Measure J.1-7: To the maximum extent feasible, reclaimed water shall be used during the grading and construction phase of the Project for the following activities: (1) dust control, (2) soil compaction, and (3) concrete mixing.	Pre-Construction	Applicant(s) Horizontal and Applicant(s) Vertical, as applicable	City of Carson Department of Community Development, Planning Division	City of Carson Department of Community Development, Planning Division			
Mitigation Measure J.1-8: Water lines and hydrants shall be sized and located so as to meet the fire flow requirements established by the Los Angeles County Fire Department.	Prior to issuance of a grading permit/Pre-Construction	Applicant(s) Horizontal and Applicant(s) Vertical, as applicable	LACoFD	LACoFD			
WASTEWATER							
Mitigation Measure J.2-1: All required sewer improvements shall be designed and constructed according to the standards of the City of Carson and County of Los Angeles.	Pre-Construction/Construction	Applicant(s) Horizontal	City of Carson Department of Community Development, Building and Safety Division	City of Carson Department of Community Development, Building and Safety Division			
Mitigation Measure J.2-2: Fee payment is required prior to the issuance of a permit to connect to district sewer facilities.	Prior to issuance of a building permit/Pre-Construction	Applicant(s) Vertical	City of Carson Department of Community Development, Building and Safety Division	City of Carson Department of Community Development, Building and Safety Division			



Mitigation Measures	Monitoring Phase	Implementing Party	Enforcement Agency	Responsible Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
Mitigation Measure J.2-3: The Building and Safety and Planning Divisions of the Community Development Department shall review building plans to ensure that water-reducing measures are utilized, as required by Title 24 of the California Administrative Code. These measures include, but are not limited to, water-conserving dishwashers, low-volume toilet tanks, and flow-control devices for faucets.	Prior to issuance of a building permit/Pre-Construction	City of Carson Department of Community Development, Building and Safety and Planning Divisions	City of Carson Department of Community Development, Building and Safety and Planning Divisions	City of Carson Department of Community Development, Building and Safety and Planning Divisions			
Mitigation Measure J.2-4: When available, the proposed modified Project shall use reclaimed water for the irrigation system and for other appropriate purposes such as during construction.	Prior to issuance of a building permit/Pre-Construction	Applicant(s) Horizontal and Applicant(s) Vertical, as applicable	City of Carson Department of Community Development, Building and Safety and Planning Divisions	City of Carson Department of Community Development, Building and Safety and Planning Divisions			
SOLID WASTE							
Mitigation Measure J.3-1: All structures constructed or uses established within any part of the Project site shall be designed to be permanently equipped with clearly marked, durable, source-sorted recycling bins at all times to facilitate the separation and deposit of recyclable materials.	Prior to the issuance of the first occupancy permit/Post-Construction	Applicant(s) Horizontal and Applicant(s) Vertical, as applicable	City of Carson Department of Community Development, Building and Safety and Planning Divisions	City of Carson Department of Community Development, Building and Safety and Planning Divisions			
Mitigation Measure J.3-2: Primary collection bins shall be designed to facilitate mechanized collection of such recyclable wastes for transport to on- or off-site recycling facilities.	Prior to the issuance of the first occupancy permit/Post-Construction	Applicant(s) Vertical	City of Carson Department of Community Development, Building and Safety and Planning Divisions	City of Carson Department of Community Development, Building and Safety and Planning Divisions			

Mitigation Measures	Monitoring Phase	Implementing Party	Enforcement Agency	Responsible Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
Mitigation Measure J.3-3: The Applicant shall coordinate with the City of Carson to continuously maintain in good order for the convenience of patrons, employees, and residents clearly marked, durable, and separate recycling bins on the same lot, or parcel to facilitate the deposit of recyclable or commingled waste metal, cardboard, paper, glass, and plastic therein; maintain accessibility to such bins at all times, for collection of such wastes for transport to on- or off-site recycling plants; and require waste haulers to utilize local or regional material recovery facilities as feasible and appropriate.	Prior to the issuance of the first occupancy permit/Post-Construction	Applicant(s) Vertical	City of Carson Department of Community Development, Planning Division	City of Carson Department of Community Development, Planning Division			
Mitigation Measure J.3-4: Any existing on-site roads that are torn up shall be ground on site and recycled into the new road base.	Prior to the issuance of the first occupancy permit/Post-Construction	Applicant(s)/ Construction Contractor Horizontal	City of Carson Department of Community Development, Planning Division	City of Carson Department of Community Development, Planning Division			
Mitigation Measure J.3-5: Compaction facilities for non-recyclable materials shall be provided in every occupied building greater than 20,000 square feet in size to reduce both the total volume of solid waste produced and the number of trips required for collection, to the extent feasible.	Construction, Post-Construction	Applicant(s) Vertical	City of Carson Department of Community Development, Planning Division	City of Carson Department of Community Development, Planning Division			
Mitigation Measure J.3-6: All construction debris shall be recycled in a practical, available, accessible manner, to the extent feasible, during the construction phase.	Construction	Construction Contractor Horizontal and Construction Contractor Vertical, as applicable	City of Carson Department of Community Development, Planning Division	City of Carson Department of Community Development, Planning Division			

District at South Bay Specific Plan Project

Findings of Fact

State Clearinghouse No. 2005051099

November 2017

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**CITY OF CARSON
PLANNING COMMISSION
RESOLUTION NO. 18**

**A RESOLUTION OF THE PLANNING COMMISSION OF
THE CITY OF CARSON RECOMMENDING CITY
COUNCIL APPROVAL OF SPECIFIC PLAN AMENDMENT
NO. 10-17 TO AMEND AND RESTATE IN ITS ENTIRETY
THE BOULEVARDS AT SOUTH BAY SPECIFIC PLAN (TO
BE RENAMED THE DISTRICTS AT SOUTH BAY SPECIFIC
PLAN) FOR A 168-ACRE PLANNING AREA GENERALLY
LOCATED SOUTHWEST OF THE INTERSTATE 405
FREEWAY AND NORTH OF THE AVALON BOULEVARD
INTERCHANGE IN THE CITY OF CARSON**

WHEREAS, there is a 168-acre planning area generally located southwest of the Interstate 405 (I-405) Freeway (the San Diego Freeway) and north of the Avalon Boulevard interchange in the City of Carson (Project Site), which includes 157 acres of land located south of Del Amo Boulevard (Property); and

WHEREAS, the City of Carson previously certified a Final Environmental Impact Report (as amended, the "FEIR") and pursuant to Ordinance No. 06-1341 adopted The Carson Marketplace Specific Plan in 2006 for the Project site, which, in 2011, pursuant to Ordinance No. 11-1469 was amended by the City Council and renamed The Boulevards at South Bay Specific Plan; and

WHEREAS, the Carson Reclamation Authority, a joint powers authority under the laws of the State of California, currently owns and intends to master develop the Property, including by seeking appropriate entitlements for the Property, completing the remedial actions in order to achieve the California Department of Toxic Substances Control (DTSC) certification of the former landfill, constructing on-site and off-site infrastructure, preparing the Property for conveyance, and then selling the Property for development purposes, as appropriate; and

WHEREAS, the Carson Reclamation Authority has submitted an application to the City for a Specific Plan Amendment to The Boulevards at South Bay Specific Plan (proposed to be renamed "The District at South Bay Specific Plan," hereinafter called the "Specific Plan Amendment") for a text amendment to, among others, modify certain retail and commercial uses on the Property; and

WHEREAS, the proposed Specific Plan Amendment would establish standards and guidelines to reduce the amount of commercial development approved under The Boulevards at South Bay Specific Plan from approximately 1.99 to approximately 1.83 million square feet (including 350 hotel rooms) and maintain 1,550 residential units including a 300-unit residential development previously approved for a portion of the Project site; and

WHEREAS, while the proposed Specific Plan Amendment contains many similarities to The Boulevards at South Bay Specific Plan, modifications include (1) minor relocation of internal circulation access points including a westward shift of the intersection of Del Amo



Boulevard and Street B resulting in a shift of Street B to the west; (2) reduction in overall commercial square footage, but with an increase of 50 hotel rooms permitted and an increase in floor-area ratio (FAR) from 0.33 FAR to 0.5 FAR for commercial uses to be consistent with the Land Use Element of the General Plan; (3) changes to certain allowed uses within the land use categories, including to allow outlets in PA 2, to allow retail stand-alone stores of greater than 50,000 sq.ft. in Planning Area 1 (PA 1) with an administrative permit and CEQA review as applicable), and other modifications to the permitted uses chart; (4) updates to lighting and signage; (5) removal of Redevelopment Agency affordable housing requirements; (6) modifications to boundaries between uses on the Property to conform to the remediation program (cell) boundaries; (7) phased occupancy of cells on the Property; (8) changes to development standards, design guidelines, and design standards to reflect the proposed outlets, which utilizes podium construction over parking; (9) reduction in total parking requirements to 4 parking spaces per 1,000 sq.ft. of commercial development; (10) the potential, with a General Plan amendment, to increase the density of residential units on PA 1 from 60 to 80 dwelling units per acre (du/ac); and (11) other modifications, such as clarification and streamlining of the administrative review processes; and

WHEREAS, the proposed Specific Plan Amendment is considered a “project” as defined by the California Environmental Quality Act, Public Resources Code §21000 et seq. (“CEQA”); and

WHEREAS, the City, as the Lead Agency, has analyzed the Specific Plan Amendment and has prepared a supplemental environmental impact report (SEIR) to the FEIR to evaluate the changes between the approved Project evaluated in the FEIR and authorized by the existing Specific Plan (the foregoing collectively referred to herein as the approved project) and the project proposed by the Specific Plan Amendment and related entitlements, including a modified development plan (the foregoing collectively referred to herein as the proposed modified Project) and to provide a comparison of the impacts of the proposed modified project as compared with the approved project evaluated in the FEIR, to determine whether those updates to the approved Project involve new significant impacts that were not previously evaluated in the FEIR; and

WHEREAS, The Boulevards at South Bay Specific Plan regulated the process of amendment of the Specific Plan by processing said amendment “in accordance with the applicable provisions of state law provided in California Government Code sections 65450, et seq. The procedure in Section 9172.11 of the CMC shall be followed for hearing, notice and decision of a Specific Plan Amendment by the Planning Commission and City Council.”; and

WHEREAS, both the Community Development Director and the Planning Commission have initiated the Specific Plan Amendment; and

WHEREAS, on January 11, 2018, the City of Carson Community Development Department published a legal notice in compliance with State law concerning the Planning Commission consideration of the Specific Plan Amendment in the Our Weekly, a local newspaper of general circulation, which included the date and time of the Planning Commission consideration of a recommendation for the proposed modified Project, including the Specific Plan Amendment. In addition, on January 4, 2018, a public hearing notice was mailed to each



property owner within an expanded radius (greater than 500 foot radius) of the Project Site, indicating the date and time of the public hearing for the proposed modified Project, including the Specific Plan Amendment, in accordance with state law; and

WHEREAS, the proposed modified Project, including the Specific Plan Amendment and the SEIR, was presented to the Planning Commission at a regular meeting held on January 23rd, 2018; and

WHEREAS, the opportunity to provide public testimony and evidence, both written and oral, was then provided by and considered by the Planning Commission; and

WHEREAS, the Planning Commission closed public comment; and

WHEREAS, the Planning Commission has concurrently considered the SEIR and the proposed modified Project, including the Specific Plan Amendment, and concurrently adopted a resolution recommending that the City Council of the City of Carson (1) adopt the findings required by CEQA Guidelines, section 15091; (2) certify the SEIR; (3) adopt the proposed mitigation monitoring and reporting program (MMRP), and (4) adopt a statement of overriding considerations, pursuant to CEQA; and

WHEREAS, the Planning Commission now desires to adopt a resolution recommending the City Council approve Specific Plan Amendment No. 10-17 to amend The Boulevards at South Bay Specific Plan (to be renamed The Districts at South Bay Specific Plan) for a 168-acre planning area generally located southwest of the Interstate 405 Freeway and north of the Avalon Boulevard Interchange in the City Of Carson; and

WHEREAS, all legal prerequisites to the adoption of this Resolution have occurred.

NOW, THEREFORE, THE PLANNING COMMISSION OF THE CITY OF CARSON, CALIFORNIA, HEREBY FINDS, RESOLVES AND ORDERS AS FOLLOWS:

Section 1. The Planning Commission hereby specifically finds that all of the facts set forth in the recitals above of this Resolution are true and correct and incorporated herein.

Section 2. Based on substantial evidence presented to the Planning Commission during the public hearing conducted with regard to the Specific Plan Amendment, including written staff reports, verbal testimony, site plans, other documents, and the conditions of approval stated herein, the Planning Commission hereby determines that the Specific Plan Amendment is authorized by and satisfies the requirements of Section 65450 et seq. of the Government Code and Section 8.1.3 of The Boulevards at South Bay Specific Plan, pertaining to the findings which must be made precedent to granting an amendment of a specific plan. The findings are as follows:

1. The proposed Specific Plan Amendment includes a statement of the relationship of the Specific Plan to the General Plan, and is consistent with the General Plan; and



This finding is supported by the following facts:

The proposed Specific Plan Amendment is consistent with the goal and policies of the General Plan and with its purposes. Section 2.4 (Consistency with the General Plan) and Appendix C of the Specific Plan Amendment contains an analysis of the consistency between the proposed modified Project, including the Specific Plan Amendment, and the goals and policies of the General Plan. The Planning Commission has reviewed the analysis and determined that consistency between the Specific Plan Amendment and the General Plan is established.

2. The proposed Specific Plan Amendment includes texts and diagrams that specify the distribution, location, and extent of the uses of land, including open space, within the area covered by the plan; and

This finding is supported by the following facts:

Section 3.0 (Land Use Plan) and Section 4.0 (Land Use Illustrative) of the proposed Specific Plan Amendment provide descriptions, text and exhibits that outline the areas covered by the plan, and the goals and objectives of the plan. The proposed Specific Plan Amendment also includes descriptions, text and exhibits specifying the distribution, location, and extent of the uses of land, including public plazas (Section 6.3 – Public Plazas) and other open space (Section 5.2 – Open Space/Recreation), within the Project Site.

3. The proposed Specific Plan Amendment includes the proposed distribution, location, and extent and intensity of major components of public and private transportation, sewage, water, drainage, solid waste disposal, energy, and other essential facilities proposed to support the area and land uses covered by the plan and needed to support the land uses described in the plan; and

This finding is supported by the following facts:

The Specific Plan Amendment includes the proposed distribution, location, and extent and intensity of major components of public and private transportation, sewage, water, drainage, solid waste disposal, energy, and other essential facilities proposed to support the area and land uses covered by the plan in Section 5.0 (Plan Elements), including Section 5.1 (Circulation Concept), Section 5.3 (Public Services and Infrastructure) and related subsections (5.3.1 - Police and Fire, 5.3.2 - Drainage, 5.3.3 – Water and Sewer Systems, 5.3.4 – Electricity and Solid Waste, and 5.3.5 - Grading, Subsurface Remediation and Cap); as well as Section 6 (Development Standards) including those related to service, trash and utility areas (Section 6.8), and energy conservation (Section 6.11), etc.



4. The proposed Specific Plan Amendment includes standards and criteria by which development will proceed, and standards for conservation, development, and utilization of natural resources, where applicable; and

This finding is supported by the following facts:

The proposed Specific Plan Amendment contains development standards (Section 6.0 – Development Standards) and design guidelines (Section 7.0 – Design Standards & Guidelines) that have been tailored to be sensitive to the physical characteristics of the site and its surroundings for the different areas covered by the plan. These include standards for conservation, development, and utilization of natural resources, where applicable.

5. The proposed Specific Plan Amendment includes a program of implementation measures such as regulations and financing measures necessary to carry out the proposed uses of land, conservation and utilization of natural resources, and development of public and private facilities; and

This finding is supported by the following facts:

The proposed Specific Plan Amendment contains a program of implementation measures Section 8 (Implementation) such as regulations and financing measures necessary to carry out the proposed uses of land, including Section 8.2 (Financing) for remediation and infrastructure projects and other implementation measures necessary to carry out the proposed uses of land covered by the plan.

Section 3. The Planning Commission finds that adoption of the Specific Plan Amendment is in the public interest.

Section 4. The Planning Commission recommends the City Council approve Specific Plan Amendment No. 10-17 to amend and restate, in its entirety, The Boulevards at South Bay Specific Plan, and to rename the amended plan The Districts at South Bay Specific Plan. (Exhibit “1” to this Resolution.)

Section 5. This Resolution shall take effect immediately.

PASSED, APPROVED AND ADOPTED THIS 23RD DAY OF JANUARY, 2018.

CHAIRMAN

ATTEST:



SECRETARY

1. The District at South Bay Specific Plan (Specific Plan Amendment No. 10-17)

EXHIBIT “1”

THE DISTRICT AT SOUTH BAY SPECIFIC PLAN

(PROVIDED AS A SEPARATE DOCUMENT)



CITY OF CARSON
PLANNING COMMISSION
RESOLUTION NO. 18-

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF CARSON APPROVING SITE PLAN AND DESIGN REVIEW (DOR) NO. 1675-17 AND COMPREHENSIVE SIGN PROGRAM NO. 28-17 FOR DEVELOPMENT OF A NEW 648,580 SQUARE FOOT GROSS BUILDABLE AREA REGIONAL COMMERCIAL USE AND SIGN PROGRAM WITHIN PLANNING AREA 2 ON A 46-ACRE PROJECT AREA WITHIN DISTRICT AT SOUTH BAY SPECIFIC PLAN GENERALLY LOCATED SOUTHWEST OF THE INTERSTATE 405 FREEWAY AND NORTH OF THE AVALON BOULEVARD INTERCHANGE IN THE CITY OF CARSON

WHEREAS, there is a 168-acre planning area generally located southwest of the Interstate 405 (I-405) Freeway (the San Diego Freeway) and north of the Avalon Boulevard interchange in the City of Carson (Project Site), which includes 157 acres of land located south of Del Amo Boulevard; and

WHEREAS, the Carson Reclamation Authority (CRA), a joint powers authority under the laws of the State of California, currently owns and intends to master develop the Property, including by seeking appropriate entitlements for the Property, completing the remedial actions in order to achieve the California Department of Toxic Substances Control (DTSC) certification of the former landfill, constructing on-site and off-site infrastructure, preparing the Property for conveyance, and then selling the Property for development purposes, as appropriate; and

WHEREAS, the Project Site is currently subject to The Boulevards at South Bay Specific Plan; and

WHEREAS, the Carson Reclamation Authority has submitted an application to the City for a Specific Plan Amendment to The Boulevards at South Bay Specific Plan (proposed to be renamed "The District at South Bay Specific Plan," hereinafter called the "Specific Plan Amendment") for a text amendment to, among other things, modify certain retail and commercial uses on the Property; and

WHEREAS, the Planning Commission and the Community Development Director have both initiated the Specific Plan Amendment (Specific Plan Amendment No. 10-17); and

WHEREAS, the Planning Commission is concurrently considering Specific Plan Amendment No. 10-17, Supplemental Environmental Impact Report (SCH No. 2005051059), Development Agreement No. 13-17, Site Plan and Design Review No. 1675-17, and Sign Program No. 28-17, all of which involve the Project Site; and

WHEREAS, Planning Area 2 (PA 2) as defined in the proposed Specific Plan Amendment is comprised of approximately 46 acres within the Project site with its primary frontage running along the I-405 Freeway. This area is adjacent to PA 1 to the west, the I-405 Freeway to the east, and PA 3 to the southwest. PA 2 is designated for Commercial Marketplace (CM) and may contain any combination of commercial uses, including without limitation, regional commercial (which may include outlets), neighborhood commercial, restaurant, or entertainment and hospitality uses; and



WHEREAS, CAM-CARSON LLC, a private developer, is seeking to develop a regional commercial use, including outlets and restaurant uses, on a portion of the Property referred to as PA 2 and has submitted an application to the City for Site Plan and Design Review (Site Plan and Design Review No. 1675-17), including a Comprehensive Sign Program (Sign Program No. 28-17), in connection with that request; and

WHEREAS, as a result of the entitlement submittals described above, the City will be considering the Site Plan and Design Review No. 1675-17, and Sign Program No. 28-17 proposing a commercial development project on the PA 2 of the Project Site.

WHEREAS, on January 11, 2018, the City of Carson Community Development Department published a legal notice in compliance with State law concerning the Planning Commission consideration of the Site Plan and Design Review, including a Comprehensive Sign Program, in the Our Weekly, a local newspaper of general circulation, which included the date and time of the Planning Commission consideration of a recommendation for the entitlements. In addition, on January 4, 2018, a public hearing notice was mailed to each property owner within an expanded radius (greater than 500 foot radius) of the Project Site, indicating the date and time of the public hearing for the entitlements in accordance with state law; and

WHEREAS, the proposed Site Plan and Design Review, including a Comprehensive Sign Program, was presented to the Planning Commission at a regular meeting held on January 23rd, 2018; and

WHEREAS, the opportunity to provide public testimony and evidence, both written and oral, was then provided by and considered by the Planning Commission; and

WHEREAS, the Planning Commission closed public comment; and

WHEREAS, Site Plan and Design Review No. 1675-17, and Sign Program No. 28-17, have been designed in context of the Specific Plan Amendment, and as assessed by Supplemental Environmental Impact Report to the Final Environmental Impact Report as amended (SCH No. 2005051059) (hereinafter called "SEIR"), and the Planning Commission desires to review Site Plan and Design Review No. 1675-17, and Sign Program No. 28-17 in said context; and

WHEREAS, the Planning Commission now desires to adopt a resolution contingently approving Site Plan and Design Review No. 1675-17, and Sign Program No. 28-17, for development of a regional commercial use, including outlets and restaurant uses, on a portion of the Project Site referred to as PA 2 on a 46 acre area within the Specific Plan Amendment area generally located southwest of the Interstate 405 Freeway and north of the Avalon Boulevard interchange in the City of Carson; and

WHEREAS, the Planning Commission desires that no decision of approval of Site Plan and Design Review No. 1675-17, and Sign Program No. 28-17 become final and effective until immediately after the City Council certifies the SEIR and adopts Specific Plan Amendment No. 10-17, and if no such approval occurs within 180 days of January 23, 2018, then the Planning Commission intends that Site Plan and Design Review No. 1675-17, and Sign Program No. 28-17 be set for further consideration and a final decision by the Planning Commission; and

WHEREAS, all legal prerequisites to the adoption of this Resolution have occurred.



**THE PLANNING COMMISSION OF THE CITY OF CARSON, CALIFORNIA,
HEREBY FINDS, RESOLVES AND ORDERS AS FOLLOWS:**

Section 1. An application was duly filed by the applicant, CAM-CARSON, LLC with respect to real property located within PA2 of the District at South Bay Specific Plan, as described in Exhibit "A" attached hereto, requesting the approval to construct a 648,580 square feet of gross buildable area, outlet retail, sitting atop of parking at the ground level underneath and along the perimeters on a 46-acre project site within The District at South Bay Specific Plan zoning district proposed by Specific Plan Amendment No. 10-17. The request includes:

- Site Plan and Design Review (DOR) No. 1675-17 to construct a new approximately 648,580 square feet of gross buildable area regional outlet mall;
- Comprehensive Sign Program (SP) No. 28-17 for a comprehensive sign program for the for the proposed regional outlet mall.

Section 2. A public hearing was duly held on January 23, 2018, at 6:30 P.M. at City Carson Community Center – Hall A, 801 East Carson Street, Carson, California. A notice of time, place and purpose of the aforesaid meeting was duly given. Evidence, both written and oral, was duly presented to and considered by the Planning Commission at said meeting.

Section 3. The Planning Commission has concurrently considered Specific Plan Amendment No. 10-17, Supplemental Environmental Impact Report (SCH No. 2005051059), Development Agreement No. 13-17, Site Plan and Design Review No. 1675-17, and Sign Program No. 28-17, all of which involve the Project Site. The Planning commission is reviewing Site Plan and Design Review No. 1675-17, and Sign Program No. 28-17, in the contex of Specific Plan Amendment No. 10-17 and in light of the SEIR.

Section 4. In regards to Site Plan and Design Review No. 1675-17, and Sign Program No. 28-17, the Planning Commission finds that:

- a) The proposed development plan for regional outlet use (retail sales, services, resturants, and other related uses as permitted in the Specific Plan), is permitted in PA 2 designated as Commercial Marketplace, and therefore would be in conformity with the applicable development standards set forth in Chapter 6.0 of The District at South Bay Specific Plan, which the Planning Commission has concurrently recommended for adoption to the City Council.
- b) The proposed development plan conforms to the general development standards, Table 6.2-1 of the District of South Bay Specific Plan, by complying with requirements for floor area ratios; building and internal setbacks; encroachments; sidewalks, walkways, and parkways; open spaces; and parking requirements. The off-street parking requirement calculation is 4 parking spaces per every 1,000 square feet of gross floor area for commercial. The project proposes 2,810 off-street parking spaces including ADA parking, satisfying the parking requirements for project.
- c) The proposed development plan including the comprehensive sign program is in substantial conformity with the applicable landscape, lighting and signage provisions set forth in Section 6.0 of The District at South Bay Specific Plan.
- d) The development plan submitted to the Planning Division is in substantial conformance with The District at South Bay Specific Plan, Chapter 7, Site Design & Landscape, Sections 7.1.2 – Commercial – Elevated Podium and Architecture, 7.2.2 Commercial – Elevated Podium, as well as other portions of The District at South Bay Specific Plan related to landscaping, walls and fencing, etc.

- e) The development plan is compatible with the General Plan and the District at South Bay Specific Plan. The proposed outlet retail is a permitted use within the property zoned in The District at South Bay Specific Plan area and consistent with the General Plan Land Use designation of Mixed-Use Residential.
- f) That the proposed use and development is compatible with the intended character of the area.

Section 5. Pursuant to the authority and criteria contained in the California Environmental Quality Act (CEQA) of 1970, the City, as the Lead Agency, has analyzed the proposed modified Project and has prepared a supplemental environmental impact report (the SEIR) to the approved 2006 FEIR in order to evaluate the changes to the approved Project proposed by the Specific Plan Amendment, and related entitlements (the foregoing collectively referred to herein as the proposed modified Project) and to determine whether substantial changes in circumstances surrounding the Property and the approved Project (if any), and new information of substantial importance (if any), require further analysis under CEQA, which there was not. The Planning Commission has fully considered the SEIR, and has concurrently recommended it for certification by the City Council. The Planning Commission finds that Site Plan and Design Review No. 1675-17 and Comprehensive Sign Program No. 28-17 are consistent with, and have been fully assessed by, the SEIR, and that Site Plan and Design Review No. 1675-17 and Comprehensive Sign Program No. 28-17 are permits specifically anticipated for the proposed modified Project in the SEIR, and are consistent with the purpose and intent of the SEIR.

Section 6. Based on the aforementioned findings, the Commission hereby approves Site Plan and Design Review No. 1675-17 and Comprehensive Sign Program No. 28-17 with respect to the property described in Section 1 hereof, subject to the conditions set forth in Exhibit "B" attached hereto, and contingent upon the following:

- The approval of Site Plan and Design Review No. 1675-17 and Comprehensive Sign Program No. 28-17 shall become final and effective immediately only after both the City Council of the City of Carson i) certifies the Supplemental Environmental Impact Report to the Final Environmental Impact Report as amended (SCH No. 2005051059), and ii) adopts Specific Plan Amendment No. 10-17. If no such approvals occur within 180 days of January 23, 2018, then the item shall be returned to the Planning Commission for further consideration and a final decision upon Site Plan and Design Review No. 1675-17, and Sign Program No. 28-17.

Section 7. The Secretary shall certify to the adoption of the Resolution and shall transmit copies of the same to the applicant.

Section 8. This action shall become final and effective fifteen days after, and only upon, the certification by the City Council of the SEIR and adoption of the Specific Plan Amendment unless within such fifteen days an appeal is filed with the City Clerk in accordance with the provisions of the Carson Zoning Ordinance.

PASSED, APPROVED AND ADOPTED THIS 23RD DAY OF JANUARY 2018.

CHAIRMAN

ATTEST:

SECRETARY





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

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

Members:

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

Alternates:

Jane Osuna	Christopher Palmer
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Staff:

Planning Manager	Assistant City Attorney	Senior Planner Rojas
Naaseh	Chaffin	

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

1. CALL TO ORDER

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

2. PLEDGE OF ALLEGIANCE

Chairman Diaz led the Salute to the Flag.

3. ROLL CALL

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

Planning Commissioners Absent: Andrews

Planning Commission Alternates Present: Osuna, Palmer

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

4. ORAL COMMUNICATION FOR MATTERS NOT ON THE AGENDA

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

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

5. **CONSENT** None

6. **CONTINUED/PUBLIC HEARING** None

7. **NEW BUSINESS**

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

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

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

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

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

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

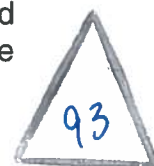
Randy Brant, Macerich representative, stated that if everything gets approved, they could start construction activities early next year and hope to open by Fall 2020.

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

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

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

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



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

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

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

Commissioner Mitoma asked if this will be LEED qualified.

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

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

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

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

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

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

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

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



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

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

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

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

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

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

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

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

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

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



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

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

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

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

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

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

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

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



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

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

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

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

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

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

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

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



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

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

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

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

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

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

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



7. MANAGER'S REPORT

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

8. COMMISSIONERS' ORAL COMMUNICATIONS

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

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

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

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

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

10. ADJOURNMENT

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

Chairman

Attest By:

Secretary

