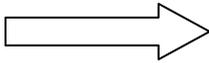


MINUTES

CITY OF CARSON ADJOURNED REGULAR JOINT MEETING OF THE PLANNING COMMISSION AND PUBLIC WORKS COMMISSION

CITY COUNCIL CHAMBERS, CARSON CITY HALL

*701 East Carson Street, Second Floor
Carson, CA 90745*



March 23, 2011 (WEDNESDAY) – 6:30 P.M.

1. **CALL TO ORDER**

Planning Commission Chairman Faletego called the Planning Commission meeting to order at 6:37 P.M.

Public Works Chairman Cottrell called the Public Works Commission to order at 6:37 P.M.
2. **PLEDGE OF ALLEGIANCE**

Chairman Faletego led the Salute to the Flag.
3. **ROLL CALL**

Planning Commissioners Present: Brimmer, Diaz, Faletego, Goolsby, Schaefer, Saenz, Verrett

Planning Commissioners Absent: Gordon, *Park (*excused)

Public Works Commissioners Present: Brown, Cottrell, Thompson, Tingson

Public Works Commissioners Absent: Johnson (excused)

Planning Staff Present: Planning Officer Repp, Senior Planner Signo, Assistant City Attorney Sultani, Associate Planner Gonzalez, Associate Planner Newberg, Senior Civil Engineer Marquez, Traffic Engineer Garland, Recording Secretary Bothe
4. **AGENDA POSTING CERTIFICATION**

Recording Secretary Bothe indicated that all posting requirements had been met.
5. **AGENDA APPROVAL**

Commissioner Saenz moved, seconded by Commissioner Diaz, to approve the Agenda as presented. Motion carried (absent Commissioners Gordon, Johnson, Park).

6.	INSTRUCTIONS TO WITNESSES	Chairman Faletogo requested that all persons wishing to provide testimony stand for the oath, complete the general information card at the podium, and submit it to the secretary for recordation.
7.	SWEARING OF WITNESSES	City Attorney Sultani
8.	ORAL COMMUNICATIONS	For items NOT on the agenda. Speakers are limited to three minutes. None.
9.	CONSENT CALENDAR	
	A) Minutes:	None.
10.	NEW BUSINESS DISCUSSION	
	A) Workshop regarding truck routes and the Circulation Element of the General Plan	

Applicant's Request:

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

Staff Report and Recommendation:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Dear Members of the Planning Commission and Public Works Commission:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

10. NEW BUSINESS DISCUSSION (cont'd)

B) Workshop regarding auto repair use in the CA zone

Applicant's Request:

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

Staff Report and Recommendation:

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

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

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

Mr. Nickel stated that should a lease be finalized, he will sign for a minimum of 6 years, ending February 2017, expressing his hope Sonic will sign him for a longer period or even sell him the property. He added that the noise from the operations will stay inside the building; that the freeway noise is louder than what will be coming from his operations; advised that his business will be open from 8:00 A.M. to 5:00 P.M.; and stated that he will make sure the adjacent mobilehome residents are not impacted by his business operations.

Alex Astts, Auto West Collision Group, stated he hopes to bring in 13 dealerships to support this collision business; to employ 100 qualified employees from the community; and to be a very successful operation.

Ben Lamond, Auto West Collision Group, explained that this is not a standard body shop, pointing out they deal with high-end vehicles; and stated they have 7 large facilities in Northern California and that they work with 40 dealerships in repairing their vehicles.

Planning Officer Repp stated that the Commission has 3 options to consider: do nothing and leave the properties as they currently are; provide for a short-term CUP process; and, third, allow for a standard CUP process, which means the CUP runs with the land and is open-ended. She stated that this becomes a policy consideration for land use and whether the Commission will make its determination on the zoning ordinance or market conditions.

Commissioner Diaz noted his support for a short-term lease with no possibility of an extension.

Commissioner Schaefer asked what the City's revenue would be from this business decision.

Associate Planner Newberg noted for Chairman Faletogo that Sonic has the lease to February 2017, with the option for two 5-year extensions.

Planning Officer Repp noted that as long as Sonic has authorization from the City, they would be able to extend the lease beyond February 2017. She noted that while it's a visible property from the freeway, it is near residential uses and that automotive use is typically not the highest and best use of this property, but pointed out that the proposal is better than letting this land stay vacant for the next 6 years.

Chairman Faletogo stated he would support 6 years with a reconsideration clause for an extension.

Commissioner Brimmer questioned whether 6 years is enough time for the applicants to recoup their investments.

Mr. Nickel stated it is possible for him to recoup his investment within 6 years, but reiterated his desire to take this risk and to prove to the City he is a valued business in this community and that the City will hopefully allow him to stay longer. He estimated he will be spending \$150,000 on improving this property.

Commissioner Saenz stated that the purpose of a business is not just to recoup their money but to grow beyond that sum, questioning if this will be a profitable venture at this prime location for 6 years.

Commissioner Diaz stated he would support a text amendment for Avalon Boulevard only.

Commissioner Goolsby stated that this is better than letting this prime real estate sit vacant; that they will generate 100 new jobs; and noted his support for the applicants, stating he would support an extension.

Mr. Astts stated that they obviously would not pour in the maximum amount of funding with no extensions possible, noting the property is already in great disrepair; and stated they would like the possibility of the two extensions in order to fully recoup the millions of dollars they will be spending on this property.

Edward Dilward stated that he has been the security guard at this property for the past two years; noted that the property is in disrepair and that it needs someone who is willing to put forth the effort and the money; and he urged the Commission's support of the applicant's request for the extensions.

Commissioner Diaz reiterated his support of the second bullet for the limited use; that the text amendment be limited to the Avalon Boulevard property only; and that it be permitted on a short-term basis.

Commissioner Brimmer noted her support for the text amendment to include Avalon Boulevard only and that the properties have an open-ended CUP.

Planning Officer Repp reminded the Commission that its decision will guide the investment these applicants are willing to make to these properties, based on their expectation how long they will be there.

Commissioner Brimmer stated she would support 6 years for Rick's Lube & Tune, but stated that she would give the auto body repair longer depending on her review of their conceptual plans; and stated she is inclined to support an open-ended CUP.

Associate Planner Newberg noted that the Commission will have a chance to modify the language when the applications are returned for public hearing.

Planning Officer Repp stated that both the applicants will work with staff in submitting the fees for an ordinance amendment and public hearing before the Commission, noting they will include CUP applications.

Planning Commission Decision:

Commissioner Diaz moved, seconded by Commissioner Verrett, to approve a 6-year limited term for these sites and for the code amendment to only affect Avalon Boulevard. Motion carried as follows:

AYES: Diaz, Faletogo, Saenz, Schaefer
NOES: Brimmer, Goolsby, Verrett

ABSTAIN: None
ABSENT: Gordon, Park

11. CONTINUED PUBLIC HEARING None.

12. PUBLIC HEARING

A) Conditional Use Permit No. 863-11 and
Conditional Use Permit No. 864-11

Applicant's Request:

The applicant, city of Carson, Development Services Group, is requesting the construction of a 20,000-square-foot recreation center to replace a 7,500-square-foot building and a shared parking agreement between Carson Park and Carson Street Elementary School. The subject site is located at 21411 South Orrick Avenue.

Staff Report and Recommendation:

Senior Planner Signo presented the staff report and the recommendation to ADOPT the Mitigated Negative Declaration; APPROVE Conditional Use Permit No. 862-11 and Conditional Use Permit No. 863-11 subject to the conditions of approval attached as Exhibit "B" to the Resolution; and WAIVE further reading and ADOPT Resolution No. 11-2383, entitled, "A Resolution of the Planning Commission of the city of Carson approving Conditional Use Permit No. 862-11 and Conditional Use Permit No. 863-11 for the construction of a new recreation center to replace an existing building and a shared parking agreement for the property located at 21411 South Orrick Avenue."

Commissioner Goolsby asked how much funding is being provided by the Redevelopment Agency for this project.

Planning Officer Repp advised that \$13 million is being funded by the Redevelopment Agency.

Senior Civil Engineer Marquez stated that the \$13 million is expected to cover every expense; and noted that this project has been approved by the City Council.

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

Planning Commission Decision:

Commissioner Diaz moved, seconded by Commissioner Brimmer, to approve staff recommendation, thus adopting Resolution No. 11-2383. Motion carried as follows:

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

13. WRITTEN COMMUNICATIONS None.

14. MANAGER'S REPORT None.

15. COMMISSIONERS' REPORTS

Chairman Faletogo thanked everyone for a productive meeting this evening.

16. ADJOURNMENT

At 10:03 P.M., the meeting was formally adjourned to Tuesday, April 12, 2011, 6:30 P.M., City Council Chambers

Chairman

Attest By:

Secretary