

IRWINDALE COUNCIL CHAMBER
5050 N. IRWINDALE AVENUE
IRWINDALE, CALIFORNIA 91706

February 16, 2022
Wednesday
6:33 P.M.

The Irwindale **PLANNING COMMISSION** met in regular session at the above time and place.

PLEDGE OF
ALLEGIANCE

I pledge allegiance to the Flag of the United States of America and to the Republic for which it stands, one Nation under God, indivisible, with liberty and justice for all.

INVOCATION
COMMISSIONER
FUENTES

Father God, we just come before you this evening thanking you so much for your love, your grace, and your mercy. Father God, I just pray, dear Lord, that you would give this Commission your wisdom, Father, for these items that have come before us. I pray for the City, dear Lord, for all the Staff, dear Lord, and everyone that is here. We just ask for your blessings. In Jesus name, amen.

CHAIR GOMEZ

Roll call.

ROLL CALL:

Present: Commissioners; Robert E. Hartman; David Fuentes; Richard Chico; Vice Chair Enoch Burrola; Chair Suzanne Gomez

Also present: Julian Miranda, City Manager; Adrian Guerra, City Attorney; Marilyn Simpson, Community Development Director; Arsanious Hanna, City Engineer/Building Official; Elizabeth Rodriguez, Public Services Director; Jamie Traxler, Assistant City Attorney; Theresa Olivares, Assistant City Manager; Daniel Co, Assistant City Engineer; Brandi Jones, Senior Planner; Lisa Chou, Associate Planner; Martin Romero, Planning Technician; Jesus Hernandez, Administrative Secretary

ANNOUNCEMENTS

CHAIR GOMEZ

Now we move on to any announcements by the Commission or by Staff. Any announcements at this time?

ADMINISTRATIVE
SECRETARY
HERNANDEZ

We do have an announcement from Director Simpson.

CHAIR GOMEZ

Thank you.

COMMUNITY
DEVELOPMENT
DIRECTOR
SIMPSON

Thank you Chair and Planning Commission, it is my pleasure to introduce a guest that we have at tonight's meeting. I'd like to introduce our new City Manager, Julian Miranda.

CHAIR GOMEZ

Welcome Mr. Miranda, our new City Manager, we look forward to working with you. Thank you for attending our meeting tonight. Now we move on to Spontaneous Communications. Mr. Hernandez is going to read the objective of the Spontaneous Communications as well as the Tier System.

**SPONTANEOUS
COMMUNICATIONS**

ADMINISTRATIVE
SECRETARY
HERNANDEZ

During Spontaneous Communications, this is the time set aside for members of the audience to speak on items not on this agenda. State law prohibits any Commission discussion or action on such communications unless 1) the Commission by majority vote finds that a catastrophe or emergency exists; or 2) the Commission by at least four votes finds that the matter (and need for action thereon) arose within the last five days. Since the Commission cannot (except as stated) participate it is requested that all such communications be made in writing so as to be included on the next agenda for full discussion and action. If a member of the audience feels he or she must proceed tonight, then each speaker will be limited to 3 minutes, unless such time limits are extended. In the hybrid format, both in-person and hybrid audience members will participate in the following order; Tier 1: In-person attendees, Tier 2: Teleconference attendees, Tier 3: In-person attendees who have not previously provide comments on the matter(s) being discussed by the legislative body, and Tier 4: Teleconference attendees who have not previously provide comments on the matter(s) being discussed by the legislative body.

CHAIR GOMEZ

Thank you. Do we have anybody for Spontaneous Communications, a member of the public at this time? Please step forward and state you name.

ROBERT DIAZ

Robert Diaz. Address also?

CHAIR GOMEZ

Yes.

ROBERT DIAZ

2408 South Mountain Avenue, Irwindale. I have a question that pertains in general but also in part to the item for the general hearing. Because it is general, I am bringing it up, some of which it might be applicable to today's hearing. What is the actual height limit for M-1 property? From my understanding, there is a thirty-five foot height limit but I am not sure it is interpreted the same in each building that is M-1. Or perhaps it is something that I don't understand, that is why I might ask for your clarification. For example, the Panattoni development on Arrow Highway and Morada. Mark Payne, I believe is the one that represented Panattoni, came to the Planning Commission and asked for an eight-foot variance to expand the height of the building because it extended beyond the thirty-five feet. Yet when approved later on there was no request for a variance and the height is above that. From what I understand is that, there is no limit for the architectural features that may be above the parapet wall. We may need to consider a limit there, especially when it gets near residential areas. The parapet wall, what exactly would be the height? I am not sure. If you take it at thirty-five feet, maybe. I know that in the past, when you look at buildings in other parts of Irwindale, thirty-five feet seems to be a lower measure

but they did not have architectural features like they do now. The ones I am thinking of. Let's ensure the height limit, the ceiling height, the roof height, the height of the parapet wall or architectural features that may be above that. Brandi, one of our Planners here, at the Planning Commission Hearing involving Azusa Canyon Road and the development there, pointed out that at Azusa Canyon Road there were other buildings of various height. Don't know if they are all M-1 but it suggests to me that there is a variation of the interpretation of that. That is why I am asking that perhaps there could be a clarification.

CHAIR GOMEZ Thank you, is there anybody else for Spontaneous Communication.

ADMINISTRATIVE SECRETARY HERNANDEZ We do not have any more members of the public wishing to speak during Spontaneous Communication.

CHAIR GOMEZ Thank you, so now we are going to move to the Consent Calendar.

CONSENT CALENDAR

CHAIR GOMEZ The Consent Calendar contains matters of routine business and is to be approved with one motion unless a member of the Commission requests separate action on a specific item. At this time, members of the audience may ask to be heard regarding an item on the Consent Calendar. Is there anybody who wishes to speak from the audience on the Consent Calendar?

ADMINISTRATIVE SECRETARY HERNANDEZ We have no members of the audience wishing to speak for the Consent Calendar.

CHAIR GOMEZ And as to the Commissioners any separate action request. Can I have a motion to approve the Regular Meeting held October 20, 2021 and the Regular meeting held November 17, 2021?

COMMISSIONER HARTMAN Motion to approve.

CHAIR GOMEZ I need a second.

COMMISSIONER CHICO Second.

CHAIR GOMEZ Thank you.

ADMINISTRATIVE SECRETARY HERNANDEZ Commissioner Chico.

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COMMISSIONER
CHICO Yes.

ADMINISTRATIVE
SECRETARY
HERNANDEZ Commissioner Fuentes.

COMMISSIONER
FUENTES Abstain.

ADMINISTRATIVE
SECRETARY
HERNANDEZ Commissioner Hartman.

COMMISSIONER
HARTMAN Yes.

ADMINISTRATIVE
SECRETARY
HERNANDEZ Vice-Chair Burrola.
VICE-CHAIR
BURROLA Yes.

ADMINISTRATIVE
SECRETARY
HERNANDEZ Chair Gomez.

CHAIR GOMEZ Yes.

ADMINISTRATIVE
SECRETARY
HERNANDEZ Thank you.

CHAIR GOMEZ Now we move on to Public Hearings.

NEW BUSINESS

No Items

PUBLIC HEARINGS

CHAIR GOMEZ May we have information regarding presentation of Public Hearings.

COMMUNITY
DEVELOPMENT
DIRECTOR
SIMPSON Thank you Chair and Commission, the Public Hearing tonight is Site Plan and Design Review (DA) No. 04-2020, for a speculative 129,830 square-foot concrete tilt-up building at 4416 Azusa Canyon Road. Our Senior Planner Brandi Jones will be giving the presentation.

CHAIR GOMEZ Thank you.

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COMMISSIONER
FUENTES Chairperson.

CHAIR GOMEZ Yes.

COMMISSIONER
FUENTES We do not have an item here for Commissioner questions or comments? I know that in the City Council Meetings there is a...

CHAIR GOMEZ We did have Announcements. Did you have any announcements?

COMMISSIONER
FUENTES Is that where it would be in Announcements, it is not Commissioner Comments?

CHAIR GOMEZ Comments as to the presentation?

COMMISSIONER
FUENTES For something we liked to bring up prior to when the meeting starts.

CHAIR GOMEZ I think that, Commissioner Comments, number 5, on the Agenda towards the end.

COMMISSIONER
FUENTES In the end? Okay, all right.

CHAIR GOMEZ Thank you. Yes, anytime you are ready.

SENIOR PLANNER
JONES Good evening Chair and members of the Planning Commission, before I get started I just wanted to acknowledge the letter we received, from Lozeau and Drury that we put on the dais for you. That comment letter was received about an hour and a half ago. I want to also acknowledge that it is outside the comment review period. The Applicant is requesting a Site Plan and Design Review for the construction of a 129,830 square-foot concrete tilt-up building with associated parking. Based on a review of historical information, the project site appears to have been used as an orchard from at least 1928 until around 1952. The current main building was constructed in 1956 and was used by PepsiCo as a bottling plant. The site is presently developed with one building of approximately 62,713 square feet. The bottling plant ceased operation in December 2020, and the site has remained vacant. The property is located in the M-1, Light Manufacturing Zone, and has a General Plan designation of Industrial/Business Park. Within the 129,830 square-foot building 9,160 would be dedicated to office, 17,000 dedicated to manufacturing, and the remaining 103,670 feet of warehousing. The lot itself is 251,096 square feet. There is also a 5,568 square feet required street dedication along Azusa Canyon Road. There is also no prospective user in mind. So it is speculative just like nearly all of the developments that we process. The proposed tilt-up building incorporates many of the desired design elements from the Commercial and Industrial Design Guidelines. The layout,

landscaping, and design of the site also incorporate and encourages design elements. The building incorporates tower elements, as focal points and breaks up the expansive exterior walls with architectural projections and details around the windows. The design is similar to many of the recently approved developments, which have been designed to closely adhere to the guidelines, while maintaining function and aesthetic uniqueness. This slide shows how the proposed architecture meets the guidelines. When it comes to style, like varied roof lines and low pitch, smooth and troweled stucco, metal, glass, wood, stone, and brick, recessed windows and doors, custom ornamentation, enhanced street corner. Let's see, facades with the depth of the planes. These are basically similar to the other designs for recently approved buildings. The prospective use is currently unknown, but there are many potential uses that are permitted by right due to the current zoning designation. However, certain uses would not be allowed or would be subject to a Conditional Use Permit. These uses would require Planning Commission approval, so we would bring it back to you in the event that the new tenant applied for something that was conditionally permitted. In the event that a CUP was approved, the new owner and tenant would be subject to signing an Affidavit of Acceptance to accept the Conditions of Approval, agreeing to abide by the imposed conditions. Cold storage, however, has been expressly prohibited for this site without further future environmental analysis. That is because in the event that cold storage comes back then it would require further environmental analysis. At this point it is prohibited. There is approximately 27,979 square feet of landscaping on the proposed site. The minimum for new construction is ten percent of the total site area, so it meets and exceeds the requirement for landscaping. Ingress and egress to the site are provided via three driveways, one fronting onto Azusa Canyon Road and the other two fronting on Los Angeles. A twenty-foot wide dedication along Azusa Canyon would be required. There was an exhibit showing the dedication in your packet. This slide shows the minimum Development Standards for the M-1 Zone, with the minimum requirements. It also shows the Project Proposal which meets or exceeds the minimum requirements. Based on the square footage, the project would require one hundred sixteen stalls and one hundred twenty-three stalls are being proposed, including five ADA stalls; ninety-seven standard, and twenty-one compact. All the parking is surface. There is no subterranean lots or anything like that. I also want to talk about building height. In the report we do talk about the maximum building height in M-1, which is thirty-five. However, IMC section 17.68.010 entitled, "Height of Penthouses and Roof Structures" allows parapet walls to be erected above the height limits prescribed. The maximum height is thirty-five but you can have like architectural features, towers, parapet walls that exceed that. The maximum height of this building is thirty-nine feet, it is only four feet taller than the maximum thirty-five.

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COMMISSIONER
FUENTES Chairperson?

CHAIR GOMEZ Yes?

COMMISSIONER
FUENTES I have a question on this. What is the limit then, on the parapets? You say it can exceed but is there a threshold there? Is it two feet? Is it ten feet? Is it forty feet?

SENIOR PLANNER
JONES The Code does not specify.

COMMISSIONER
FUENTES Well we need to tighten that up then.

CHAIR GOMEZ Let her finish her presentation and then we will come back. Thank you.

SENIOR PLANNER
JONES So now we are going to get into the environmental discussion. Based on the Initial Study and subsequent analysis of the project, Staff has determined that the project as proposed qualifies for a Mitigated Negative Declaration according to CEQA. Specifically, the impacts of the proposed project would be mitigated to less-than significant levels with the implementation of the Mitigation Measures for the following areas: Air Quality, Cultural Resources, Geology and Soils, Hazards and Hazardous Materials, Transportation, Tribal Cultural Resources, and Mandatory Findings of Significance. The Initial Study and MND were posted and circulated for the required thirty days for public review and comments. That period was December 21, 2021 ending January 19, 2022. We received four comment letters. Those comment letters were from: The State of California Department of Transportation or Caltrans, LA County Sanitation District, Lozeau Drury, LLP and Teamsters Local Union No. 396. These letters and the responses to comments have been included in the MND and they were part of your packet. Now I am going to turn it over to our Environmental Consultant, Dina El Chammas, and she will continue with the presentation. After she is done it will come back to me.

CHAIR GOMEZ Thank you.

DINA EL CHAMMAS Now do I advance the slides or will someone advance them for me? Do I advance the slides myself?

SENIOR PLANNER
JONES Yeah you can but you will have to keep your mask on.

DINA EL CHAMMAS

Oh I am sorry. Okay, I will speak loudly since I have to keep my mask on. My name is Dina El Chammas, I am from Placeworks, the consulting firm that did the CEQA analysis for this project. We have virtually with us also Marlie Whiteman, from Urban Crossroads, they conducted the traffic and VMT analyzes for this project. Brandi, she ran us through a few of the points in the Environmental Review. I will just go back a slide. As mention, the IS/MND was up for a thirty day public review period, from December 21 till January 19. There was Notice of Intent posting for the IS/MND. The Notice of Intent for the NOI included a notification of the Public Review period, how to submit comments on the IS/MND, how to access the IS/MND, for this project also specified today's hearing and how to attend. The NOI was posted on the Office of Planning and Resources or OPR's website, and the County Clerk's Office. It was distributed to responsible agencies, adjacent Cities in the County of LA, School Districts, utility services like water and sanitation, Native American Tribal representatives, and it was also send out to surrounding property owners. I included an aerial of the site here. This structure is the former Pepsi Bottling Plant. This is included here just to indicate that, for the IS/MND the operating plant was used as baseline conditions. That is because the plant was operational on the site for sixty plus years and only recently shut down, so any kind of impacts were assist against these baseline conditions. Project impacts compared to net impacts over existing conditions of an operational bottling plant. The topics analyzed in the IS/MND are the CEQA topics, the topics required by CEQA. You can see that a number of these topics do include technical studies. This is a list of the technical studies that were prepared. Our in-house Air Quality and GHG specialist prepared an Air Quality and GHG Emissions Analysis. We prepared an Operational Health Risk Assessment, a Cultural and Paleontological Resources Study, a Geotechnical Report, a Phase 1 Environmental Site Assessment or a Phase 1 ESA, that studies current and historic hazardous materials that could be or were on the site, Water Quality and Hydrology Reports, Noise and Vibration Analysis, and a Transportation Analysis. All of the impacts were found to be less than significant without mitigation except for the following. Now when we say less than significant without mitigation, it means after regulatory requirements and project design features. For Air Quality, a Mitigation Measure was included for any future tenant that might create odor impacts and the need for an odor management plan. For Cultural Resources, we included a Mitigation Measure in case any cultural finds were found on the site, during any kind of ground disturbance activities. For Geology and Soils, a similar Mitigation Measure was included for paleontological finds. Hazards and Hazardous Materials also included a Mitigation Measure, for testing and management of soils that might be suspect for contamination. Transportation included Mitigation Measures for pedestrian safety; this included new crosswalks and a restriction on parking at the Azusa Canyon and the Los Angeles Street intersection. For Tribal Cultural Resources we also included a Mitigation Measure, and this was per the request of tribes

that were consulted in accordance with AB 52 requirements. No statement of Overriding Consideration is required for this project. Again, we received comments from two agencies and two organizations; Caltrans, Los Angeles County Sanitation Districts, SAFER, and Teamsters. The responses to these comments are included in your Staff Report, in the Response to Comments Document. Primarily the comments were addressed through Conditions of Approval. Mainly the Conditions of Approval, and this addressed many of the comments, was the requirement for a site specific trip generation technical memo, in case the trips for subsequent tenants exceed the trips that were study in the Transportation Study. The requirement that the City regularly and continually monitors the actual trips generated by future tenants. Also, a Condition of Approval for applicants to submit plumbing plans to the Los Angeles County Sanitation Districts, prior to issuance of a building permit. We also made changes to the text of the Initial Study to respond to the comments that we received.

CHAIR GOMEZ

Thank you.

SENIOR PLANNER
JONES

With that, that concludes Staff's report and what our recommendation is, 1) to Adopt Resolution No. 813(22) recommending that the City Council adopt the Mitigated Negative Declaration and Mitigated Monitoring Reporting Program. 2) Adopt Resolution No. 814(22) recommending that the City Council approves Site Plan and Design Review (DA) No. 04-2020 subject to the proposed Conditions of Approval for the speculative tilt-up building totaling ±129,830 square feet. Or alternatively, request that Staff prepare a resolution of denial based on recommended Findings of Fact to be brought back at the next regularly scheduled Planning Commission meeting for adoption; or request that the applicant revise the project and continue the hearing to a date certain.

CHAIR GOMEZ

Thank you. At this time we are going to open it up for Commissioner questions or clarification, for further discussion. Do we have some questions?

VICE-CHAIR
BURROLA

I have questions for Staff and I guess for the study, the Environmental MND. I want to begin with the Operations and Analyzes. I know you talked about a speculative concrete tilt-up and that most of the buildings that come through are for permits or to get accepted, it's speculative. I just wanted to make sure, you know, the end use needs to be determined to make a reasonable judgment on the impacts of the new buildings. How do we determine the impacts, if we don't really know what is going to be there. You guys are basing it off on what Pepsi was doing it? Is that my understanding?

SENIOR PLANNER
JONES

Are you talking specifically about the air quality, the number of trips because it is speculative with no user?

VICE-CHAIR
BURROLA All of that, yes. All impacts.

SENIOR PLANNER
JONES Okay.

DINA EL CHAMMAS So what we did, is that we, we do know that it is going to be manufacturing and a warehousing building. We based our analysis on the Land Use statistics that Brandi showed. How the building is going to be kind of split up, manufacturing and warehousing. We did assess the more conservative aspect of that split up. We took the maximum that the building would take up as manufacturing and the rest was warehousing. All the air quality/GHG are based on the trips generated by those land uses and how they are distributed. Noise would be the same thing and the HRA. Anything else yes and it is all net impact. The trips are based on a net difference between Pepsi and what is being proposed.

VICE-CHAIR
BURROLA My next question would be, I guess this is for you Brandi. To avoid conflict with the City, shouldn't we make certain the developer owner is fully aware of what end use constitute a Conditional Use Permit? I know it is in our subsection, I guess 17.52.080, which is M-1 Zone. If the City can deny, like they come back and we deny the end use, wouldn't that be like a conflict with the City and the developer that might be litigation later on? I don't feel comfortable not knowing what the end use is, and then we come back and say we are going to deny it because we need a Conditional Use Permit, and then we deny it because we find something wrong. When the developer is saying, "okay this is my end use" and they have an idea what their end use is going to be, hopefully, and if they don't it is something that we should talk about up front not wait till later. Is that a possibility because you know nowadays we have big E-commerce going up like Amazon? M-1 Zone is for an Amazon building, but we are looking at a high level of truck traffic coming in and out. That is a tight area because I believe there is a business behind them that share that intersection, coming in and out. It really doesn't talk about that, well I didn't see it in the traffic study, about how it is going to conflict with neighboring businesses and stuff like that. That is just a concern I have with this study. Then going further for the engineering section, which is on page fourteen out of seventeen, we're proposing an easement. What is that easement for?

SENIOR PLANNER
JONES I'll respond to your first questions.

VICE-CHAIR
BURROLA Okay.

SENIOR PLANNER
JONES And then Engineering can respond to the easement.

VICE-CHAIR
BURROLA Okay, that is fine.

SENIOR PLANNER
JONES Most of the buildings that come in are speculative. When we are preparing the report in the Mitigation Monitoring Motoring Program, the developer is aware of the Conditions that we are going to be imposing. The Condition that in the future there might be a use that requires a CUP, so they are aware of that. Even if there weren't a Condition of Approval, the Code would still require a CUP for that particular use. Most of the time the developer doesn't know who the tenant is going to be, because most of the tenants want to make sure there is an entitlement in place before they commit. Again, most of our development is speculative. Most of the uses that come in after Planning Commission and City Council approval are permitted by right, because they are just typically a warehouse, maybe some light manufacturing, office, or storage. Those are all uses that are permitted by right. Again, if somebody came in and they wanted a CUP for that particular use and the Planning Commission denied it, you would have to make the findings to support that denial. That would just be the process.

VICE-CHAIR
BURROLA Okay.

SENIOR PLANNER
JONES It is standard process.

VICE-CHAIR
BURROLA Because the impacts may be different than what we are thinking they are right now, at this time. The impacts may be different depending on the end use, correct?

SENIOR PLANNER
JONES Yeah, that can be. Again, for example we specifically prohibited cold storage because you would have the refrigerator trucks, that could have potentially some additional impacts.

VICE-CHAIR
BURROLA There is a long list in that section.

SENIOR PLANNER
JONES Yeah, so we prohibited that.

ASSISTANT CITY
ENGINEER CO Good evening, to answer the question specifically about the easement, it is a roadway easement. Currently the property line is in the street. This is just an easement that we are requesting, that we are requiring just to clean it up to make sure that we get the right of way for the entire street.

VICE-CHAIR
BURROLA Okay this is on Azusa Canyon Road?

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ASSISTANT CITY ENGINEER CO On Azusa Canyon Road.

VICE-CHAIR BURROLA On the west side?

ASSISTANT CITY ENGINEER CO It is on the east side of the street.

VICE-CHAIR BURROLA Okay and then did you guys look into the Initial Study for the sewer? Making sure that this new development, because I know they are going to demo the existing building put up a new building. Is it going to be able to handle the additional, if there is an additional gallons per day of sewage?

ASSISTANT CITY ENGINEER CO Yes we will look at that when the design comes in. We will take a look at that. As a Condition we do require a Sewer Study, the sewer analysis comes in with the plans.

VICE-CHAIR BURROLA I get that but this is an impact. If it impacts the, you know, I guess it goes wherever it goes, you know, is it going to increase that? Does something have to be done to mitigate that?

ASSISTANT CITY ENGINEER CO Yes, if it does require more capacity then it would require additional sewer improvements.

VICE-CHAIR BURROLA And do we look at it?

ASSISTANT CITY ENGINEER CO Yes we will.

VICE-CHAIR BURROLA Have we looked at it?

ASSISTANT CITY ENGINEER CO Because it is a speculative building, we don't know exactly what is going in, when plans do come in we can analyze that.

VICE-CHAIR BURROLA Okay.

ASSISTANT CITY ENGINEER CO It is not very likely. This is an industrial building and it's constructed to be industrial use, and typically industrial use the waste water is relatively low. There is, I believe an eight inch main and I think only two buildings connect to that sewer main.

VICE-CHAIR BURROLA Okay.

ASSISTANT CITY ENGINEER CO	And it connects to a L.A. County Sanitation District Trunk Sewer. They would be the ones at the end of the day analyzing that because it is their sewer. The City really doesn't have jurisdiction on that main.
VICE-CHAIR BURROLA	My understanding here is, okay they are going to build the speculative building, it is going to go up but L.A. County is already aware that they are going to be using their sewage.
ASSISTANT CITY ENGINEER CO	Correct, because they commented, they submitted a comment letter so they did a review of the project.
VICE-CHAIR BURROLA	I am just making sure that it doesn't go up and then you guys run into...
ASSISTANT CITY ENGINEER CO	It wouldn't be a surprise for them, because again the MND went out and they are one of the parties that do review it.
VICE-CHAIR BURROLA	Okay, so number eighteen talks about fair share of improvements on Arrow and Azusa what does this mean, fair share?
ASSISTANT CITY ENGINEER CO	The fair share is a traffic mitigation. It is not really part of CEQA, but it is part of the City's Traffic Impact Guidelines. We require that these projects do a traffic analysis on level of service, at several locations depending on how much traffic is added. Our Traffic Impact Guidelines have a very specific formula to determine what a fair share cost is. It is essentially the portion of traffic that they add compared to existing. In this case for that location, I believe the projects fair share was about three percent.
VICE-CHAIR BURROLA	Why don't we state that? Why isn't it stated in the report? I think this is part of what we are approving right? Part of the Resolution?
ASSISTANT CITY ENGINEER CO	It is part of a Condition but it is not part of the MND. With new rules in CEQA, which changed I believed two years ago, level of service and congestion is no longer an analysis that is part of CEQA. We have to remove that out of our environmental document. The City still analyzes it as a City requirement.
VICE-CHAIR BURROLA	Okay, I would just like to elaborate a little bit more of what fair share means.
ASSISTANT CITY ENGINEER CO	In the future, we can put that percentage in the Condition of Approval.
VICE-CHAIR BURROLA	Okay.
ASSISTANT CITY ENGINEER CO	But again it would not be in an Environmental Document.

VICE-CHAIR
BURROLA

Then you know, talking about the traffic impact the Environmental Study talked about transportation, improving the curb and sidewalks but what about the intersections? We have a mining operation going on which is truck traffic, the speculative building I don't know how much traffic that is going to produce but that is going to produce a good amount. You guys talk about \$550,000 for installation of a new traffic signal. You know \$550,000 will have probably a cost of one of the traffic poles, it is not going to have the whole. Just my understanding of an intersection with traffic signals, with a railroad crossing we are looking at way more than \$550,000. Where will the other amount come from and is this part of the impacts? Are we going to look at this and make sure that we do have a traffic signal there, and when the building goes up the traffic signal is also going up at the same time or the construction of it?

ASSISTANT CITY
ENGINEER CO

You are right, with the railroad track it does increase the cost more than a typical traffic signal. I would say for a typical traffic signal without a railroad crossing that would be close to that amount. Because the railroad crossing is there, there are requirements we need to meet in order to fulfill the requirements from Metrolink and the Railroad Authority. As you are aware the Olive Pit operation is right across the street, so they are also required to install a signal as is this project contributing as well. We are hoping that this funding will contribute to that signal construction and installation. This is just this project paying their part.

VICE-CHAIR
BURROLA

Wouldn't we want it done? Wouldn't we want some collaboration between companies, I guess, to make sure that this is set in stone?

ASSISTANT CITY
ENGINEER CO

Yes the dollar amount is set in stone.

VICE-CHAIR
BURROLA

Not even the dollar amount, just the fact that they both are aware that these are impacts, to that intersection with these new developments. I know United Rock is probably aware of it already, with their Resolution whatever they have, whatever agreements they have with the City.

ASSISTANT CITY
ENGINEER CO

The agreement between the City and United Rock states that United Rock is responsible to install that signal. They are aware of the responsibility. They signed the contract. They signed the agreement. They did agree to install it. This project is also acknowledging their impact on the signal that is why they are agreeing to pay that \$550,000.

VICE-CHAIR
BURROLA

I just want to make sure that everyone is aware of this, and that the new developer is aware that this is an impact and it needs to be addressed.

ASSISTANT CITY
ENGINEER CO

Absolutely and that's why they agreed to pay for it.

VICE-CHAIR
BURROLA

And that they are collaborating with United Rock in making sure they are going to get half, or whatever they agree. Whatever their agreement is because it is not on this report, so I can't really say.

ASSISTANT CITY
ENGINEER CO

The agreement between Irwindale and United Rock is unrelated to this project. At the end of the day United Rock is the one responsible. The City is going to work with them to get the project done. We have to work with the other agencies like the railroad, and possibly the City of West Covina in order to get the easements required for that signal.

VICE-CHAIR
BURROLA

Okay.

ASSISTANT CITY
ENGINEER CO

It will be a collaborative effort.

VICE-CHAIR
BURROLA

Thank you. One other question, about I think this is for the Mitigation Monitoring and Reporting Program. There is a table that is all I have in my report, a table showing "3.17 Transportation." It doesn't state anywhere in that, is this actual mitigation? Give me an understanding of what the Mitigation Monitoring requirements are, if you can. It is a table on page Seventy-nine of eighty-five.

DINA EL CHAMMAS

What the Mitigation Monitoring...

CHAIR GOMEZ

Please speak up.

DINA EL CHAMMAS

So what the MMRP is, is an extraction of all the Mitigation Measures that were assessed in the IS/MND in table form. What it will tell you, at what point that Mitigation Measure needs to be implemented and by whom. The Mitigation Measures come from the IS/MND, and they are anything that is over and above regulatory requirements or project design features, that are needed to mitigate an impact to less than significant.

VICE-CHAIR
BURROLA

How come the traffic signal improvement in that intersection is not in there? Also the mitigation for Azusa Canyon and Arrow, that fair share we talked about. Wouldn't those be in there? Or shouldn't they be in there?

DINA EL CHAMMAS

The thing is, they used to be under a CEQA threshold, "Transportation Impact." Those were removed from CEQA. The only Mitigation Measure that you see in front of you is related to pedestrian safety that is still a CEQA threshold. Traffic and anything that has to do with congestion, all of the Mitigation Measures for the intersection, and the fair share they aren't CEQA thresholds.

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VICE-CHAIR BURROLA	When did that happen, I am sorry?
ASSISTANT CITY ENGINEER CO	About two years ago.
VICE-CHAIR BURROLA	Two years ago, okay.
DINA EL CHAMMAS	It changed. We used to do a lot of LOS analysis, extensive under CEQA but that is no longer a requirement.
VICE-CHAIR BURROLA	Okay, thank you. That's all the questions I have.
CHAIR GOMEZ	Any other Commissioners have questions or clarification? Anyone else? Okay at this time, we will be opening it up for the Public Hearing. The applicant I believe would be the first to speak, is that correct? Then we will open it for the public to also speak after the applicant.
OPEN PUBLIC HEARING	At 7:19 p.m., Chair Gomez opened the Public Hearing.
ADMINISTRATIVE SECRETARY HERNANDEZ	The applicant is going to be presenting their presentation virtually. His name is Michael Ramirez, and I will be unmuting him now.
CHAIR GOMEZ	Thank you.
MICHAEL RAMIREZ	Good evening, can you guys hear me?
ADMINISTRATIVE SECRETARY HERNANDEZ	Yes.
MICHAEL RAMIREZ	Great. First and foremost, I just want to say thank you for your guys' time and efforts. My name is Michael Ramirez, I am a Senior Project Manager for Rexford Industrial. I just want to kind of echo the sentiments that were relayed in Brandi's presentation, as well as Dina from Placeworks. At this time, going through the presentation I think it is pretty robust and answers a lot of the questions that some of you might have, but in general if there is any specific questions that you want to direct at the owner, now is the time for you to direct that. I believe also in attendance is Steve Masura, who is our Rexford Director of Entitlements. He would make himself available as well. There is also our architect, a gentleman by the name of Kamyar, who would be able to answer any specific design questions if they came up. With that being said, if there is any questions you would like to direct at us fire away.

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CHAIR GOMEZ	Any questions at this time from the Commission, as to the applicant? No, okay. Thank you so much. Do we have any public that wishes to speak at this time?
ADMINISTRATIVE SECRETARY HERNANDEZ	I would like to first read a written communication sent to us via email.
CHAIR GOMEZ	Okay.
ADMINISTRATIVE SECRETARY HERNANDEZ	It was sent via email by Victoria Ann Yundt, from Lozeau Drury. I will summarize it since it is fourteen pages. She states, "I am writing on behalf of Supporters Alliance for Environmental Responsibility regarding the Initial Study and Mitigated Negative Declaration prepared for the 4416 Azusa Canyon Road Project. After reviewing the IS/MND, we conclude the IS/MND fails as an informational document, and that there is a fair argument that the Project may have adverse environmental impacts. Therefore, we request that the City of Irwindale prepare an Environmental Impact Report for the Project pursuant to the California Environmental Quality Act."
CHAIR GOMEZ	Thank you.
ADMINISTRATIVE SECRETARY HERNANDEZ	We will start now with Tier 1, any in person attendees who would like to speak.
CHAIR GOMEZ	Anybody from the audience would like to speak please come forward for Spontaneous Communication, I mean for communication as to this Public Hearing.
FRED BARBOSA	Good evening Chair and Commissioners, Staff, and residents. My name is Fred Barbosa, 16164 Calle De Paseo. My question is, since nobody answered, how many bays are in this, since it is industrial whatever you want to call it. Do we know? You don't know how many bays? That is kind of affecting the whole thing about what air quality is. How many trip generations there will be? You don't know the bays. To make a Mitigated Negative Declaration before you know exactly what is going in, you are tying the City's hands because you accept the Mitigated Negative Declaration. You are telling whoever is out there, that we might take whatever you are going to throw at us. Please, don't give it to them until you know what is going in there. Like I said, do I get an answer? How many bays are there?
CHAIR GOMEZ	Yeah, we will get you that answer. Did you have additional questions?
FRED BARBOSA	No.
CHAIR GOMEZ	Staff will answer that. Please, thank you.

ROBERT DIAZ	Robert Diaz, 2408 South Mountain Avenue, Irwindale.
ADMINISTRATIVE SECRETARY HERNANDEZ	Before we start, Mr. Diaz was given an additional three minutes by Theresa Ortiz.
CHAIR GOMEZ	Thank you.
ROBERT DIAZ	Thank you. One of the concerns I had is whether or not there has been an Economic Impact Study in this EIR. From what I saw it does not appear there is one. I believe there should be. Some Mitigation Measures are recommended depending on what happens, but what will it cost? We won't know until there is an impact or a study of a potential impact. That is only done, I understand, if the Council request it. I might ask that you recommend the Council to do an Economic Impact Study, and include in that the cost of the truck traffic damage to roadways. About the traffic light, installation of that should be included. I know it will benefit the developer and also the traffic. It could also change traffic patterns, I don't know if that had been studied. Once you get a traffic light there, left turns from Los Angeles Street north bound on to Azusa Canyon Road that might increase, also the traffic through Cypress. I believe also Nora residents should have been notified, though legally they might be beyond the required footage for notification. Being responsible for Irwindale residents, I would hope that you take into mind to notify residents that might be impacted by potential developments, before Council or Planning Commission decides them. Another thing, could there be more landscaping than was proposed? When Pepsi went in they had more landscaping. They came to the City Council and at one time requested to use the landscaping for parking, it was granted. With what I see now it is less than what was done. Just a thought, if they move the building further back they can increase the landscaping in the front. You included in that economic report, no parking in front one hundred and fifty feet from the rail line but I would say no parking at all. One recommendation is to consider bicycle paths or whatever. My experience is you get more and more traffic all the time. If you are dealing with truck traffic through that site, they make big round turns that would impact other lanes. You might have to see that the lanes are wide enough. If not now, if you have an easement through the front then possibly you can do that with less cost in the future, if need be. Or one of those bicycle paths if it is necessary. Those are some of the comments that I have. Also I didn't get a notice on this meeting either.
CHAIR GOMEZ	Thank you. Anyone else in the audience that wishes to speak, before we move to the next tier? Anyone with a hand raised?
ADMINISTRATIVE SECRETARY HERNANDEZ	We do have one person who wishes to speak on our online communication. I will now be unmuting Victoria Yundt.

CHAIR GOMEZ

Thank you.

VICTORIA YUNDT

Good evening, my name is Victoria Yundt. I am an attorney at Lozeau Drury, and I am speaking on behalf of Supporters Alliance for Environmental Responsibility or SAFER. SAFER submitted detailed written comments to the Planning Commission earlier today. SAFER requests that the Planning Commission refrain from adopting the resolutions, recommending that the City Council approve the MND for the proposed warehouse project at 4416 Azusa Canyon Road, until an EIR is prepared. Several overarching factors support requiring an EIR for the project. First, the MND provides substantial evidence that the project could result in significant impacts, from soil contamination on the project site but fails to adequately analyze or mitigate those impacts. According to the MND there is a potential for release of petroleum products in a vapor risk of the site, due to a twelve-thousand gallon diesel underground storage tank, that was installed in 1990. Due to the lack of closure documentation from regulatory agencies, the MND states that it cannot be certain whether significant contamination impacts could occur due to project construction. Instead of adequately analyzing the potentially contaminated soil on the site, the MND fails to consider baseline conditions for soil vapor and realizes on deferred mitigation and violation of CEQA. Second, the MND's transportation analysis on Appendix I, fails to adequately address transportation impacts for two reasons. First, the transportation analysis does not include a VMT Analysis, although it is required under CEQA. Second, the Transportation Analysis improperly relies on the August 2003, City of Fontana Truck Trip Generation Study to determine the operational passenger car and truck trip generation rates for the project. Thirdly, the MND cannot be relied upon to determine the significance of the project's air quality impacts, because the air model underestimated the projects construction and operational emissions. Fourth, the MND inadequately analyzed the project's impact on human health from diesel particulate matter emissions, a nearby sensitive receptors, by failing to prepare a quantified construction Health Risk Assessment and by including an operational Health Risk Assessment, that fails to evaluate the cumulative lifetime cancer risk to nearby existing receptors as a result of project construction and operation together. Lastly, the MND inadequately addresses impacts related to hazards and hazardous materials, air quality health risks, and greenhouse gas emissions from the project construction operation. Given the substantial evidence of significant impacts to the environment from the project construction and operation, the Commission should recommend that an EIR is prepared for this project. Thank you for your consideration.

CHAIR GOMEZ

Thank you. At this time we had a question on the floor, if you would come and answer that.

SENIOR PLANNER JONES	To first answer Mr. Barbosa's question, based on the elevations there are eighteen dock doors, but I would also like to specify that dock doors do not equate to truck trips or air quality measurements or emissions. As far as Mr. Diaz's comments, I do not believe that there was an Economic Feasibility Study prepared. That's not something that we would require as part of the development or an application process. As far as notification, property owners within 500 feet of the subject property are notified a minimum of ten days before the Public Hearing. We also post Public Notices, in City Hall, Community Development, the Library, and the Post Office for every meeting. There was the NOI, which is the Environmental Notice for the thirty day review, there was the Public Hearing Notice, and also it is posted on the website. This project has a dedicated webpage, which has all of our notifications on it. If the public wants to they can always call us. They can always sign up to be on a list to receive notifications, or they can just go on our website. We don't notify the whole City, the code requires 500 feet. This was also in the Tribune, the NOI was in the Tribune and the Notice of Public Hearing was in the Tribune. Landscaping, it exceeds the minimum landscaping of ten percent. Based on the last time that I was on the Pepsi site, it was almost completely paved.
CHAIR GOMEZ	Thank you. Before we close the Public Hearing, do any of the Commissioners have any additional questions at this time?
COMMISSIONER FUENTES	I am looking at the elevations. Is it possible you bring up the elevation coming from Los Angeles Street heading east? It would be the frontage of Azusa Canyon Road.
SENIOR PLANNER JONES	Can you repeat that?
COMMISSIONER FUENTES	The slide of the elevation view heading east on Los Angeles Street into. That would be it. That would be it there, correct?
SENIOR PLANNER JONES	Yes, that is how it would look...
COMMISSIONER FUENTES	That would be if I was on Los Angeles Street, at the intersection heading east. That's what I would see?
SENIOR PLANNER JONES	It is heading north on Azusa Canyon.
COMMISSIONER HARTMAN	I believe Los Angeles Street would continue on the right side of the...

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COMMISSIONER FUENTES	I am saying if you are at the intersection. Right now the way it is, is there even a street that goes further back or is it just an alley way. If you were at the stop sign on the west side of Azusa Canyon Road heading east, is that the elevation you would see?
SENIOR PLANNER JONES	Yes, like Commissioner Hartman said that's the right side. That is LA Street and then this side here with the majority of the elevation, that's Azusa Canyon Road.
COMMISSIONER FUENTES	Right there the dark brown with the glass there, that would be fronting Azusa Canyon Road?
SENIOR PLANNER JONES	Yes.
COMMISSIONER FUENTES	Okay my question is, that is somewhat of an entrance way into the City of Irwindale, because West Covina right there the tracks, that is West Covina to the south of it. Is it possible on that to have "Welcome to Irwindale or City of Irwindale" placed in there?
SENIOR PLANNER JONES	On their private building?
COMMISSIONER FUENTES	Correct.
SENIOR PLANNER JONES	I don't think so.
COMMISSIONER FUENTES	Well can we ask? I mean it is part of the entryway into the City. I know we have asked for it in other sites, prior to your time here. I would like to know if we can have that because that is an entrance into the City.
SENIOR PLANNER JONES	We can ask.
COMMISSIONER FUENTES	Okay, and then also the frontage on it, it says meandering sidewalks but as I look at the site plans, I don't see any meandering sidewalks in there. It looks like it is just a straight sidewalk. It is two hundred and seventy feet I believe. I mean when I look at meandering sidewalks I can look across the street and those are meandering. According the site plan that you are showing us now, it is just straight but in the report it says meandering.
SENIOR PLANNER JONES	Let me look in the report. It could have been that we were giving an example of what are some of the elements. For example, we might suggest a meandering sidewalk. What page is that on?

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COMMISSIONER FUENTES	I don't know. I read it, I don't know. You did the report, I don't know where it is. I guess I am asking, are there meandering sidewalks or is it just straight sidewalks?
SENIOR PLANNER JONES	Sidewalks out there are straight.
COMMISSIONER FUENTES	Excuse me?
SENIOR PLANNER JONES	The sidewalks are straight.
COMMISSIONER FUENTES	Okay, well we need to get some meandering sidewalks in there, make it pedestrian friendly, Like I said this is the entrance into our City here.
CHAIR GOMEZ	I think the Commissioner is asking if we can ask the developer for meandering sidewalks.
SENIOR PLANNER JONES	That would be up to Public Works because that is in the public right away.
CHAIR GOMEZ	Okay so let's get somebody from Public Works so we can talk about that.
ASSISTANT CITY ENGINEER CO	We can definitely ask.
CHAIR GOMEZ	Thank you.
COMMISSIONER FUENTES	Can we make that a Condition?
CHAIR GOMEZ	Let's close the Public Hearing and then we will have that discussion. At this time we will close the Public Hearing.
CLOSE PUBLIC HEARING	There being no speakers, Chair Gomez closed the Public Hearing at 7:36 p.m.
CHAIR GOMEZ	We will go into having additional discussion as regards to this recommendation. Commissioners?
COMMISSIONER FUENTES	Yeah, can we require as part of one of the Conditions that we have meandering sidewalks on the frontage of this building here, on the sidewalk for the two hundred seventy feet?
SENIOR PLANNER JONES	We'll have to unmute the developer and ask them, so you can ask them about the meandering sidewalk and the signage.

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CHAIR GOMEZ	We can also ask them or we can make it part of a Condition when we have that motion. As we go through this discussion. Anyone else have any other comments?
SENIOR PLANNER JONES	They need to agree to it.
CHAIR GOMEZ	Okay.
SENIOR PLANNER JONES	Yes.
CHAIR GOMEZ	Any other comments?
COMMISSIONER CHICO	Yes.
CHAIR GOMEZ	Yes.
COMMISSIONER CHICO	My biggest concern about this project is the traffic, as a potential problem, simply because there's only so much we can do to those streets. You can't widen most of it you can't widen, what is this Azusa Canyon road? The south? And the lady who was talking mentioned that the VMT study. I don't know what it shows but I'm reading here, on response to comments page sixty-three, that the City is to monitor these trips. That's an expense to the City. And I don't know how that's physically done. And then I would ask my next question would be, okay. Knowing how real life operates, there was one car too many, yesterday, do we shut them down? I don't know, I know I'm being ridiculous but the question is how this works. How this works in real life. I don't see where. I'm concerned because it talks about trips and what about vehicles that are just parked along the street, it doesn't cover that subject. We don't have a real traffic study because obviously we don't know who's gonna use it. Or how they're gonna use it. So I'm really, really concerned. And having received this letter, I would really like time to study the environmental issues this letter has brought forth. I think the sensitivity of this project merits that kind of study. In my opinion would be that we table at least for one month, to our next meeting. So we can have time to study this. So what's the comment from my colleagues regarding that?
CHAIR GOMEZ	Do you have something to add?
VICE-CHAIR BURROLA	I would just like to add on to what you are saying. My big concern is the traffic. Especially the intersection of Azusa at Los Angeles and the railroad crossing. I don't know and I haven't, I really didn't see the traffic study, you know, with these impacts. It might have been in the report, I didn't see it but to have a better understanding how we're going to mitigate this. And then we talked about traffic signals and

we're not sure who's paying for it, and how it's gonna be done, so that's another thing that I would like more clarification so yea. I think it's wise that we table it and get more comfortable with what they're trying to do here. And have more information. Especially on the traffic study.

COMMISSIONER
FUENTES

First I know that I've taken that route coming home from work 3:30, 4:00, 4:30, 5:00 hitting east bound on Los Angeles Street, and you've got a stop sign there. And that thing backs way up, let alone the traffic off of San Bernardino hitting north on Azusa Canyon Road. That's only one lane there. And then if you put a signal there that's gonna back up even further. So that's a concern also. Brandi, I found where it is there, Commissioner Burrola showed me, page nine of eight-five the last two lines. It's section four of section four here we go it says the last of it says "include varied rooflines, berms and meandering sidewalks and multi layered landscaping" so it's in your report.

SENIOR PLANNER
JONES

Right and when I reread that that's basically just given examples of some of the elements that we typically incorporate in projects.

COMMISSIONER
FUENTES

That we want incorporated in projects. Ok so that's...

SENIOR PLANNER
JONES

That's not a Condition and that's not specifically stating that this one has meandering sidewalks.

CHAIR GOMEZ

Thank you and anybody else? Commissioner Hartman did you have any?

COMMISSIONER
HARTMAN

I'd like to agree with Commissioner Chico about this. It all has to do with the traffic. Like he was saying, the south side of Azusa Canyon Road south of Los Angeles Street, there's nothing you can do with that. It's one lane south, one lane north. Soon as you get passed that, it opens up to two lanes north, two lanes south, two lanes east, two lanes west. Yeah, I'd like to table it for another month at least.

CHAIR GOMEZ

Thank you, and so when we review this we see that the report the Environmental Initial Study, the MND, do address CEQA standards. But we also know the City of Irwindale often requests additional traffic congestion issues that seem to be relevant. When we're discussing this we heard that at the end of the day each project is separate, and we know that the mining going on at that area for we're waiting for the street light, it's still relevant. Even though each project is separate, the impact on the community, on the residents, on the businesses is still relevant. I would agree, however, I wanna go a step further and ask what would be, from the Director of Development, what would be necessary to get an EIR for the whole project. Cause what we're looking at is, even though you did your due diligence in comparison to Pepsi. Pepsi is totally different than what we have here now. Especially sixty years ago. The relevance of eighteen bays whether they be used

or not is obviously speculative. However, if they are used we need to anticipate that as due diligence as a Planning Commission, as a City of Irwindale, for our residents, and our environment. So I would like to know from our Director, what would be necessary and how would that look if not only putting it over for a month but investigating the EIR.

COMMUNITY
DEVELOPMENT
DIRECTOR
SIMPSON

Thank you Chair and Commission I'm going to have the environmental expert explain that, the difference between the MND and what would require an EIR.

CHAIR GOMEZ

Okay, Thank you.

DINA EL CHAMMAS

You know we got this letter just today just like the rest of you, they gave us a very short period of time to look into these comments. We do not agree with the statement that there is substantial evidence indicating significant...

CHAIR GOMEZ

Ok that wasn't my question as to this letter. My question is what would be the next step to get an EIR, and the cost, and how long would that take, and would it investigate or address the issues that the Commission has stated here today. I'm not speaking to the letter I'm speaking to the potential that we would like that information.

DINA EL CHAMMAS

Well in terms of the comments that were brought up by the Commission tonight, with regards to CEQA our stance is that the IS/MND do address those.

CHAIR GOMEZ

And I do agree, they do address it but we have additional concerns so if there is additional concerns will the EIR address those, as terms of all of the issues that are congestion in that area.

DINA EL CHAMMAS

Well in terms of traffic and congestion an EIR would not address those impacts, because they are not CEQA issues.

CHAIR GOMEZ

Okay.

DINA EL CHAMMAS

So even if we go to an EIR those impacts would not be in an EIR. Traffic and Congestion will not find their way into an EIR.

CHAIR GOMEZ

Okay.

DINA EL CHAMMAS

Or the impacts.

CHAIR GOMEZ

Ok so is there a study that would that we could ask for and command for. I'm sorry.

DINA EL CHAMMAS Well in terms of a traffic study that would I think be more Daniel's purview, in terms of you know your issues with the intersection and congestion and things like that. But yeah, it wouldn't be something that would filter into the EIR.

COMMISSIONER CHICO What we need is a traffic study.

CHAIR GOMEZ Ok so we can start with a traffic study, so Daniel?

ASSISTANT CITY ENGINEER CO The Traffic Study was prepared so that was part of the report, it is part it is appendices to the MND. That traffic study was prepared under the guidelines the city has adopted for traffic impact analysis. So the congestion is part of that and that was analyzed in this report.

CHAIR GOMEZ Can you tell us what that reflected as a recommendation just refresh our recollection from the report?

ASSISTANT CITY ENGINEER CO Yeah, so again it's the traffic signal at Azusa Canyon and Los Angeles, Los Angeles and Azusa Canyon and we have also improvements on Arrow and Azusa Canyon. So that's the one of the Conditions that we put in the Conditions of Approval with the fair share cost.

CHAIR GOMEZ So the fair share cost is also speculative cause the building is speculative. We don't know what's going in there. We don't know how much traffic is going in there, and giving them three percent that they would pay, even though we don't know how much congestion. We would have to come back later and assess it more, since we're not even assessing any part to the signal which I think at the other Council meeting they indicated that its \$3.5 million, that's why it hasn't been put up yet. Is that correct? So my question is, it's speculative how can we say how much congestion is there, when we really don't know what kind of business it is? If they're gonna use eighteen bays, we're suggesting we're not gonna use eighteen bays, but if they do use eighteen bays what kind of traffic are we gonna generate? I think that's what the Commission is saying and what our concern is in an already congested area. How do we justify welcoming, Pepsi was there sixty years, and so Pepsi we knew what kind of traffic they generated and how it impacted the environment with smog, with pollutants. So when you made that analysis what degree did it reflect maximum use of a business there?

ASSISTANT CITY ENGINEER CO Yeah, so as I think Dina stated before it was seventy-five percent warehouse, twenty-five percent manufacturing which the traffic trip generation is based on land use, not on the truck bays. Based on that split we are able to create a trip generation. Again, like you said, this is speculative, we don't know what's going to end up being there. That's the information we were given so we do our analysis based on what we know. In terms of putting the limit, there is a Condition in the

Conditions of Approval that limits the daily am/pm peak hour trips for this project. And I believe Commissioner Chico had a comment about the monitoring. The monitoring is going to be paid for by the developer.

COMMISSIONER
CHICO

Who enforces it?

ASSISTANT CITY
ENGINEER CO

The City would.

CHAIR GOMEZ

Okay so what we have here is a Commission we've...

ASSISTANT CITY
ENGINEER CO

We also have the Traffic Engineer on the line. You can ask him any questions. They're available.

CHAIR GOMEZ

Have any questions for the Traffic Engineer? So I think that we've come to some type of, we need a motion to continue it. The thing is that I want a day certain to continue it but for what resolve, right? What is the resolve of continuing it? Because we want more information we want information that, so we need a motion.

COMMISSIONER
CHICO

Motion to continue.

COMMISSIONER
HARTMAN

Second.

CHAIR GOMEZ

Let's do a roll call.

ADMINISTRATIVE
SECRETARY
HERNANDEZ

Commissioner Chico.

COMMISSIONER
CHICO

Yes.

ADMINISTRATIVE
SECRETARY
HERNANDEZ

Commissioner Fuentes.

COMMISSIONER
FUENTES

Yes.

ADMINISTRATIVE
SECRETARY
HERNANDEZ

Vice-Chair Burrola.

VICE-CHAIR
BURROLA

Yes.

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ADMINISTRATIVE SECRETARY
HERNANDEZ Sorry, Commissioner Hartman.

COMMISSIONER HARTMAN Yes.

ADMINISTRATIVE SECRETARY
HERNANDEZ Vice-Chair Burrola.

VICE-CHAIR BURROLA Yes.

ADMINISTRATIVE SECRETARY
HERNANDEZ Chair Gomez.

CHAIR GOMEZ Yes.

ADMINISTRATIVE SECRETARY
HERNANDEZ Thank you.

**DISCUSSION ITEMS/
PRESENTATIONS**

CHAIR GOMEZ Next we have, any presentations? No presentations?

ADMINISTRATIVE SECRETARY
HERNANDEZ No presentations.

**COMMISSIONER
COMMENTS**

CHAIR GOMEZ Commissioner Comments. Commissioner Comments?

COMMISSIONER FUENTES I liked to find out, what is a threshold above thirty-five feet for these parapets? Is it unlimited? Is it ten feet? Is it five feet? What does our code say, if not we need to tighten up our code. What do we need to do so we can have a definitive answer?

SENIOR PLANNER JONES Since the code doesn't have a specific threshold, in order to add one we would have to do a Zone Ordinance Amendment to add that language.

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COMMISSIONER FUENTES	We need to do something because this is going to continue to happen with new buildings coming up. It is going to be an ongoing thing that happens every time we come here. If we are having to table things and stuff like that we need to do our due diligence, and find out what we want for the City as far as the height and institute that.
SENIOR PLANNER JONES	We are currently working on the Comprehensive Zoning Code Update. If you don't want to wait for that, you can suggest or tell us to do a City initiated Zone Ordinance Amendment, to specify the penthouse and parapet height in the M-1. Actually it would be a definition it's not just in the M-1 section.
CHAIR GOMEZ	Thank you for that. We can wait for the zoning. I wonder if when we have applicants and those issues come up, we can make a stronger recommendation that our zoning is going to be modified with that whole change. Or do you think we need it now because you are the one that gets all the request. What would your recommendation be? Do we ask for it now, or do we wait, letting new businesses come in knowing that's our standard.
SENIOR PLANNER JONES	I don't think we need it at all because those parapets only went four feet beyond the maximum height. The M-2 section, for example, doesn't even have a height limit. If you want us to do one let us know and then give us the language that you would like.
CHAIR GOMEZ	Sure but my question was, do we do it now or do we wait for the zoning.
SENIOR PLANNER JONES	It is up to you. If we do it now as just a singular one, it would probably be quicker.
COMMISSIONER FUENTES	Well we need it across the board because this is going to be a recurring...
CHAIR GOMEZ	Commissioner Fuentes do you think it will be okay, when we do the zoning and we are going to do all that zoning. We can incorporate it at that time.
COMMISSIONER FUENTES	That's fine. Yeah, I think so.
CHAIR GOMEZ	Okay. We will go with that. Thank you Brandi. Any other Commissioner comments?
VICE-CHAIR BURROLA	I got a question.
CHAIR GOMEZ	Sure.

VICE-CHAIR BURROLA	What is the timeline on the Zoning Map Update and the General Plan Update?
COMMUNITY DEVELOPMENT DIRECTOR SIMPSON	Thank you, I will take that question. We are in the process. The timing, we are scheduling the public outreach but we are looking at the Zoning Code probably closer to the end of the year to be adopted. That would be coming before you, I would say in the summer.
VICE-CHAIR BURROLA	Summer meaning June time?
COMMUNITY DEVELOPMENT DIRECTOR SIMPSON	Yes.
VICE-CHAIR BURROLA	Okay.
CHAIR GOMEZ	When it comes in the summer, will it be a final product? How will we give input prior to the final product? Do we get a preview or is that the input that you are doing to the community at different times of outreach? I liked to have opportunity to preview it continuously as it evolves.
COMMUNITY DEVELOPMENT DIRECTOR SIMPSON	Yes, the public outreach will incorporate any of the comments from the community, both residents and business. There will be multiple opportunities for comment with that. When it comes to you it will be in a draft form, it won't be in a final form. There will be recommendations and we can always go back and bring it back to you. When you are done with it, it goes to the City Council.
CHAIR GOMEZ	What I liked to see, and I want you to contemplate this and we can discuss it next time on the Community Development Director Report, is a workshop. Maybe we can take a section as Commissioners and do a workshop so we can really look at some of the zoning, so it is not overwhelming and we are not inundated. Not only not us being inundated as Commissioners but also your Staff. When we look at it, because we have particularities of stuff as residents and as a community, as the forbearers of protecting our community of participating and putting some insight ahead of time. You think you can take a look at that and see what that looks like?
COMMUNITY DEVELOPMENT DIRECTOR SIMPSON	Yes, definitely.
CHAIR GOMEZ	Thank you.

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VICE-CHAIR
BURROLA Percentage wise, where do you guys think you are at right now with the study, and the development of the Zoning Map and General Plan.

COMMUNITY
DEVELOPMENT
DIRECTOR
SIMPSON With Staff's review, we are at eighty-eight percent.

CHAIR GOMEZ Wow that is excellent.

COMMUNITY
DEVELOPMENT
DIRECTOR
SIMPSON There will be some revisions. Just so you know, what we have done at several of the meetings that we've had over the several years, we have taken notes of some of these comments and we've tried to include those with the consultant. When you see it, some of the things will be addressed.

CHAIR GOMEZ Excellent. I think that when we speak to not only zoning, if we can do a couple of workshops and if the Commissioners can make it so we can be active and then we won't have to be redundant and put things over. Also, when we speak of the General Plan if we can also contemplate having workshops ahead of time, so we can also. I do appreciate that you've taken a record of those comments and incorporated them.

VICE-CHAIR
BURROLA One last question, is there any way we can get a copy of it now, so I can look at it now? Not in the meetings obviously but just for my knowledge. Is that public records?

COMMUNITY
DEVELOPMENT
DIRECTOR
SIMPSON It is not at the point to be released right now, but as soon as we can definitely, to get the feedback.

VICE-CHAIR
BURROLA Thank you.

CHAIR GOMEZ I think that beforehand, sooner than later, in a workshop even though it is not necessary for release, I think that if we have a workshop for the Commissioners and the public is invited, we can address things that later. You know you can't always know anything. You do your due diligence, you do your best with your staff and we do appreciate that. We would also like to have some input as Commissioners. Things come up later that we recognize, Commissioner Fuentes, all of the Commissioners, have had time and space so some things might come up to them later than sooner, so we appreciate that.

VICE-CHAIR
BURROLA Thank you.

CHAIR GOMEZ Anybody else?

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COMMISSIONER
HARTMAN

I do. First of all. Last month I brought up the graffiti at the Metro Station. I do understand we are dealing with Metro, but as of today nothing has changed. As of today also the meandering sidewalk lights, nothing has changed. I have an addition the huge vacant lot at the corner of Irwindale Avenue and Foothill, on the west side of Irwindale Avenue, there is a wall along the north of that property. That wall is visible from the 210 freeway, both directions, and it is covered with graffiti also. If I am not mistaken that is our property, isn't it?

COMMUNITY
DEVELOPMENT
DIRECTOR
SIMPSON

The property you are referring to that is the Reliance II Pit. Code Enforcement has sent a notice out to the property owner. Regarding the light, I am glad that you brought that up, you jumped me on that. Code Enforcement has gotten in touch with the property management company, they are ordering a new light for that, so they are aware of it. Probably in the next week there should be a change.

COMMISSIONER
HARTMAN

A new light?

COMMUNITY
DEVELOPMENT
DIRECTOR
SIMPSON

I think, is it just one?

COMMISSIONER
HARTMAN

Oh no. no, no. Along the south end of the property, along the Louis Vuitton, there is multiple lights that have panes broken out of them.

COMMUNITY
DEVELOPMENT
DIRECTOR
SIMPSON

I think that when they go out there, I will make sure that Code Enforcement follows up with that.

COMMISSIONER
HARTMAN

There is bird nest inside trying to keep warm.

COMMUNITY
DEVELOPMENT
DIRECTOR
SIMPSON

Yes, they saw that. Going back to the Metro site, after some review with that, that is actually the City of Irwindale's property.

COMMISSIONER
HARTMAN

You are way overdue getting that taken care of.

COMMUNITY
DEVELOPMENT
DIRECTOR
SIMPSON

Yes, so Public Works Services is aware of that and they will be taking care of that.

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COMMISSIONER
FUENTES When will they take care of that?

COMMUNITY
DEVELOPMENT
DIRECTOR
SIMPSON I don't have a date for that.

CHAIR GOMEZ Is Public Works still here?

COMMUNITY
DEVELOPMENT
DIRECTOR
SIMPSON What is that?

CHAIR GOMEZ Is a representative from Public Works still here?

COMMUNITY
DEVELOPMENT
DIRECTOR
SIMPSON The Director of Public Works Services was here so she can address that.

CHAIR GOMEZ Just for our own knowledge, number seven, we decided on our last meeting when we have issues then the Director will review those in her time, but you can still bring up comments about some stuff that is also happening.

COMMISSIONER
HARTMAN Okay, I have another question then.

CHAIR GOMEZ Wait till they are done talking. But please, please bring it up but they are talking right now, please wait for them please. It might have to do with them.

COMMISSIONER
HARTMAN Oh it does.

CHAIR GOMEZ Ms. Rodriguez, wait one minute he has one more question for the...

COMMISSIONER
HARTMAN Yeah, if it was decided that this is Irwindale's property, when was that discovered?

COMMUNITY
DEVELOPMENT
DIRECTOR
SIMPSON I believe that was discovered last week after looking at it.

CHAIR GOMEZ Good answer.

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COMMISSIONER HARTMAN	So we are in violation of our own code.
CHAIR GOMEZ	Well we'll acknowledge that they just found out, so we will give them a little bit of...
COMMISSIONER HARTMAN	Well it's been a month.
PUBLIC SERVICES DIRECTOR RODRIGUEZ	Madame Chair, Commission, Staff, and audience we will go ahead and put that in our schedule. Once we find out that we have graffiti and it is our responsibility to abate it, we do so in forty-eight hours. I will meet with our Maintenance Supervisor and get that on our schedule as soon as possible.
COMMISSIONER HARTMAN	Thank you very much.
CHAIR GOMEZ	Commissioner Hartman, is there anything else?
COMMISSIONER HARTMAN	That's it.
CHAIR GOMEZ	Anybody else? Is there anything else for our Director tonight, any questions? Do you have additional information or anything else to report?
COMMUNITY DEVELOPMENT DIRECTOR SIMPSON	No.
CHAIR GOMEZ	Thank you. So before I adjourn this meeting I like to...
COMMISSIONER CHICO	Legal, don't we have legal.
CHAIR GOMEZ	Oh Legal Counsel.
<u>LEGAL COUNSEL COMMENTS</u>	
CITY ATTORNEY GUERRA	Nothing tonight.
CHAIR GOMEZ	I knew he didn't have anything.
CITY ATTORNEY GUERRA	Thank you.

COMMUNITY
DEVELOPMENT
DIRECTOR REPORT

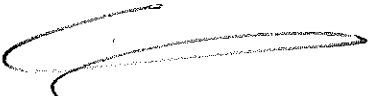
Combined with Commissioner Comments.

CHAIR GOMEZ

I would like to adjourn this meeting in memory of Richard Miranda. He passed today. A big part of our community and we just send God's speed to the family and to our community.

ADJOURNMENT

There being no further business to conduct, the meeting was adjourned at 8:02 p.m.



Suzanne E. Gomez, Planning Commission Chair

Attest:



Jesus Hernandez, Administrative Secretary

Approved as presented at the meeting held April 20, 2022