

**Harbor Gateway North Neighborhood Council
Planning and Land Use Committee
Held via Zoom Webinar
August 1, 2020**

Present: John Ward (Chair), Sylwia Jonasen (Secretary), Laurel Casey, Ivan Cotton, Senita Craigen, Helen Greene, Vanessa Johnson, Harry Kim, La Juana Mitchell, Fred Nichols, John Nichols, Rosalie Preston, Shobie Qazi, Rey Quiroz, Janeshia Robinson, Luetta Watson

1) [10:01 AM] Welcome/introductions: The PLU Chair, John Ward, called the meeting to order followed by the roll call.

2) [[10:06 AM]] General Public Comment on non-agenda items:

Dr. Tom Williams, Citizens Coalition for a Safe Community, recommended to get specific language into the comments to for the Harbor Gateway Community Plan for the zoning R1 to be for single family dwelling, R1+ to be for single family home plus accessory dwelling unit, and where the zones R1-R5 should be located. District 4 stakeholder Arvie Powell said that the Scoping meeting only had poster boards for the proposed Prologis warehouse and no presentation. She hoped that the presentation today would have more information on the environmental impacts and the trucks.

District 2 stakeholder Nita Stonehocker asked if it is too late to stop the Prologis warehouse project.

3) [[10:16 AM]] Approval of the July 11, 2020, Planning and Land Use Committee minutes: Moved by Fred Nichols to approve the minutes, Rosalie Preston seconded. Passed 13-0-1 (Watson) to approve the minutes. (Janeshia Robinson entered the meeting at 10:19 AM)

4) [[10:21 AM]] Presentation by Prologis on their proposed 340,298 square foot warehouse/manufacturing/high cube warehouse/distribution center with 194 automobile parking spaces and 36 dock high truck loading positions and parking for up to 71 trailers with 24-hour operation at 15116-15216 S. Vermont Avenue; 747-861 W. Redondo Beach Blvd. (ENV-2017-1015-EIR), in District 3, including the Initial Study and EIR process

[Laurel Casey and Rosalie Preston recused themselves for the duration of the presentation and Q&A.]

Scott Mulkay, Vice President Regional Construction and Development of Prologis, presented (<https://harborgatewaynorth.org/wp-content/uploads/2020/08/2020-08-01-HGNNC-PLU-Presentation-Prologis.pdf>) on the proposed project on the vacant lot at 15116-15216 S Vermont Ave. Prologis is an industrial Real Estate Investment Trust company with a global reach. Founded in 1983, Prologis owns 963 million square feet of space, spanning four continents. As the member of the community, Prologis has engaged in multiple programs to enhance their social responsibility in local communities. The site of the project used to house a manufacturing facility of about 500 thousand square feet of industrial space, a service station, and a small church. All the structures were demolished in 2011. Currently the project site is unoccupied, surrounded by chain-link fence. The project proposes a one-story, 53-foot tall building, with 30,000 square feet of office space. The project does not have an end user at this point. The project requires a Conditional Use Permit due to the size of the building, limits on windows, and hours of operation. There will be 194 automobile and 32 bicycle parking spaces, 36 dock-high loading positions, and 71 trailer parking stalls with 6 of these being fitted for future electric charging stalls. There will be only one access point on Vermont Avenue. Loading and unloading would be located in the rear of the proposed building, adjacent to the railroad track. The project includes all

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conditions required by the City Planning Commission in March 2018, including repair of the existing damaged sidewalks in addition to widening streets and other sidewalk improvements. The parking lots will be concrete instead of asphalt, as the concrete generates less heat. The project is consistent with the current zoning of the site. Fulfillment centers and cold storage warehouses would not be allowed within the requested project approvals. The project would also provide rooftop solar power. There will be about 73,000 SF of native landscaping and trees on the property. All the dock doors will be screened with 14-foot screen and sound wall. Additionally there will be a 300-foot buffer between the loading & unloading zone and the residential area.

[[10:40 AM]] Q&A by the Committee and the public followed the presentation.

Scott noted that he would address the earlier comments that were made during the general comment section. One of the questions was regarding the draft EIR, which is not ready yet. The plan is that it will be circulated for the public comment in early 2021 once the City finishes their review.

The project is continuing to request for the ability to have 24-hour operations to allow for the flexibility for their future tenant. However, majority of their customers do not use their buildings for 24-hour operation. They have put mitigating measures (soundproofing) in order to minimize the negative sounds impacts.

John Ward announced that everyone would have 90 seconds to ask his or her question. Committee members will ask questions first, followed by the questions from the public.

Questions from the PLU Committee:

Helen Greene: has noise concern, as she can hear all the noise from the freeway and the wall will not be enough to limit that.

A: They cannot do much about the freeway noise, however they will make sure that their project is below the municipal threshold and will measure the sound levels as they will be analyzed (including backup beepers) to ensure that it is not a significant noise generating facility.

Senita Craigen: thinks that the design is great, however the area is ~~more~~ residential and the project looks like something that would be better suited for a more industrial area.

A: There is a residential component to the community, however the community itself is mixed use. There is the Casino, park, recycling facility, and retail center in close proximity. It is also zoned for this particular use itself. As mentioned in the presentation, there was actually much larger industrial facility in totality at this site.

La Juana Mitchell: lives about 4 blocks south from the facility. This corridor is already a high-pollution zone. How much of pollution from the additional idling trucks will be generated, from the facility and along the corridor?

A: As part of the draft EIR the air quality and pollution will be analyzed. They take into account the idling, existing conditions, and the other inclusions of proposed projects in the area.

Lu Watson: the loading/unloading of trucks is only 100 feet away from the park. There are also concerns about noise, dust, pollution that will enter the park area because of the nearby location thus the wall is not going to prevent this from happening.

A: The wall is there for noise and visual screening. It will be engineered to make sure that the wall is not greater than any of the facilities in the area. In terms to the pollution and proximity to the park, they will do a health risk assessment and there may need to be further mitigation measures. That analysis will be part of the draft EIR.

Ivan Cotton: would you consider hiring from within the community first? What has the Council done to mitigate pollution in the park? What about gang issues, what has been done to address that?

A: They are the owner of the property, not the customer, but they would stipulate towards local hiring provisions, requiring job fairs, etc. He cannot speak to the gang issues nor what the Council has done. However, the site being vacant has been nuisance and attracting some activity that is not desirable. Developing the site will mitigate this nuisance.

Vanessa Johnson: what was the role of the September 2018 letter from the State General Attorney to the LA

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City Attorney for Prologis to apply for the full EIR?

A: The letter from the State Attorney General Office to the City, prompted an EIR to be prepared. The letter stated that some of the analysis has not been as thorough as it should have been. Taking into consideration this and other concerns Prologis' has asked the City to do a more thorough EIR. They will be analyzing it from the most intense use of traffic and conservative standpoint.

Questions from the public:

Pixel 3: me, as a home owner, how will this project benefit the neighborhood?

A: The facility will bring direct jobs, as well as, the employees at the facility will need services and they might procure them locally.

Jenna Yip: What are "evening hours" when the 300ft restriction will be required?

A: The municipal code lists 10 pm to 7 am.

Tom Williams: Will the slide presentation be available online for review

A: Yes, it's available at: <https://harborgatewaynorth.org/wp-content/uploads/2020/08/2020-08-01-HGNNC-PLU-Presentation-Prologis.pdf>

Arvie Powell: sorry about earlier this is Arvie District 4 how does the company go about choosing leasing companies? Will the stakeholders have a say in what company gets to come rather than one having trucks or trailer. Could this site be more of a training for logistics than transport goods?

A: In terms of training that typically takes place in a classroom setting and this facility is larger than would be required. Their customers want to have more of a "just in case" model rather than "just in time" model based on current situation in the market, where they are trying to increase their storage capacity. The customer is not there yet and it is hard to specifically say who the customer will be.

Jenna Yip: Can Prologis provide information on other buildings they rent out of a similar size, what distribution businesses are tenants in those buildings, and how many people are employed in those buildings (to illustrate how many jobs might actually be created?)

A: One of the things they offered to the Neighborhood Council some time ago was to tour one of the facilities. They will get a list of customers and number of occupants in some of their facilities.

Anonymous: Has there been a discussion or plan, as it relates for residents navigating their needs to access the 110 freeway and their homes to add traffic signal on south Orchard Avenue and & Redondo Beach Blvd. and/or re-open the crossing on Vermont & 157th?

A: Part of the analysis suggested improvements to Orchard & Redondo intersection. They will be obligated to make those improvements with a dedicated southbound right-turn lane, some additional striping and signalization improvements at Redondo Beach Blvd. and 110 Freeway. Scott is not aware of any other improvements at other locations.

Rafael Meza: How do you plan to address the amount of air pollution generated by this large number of trucks stationed there, and coming in and out of the facilities. We already have very contaminated air in this area because of the freeway and constant traffic on Redondo Beach Blvd and Rosecrans Av. Having a facility working 24 hrs is definitely going to have a great increase of air pollution. How are you going to monitor the emissions? Are you going to install air filters around the source of pollution? There is also an Elementary school nearby where children play outside that also will be affected by this project.

A: Electric trucks are an evolving field that is starting to gain some momentum. They are going to put infrastructure for those trucks to be able to charge. There are regulations about the truck emissions that are allowed to drive on the roads. The freeway that is a nearby will still have those trucks traveling on there whether or not the facility exists in that location or not.

Tom Anderson: The 14 foot line of site sound wall was a good addition since the original project. My

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question is this wall high enough to block noise and will Prologis be keeping this proposed wall free from Graffiti?

A: They will maintain the wall on both sides and ~~that~~ make sure that it is graffiti-free. The analysis that will be done will make sure the wall is sufficient to mute the noise at the property line.

Former State Assemblyman Mike Gatto, stakeholder in the area: understands the responsibility we have as representatives of the community. The site right now is blighted and there is an opportunity to change that with an entity that has good record of doing that, including being responsible environmentally. He asked that the PLU Committee weighs the merits of this project and what it will bring to the region.

Dr. Tom Williams: There is a need for a detailed circulation route from the freeway to the facility and back to the freeway. Those large trucks might have hard time turning and usually need three lanes for the turn. How long will the trucks and trailers be on site? How long will the loading and unloading take? Current technology for AQMD stipulates that electric shuttle system should take the trailers to and from the loading docks.

A: There has already been done an analysis to make sure that the turning radius for trucks is appropriate. Because of the speculative nature, there cannot be yet any specifics as to turnover rate at the dock doors for the company that will lease the site.

John Jacobs: thinks this will be an eyesore of a building. There will be more pollution and there will be a negative benefit to the community. The owner will make a lot of money out of it. Amazon might make money out of it but not the community.

A: This facility will not be used for fulfillment purposes.

Francisco Rodriguez: 52-year resident, homeowner and business owner in fairly close proximity to the facility. It is a hard choice but there has been the largest homeless camp ever in the 52 years that he has lived in the area. Our kids are now exposed to violence, crimes, filth, and drugs from those encamping that area. LAPD indicated that exactly one block away was the largest dump site of abandoned vehicles. Question: what is your analysis if you don't get your facility up what happens to the community?

A: They do maintain their facilities in great working order as they are world class company. This is the type of business they develop. They are not residential developer. Changing the plans to something else, if that was an option, would take several more years.

(Shobie Qazi entered the meeting around 11:10 AM)

Harry Kim entered the meeting at 11:15 AM)

Erica Payne: She lives 50 feet from where the trucks will be idling and parking and backing up in the middle of the night. She would like to see the EIR study noise at nighttime at 50 feet. 40-50 people live right next to her. There will be noise pollution at night. If tenant is allowed to operate 24/7 then the other companies will request that as well.

A: As part of this project, it will be ensured that everything is analyzed. If there is any increase in noise, beyond what's allowed, they will implement mitigation measures to reduce it to an acceptable level.

Leeza Brazier, Farmer Boys (business on Redondo Beach Blvd.): There are cars racing at night on Redondo Beach Blvd. making lots of noise, which hopefully Prologis' presence would prevent from happening. Fireworks go off day and night regardless of July 4th. The site is being cleaned up, no homeless encampments, which were negatively impacting the business as well. At the end of the day, she wants to see this lot developed. Who paid for the cleanup of the site and how much did it cost? Thank you to those people!

A: In terms of the railroad tracks cleanup, it has to be done by the operator, Union Pacific. The project is aligned to make sure that the railroad track is also cleaned up. Prologis is taking care of the cleanup and security on the site.

Betty Hawkins, District 4 Representative: concerned about the project since there are many homes and senior care homes around this property. The noise is the concern and what are the hours and size of the trucks and which streets will they be using?

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A: Trucks are required to use designated truck routes. The majority of traffic will most likely come from the 110 Freeway through Redondo Beach Blvd. The traffic report assumes light industrial operation, which is the most conservative estimate, and the daily truck volume on that use would be 400 round trips. Furthermore, the analysis that would impact congestion is conducted for the morning and evening peak hours.

John Ward: When is the EIR going to be out?

A: The EIR is being reviewed by the City of LA staff. Right now it is anticipated that it will come out in the first quarter Q1 of 2021.

Nita Stonehocker: We are being bombarded by the proposals that are not adequate. This property is badly zoned and it should be something that is more beneficial for the community. Nothing is guaranteed in regards to the tenant either.

A: There will be no type of fulfillment center use. The use will either be general warehousing or light manufacturing.

[[11:46 AM]] Rosalie Preston and Laurel Casey have been brought back to the meeting as panelists

5) Position letters for recommendation to the HGNNC Board

a) [[11:48 AM]] A request for interim control measures for duplexes in the R2 zones of the South LA and Southeast LA Community Plan areas

Rosalie Preston gave a background for the reason behind this letter. The number of notices of demolitions in the area has been increasing and this letter is in place to request an interim control measure/temporary block on the new demolitions and the buildings so the new ordinances, that would provide protections, could be drafted and voted on by the Los Angeles City Council. Interim controls were recommended in the Staff Report of the Southeast Los Angeles Community Plan.

Public comment

Dr. Tom Williams: it's important for the community plan to have the restrictions on what R2 zoning means and entails.

Fred Nichols: We should also have in mind the owners of the properties in question and their rights and needs.

Vanessa Johnson: We should vote in this letter. The neighborhoods are changed dramatically. The R2 lots are being purchased by corporations, instead of families, and the duplexes that are then leased out and turned into rooming houses. This removes the ability of local black and brown residents to own property and build wealth.

La Juana Mitchell: Some concrete numbers could be beneficial to include in the letter to provide the direct impacts of these developments.

Rosalie Preston stated that La Juana's suggestion could be incorporated in the later communication. This letter is to start the process, per the City Planning recommendation.

Nita: This is very important and shouldn't be delayed. There should be laws that allow only resident owners to make developments like that to their properties.

(Laurel Casey exited the meeting at 12:00 PM)

Rosalie Preston moved that the letter be approved as drafted for the HGNNC Board, Lu Watson seconded. Passed 11-0-4 (Kim, F.Nichols, Qazi, Ward) to approve the letter as drafted.

b) Position of opposition to Council File 20-0002-S107, duplex subdivision in R1 zones

Rosalie Preston stated that the goal of the letter is to support opposition to a Council File that would allow splitting of R1 zoned lots.

Shobie Qazi stated that state law in California supersedes the local laws and there is already a law allowing for ADUs on the properties.

Lu Watson stated that since the City of Los Angeles is trying to protect R1 zones, we are trying to support City of LA and the resolution they are proposing.

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Fred Nichols moved to approve the letter as drafted, Luetta Watson seconded. Passed 11-1 (Qazi) -3 (Cotton, Kim, Ward).

6) [[12:16 PM]] Announcements

Helen Greene and Rosalie Preston wanted to have the impact of ADU brought up in one of the next meetings. Fred Nichols noted that the questions from the Prologis presentation should be captured.

Lu Watson encouraged PLU members to start participating in the PlanCheck LA meetings, as it will help them understand some of the issues being discussed in the PLU meetings. Every second Saturday at 10:00 AM on Zoom.

7) [12:23 PM] Setting date of next meeting/adjournment: The next meeting is set for October 3, 2020 at 10:00 AM. The meeting adjourned at 12:23 p.m.

Minutes taken by Sylwia Jonasen

DRAFT