



# LOS ANGELES CITY PLANNING COMMISSION

200 North Spring Street, Room 532, Los Angeles, California, 90012-4801, (213) 978-1300  
[www.planning.lacity.org](http://www.planning.lacity.org)

## LETTER OF DETERMINATION

MAILING DATE: MAR 16 2018

Case No.: **CPC-2017-1014-CU-ZAA-SPR**  
CEQA: ENV-2017-1015-MND  
Plan Area: Harbor Gateway

Council District: 15 – Buscaino

**Project Site:** 15116-15216 South Vermont Avenue;  
747-761 West Redondo Beach Boulevard

**Applicant:** Prologis, L.P.  
Representative: Armen Ross, The Ross Group

At its meeting of **February 8, 2018**, the Los Angeles City Planning Commission took the actions below in conjunction with the approval of the following project:

Construction, use and maintenance of a one-story (with a 25,000 square-foot mezzanine), 54-foot tall, 341,402 square-foot warehouse/manufacturing/high-cube warehouse/distribution center with a total of 233 automobile parking spaces and 32 bicycle parking spaces. The project also includes 36 dock high truck loading positions and parking for up to 71 trailers.

1. **Found**, pursuant to CEQA Guidelines Section 15074(b), after consideration of the whole of the administrative record, including the Mitigated Negative Declaration, No. ENV-2017-1015-MND (“Mitigated Negative Declaration”), and all comments received, with the imposition of mitigation measures, there is no substantial evidence that the project will have a significant effect on the environment; **found** the Mitigated Negative Declaration reflects the independent judgment and analysis of the City; **found** the mitigation measures have been made enforceable conditions on the project; and **adopted** the Mitigated Negative Declaration and the Mitigation Monitoring Program prepared for the Mitigated Negative Declaration;
2. **Approved**, pursuant to Section 12.24 U.14 of the Los Angeles Municipal Code (LAMC) a Conditional Use Permit for a development which creates 250,000 square feet or more of warehouse floor area;
3. **Approved**, pursuant to LAMC Section 12.24 W.27, a Conditional Use Permit to allow:
  - a. Less than 50% glazing;
  - b. 24-hour operation in lieu of the otherwise permitted 7:00 a.m. to 11:00 p.m.;
4. **Approved**, pursuant to LAMC Section 12.28 A, a Zoning Administrator’s Adjustment from LAMC Section 12.21.1 A to allow a maximum building height of 54 feet in lieu of the otherwise permitted 45 feet;
5. **Approved**, pursuant to LAMC Section 16.05, a Site Plan Review for a development which creates or results in an increase of more than 50,000 square feet of non-residential floor area;
6. **Adopted** the attached Conditions of Approval as modified by the Commission; and
7. **Adopted** the attached Findings.

The vote proceeded as follows:

Moved: Jake Wilson  
Second: Perlman  
Ayes: Ambroz, Choe, Millman, Mitchell  
Nays: Khorsand, Padilla-Campos  
Absent: Mack

**Vote: 6 – 2**



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James K. Williams, Commission Executive Assistant II  
Los Angeles City Planning Commission

Fiscal Impact Statement: There is no General Fund impact as administrative costs are recovered through fees.

**Effective Date/Appeals:** The decision of the Los Angeles City Planning Commission is appealable to the Los Angeles City Council **within 15 days** after the mailing date of this determination letter. Any appeal not filed within the 15-day period shall not be considered by the Council. All appeals shall be filed on forms provided at the Planning Department's Development Service Centers located at: 201 North Figueroa Street, Fourth Floor, Los Angeles; 6262 Van Nuys Boulevard, Suite 251, Van Nuys; or 1828 Sawtelle Boulevard, West Los Angeles.

**FINAL APPEAL DATE: APR 02 2018**

If you seek judicial review of any decision of the City pursuant to California Code of Civil Procedure Section 1094.5, the petition for writ of mandate pursuant to that section must be filed no later than the 90th day following the date on which the City's decision became final pursuant to California Code of Civil Procedure Section 1094.6. There may be other time limits which also affect your ability to seek judicial review.

Attachments: Modified Conditions of Approval, Findings

c: Nicholas Hendricks, Senior City Planner  
Oliver Netburn, City Planner

## CONDITIONS OF APPROVAL

As modified by the City Planning Commission February 8, 2018

Pursuant to L.A.M.C. Sections 12.24-U,14, 12.24-W,27, 12.28-A and 16.05, the following conditions are hereby imposed upon the use of the subject property:

### Conditional Use - Major Development Project Conditions

1. **Site Development.** Except as modified herein, the project shall be in substantial conformance with the plans and materials submitted by the applicant, stamped "Exhibit A," and attached to the subject case file. Minor deviations may be allowed in order to comply with the provisions of the Los Angeles Municipal Code or the project conditions.
2. **Permitted Uses.** The project shall be limited to the following uses, as defined in the Institute of Transportation Engineers (ITE) Trip Generation Manual: Warehousing (ITE 150), Manufacturing (ITE 140), High-Cube Warehouse/Distribution Center (ITE 152), and High-Cube Transload & Short-Term Storage Warehouse (ITE 154). Permitted uses are further limited pursuant to Condition No. 26 (Project Design Feature – Restricted Uses). Additional permitted uses may be authorized upon approval from the Department of City Planning through the Plan Approval process (L.A.M.C. Section 12.24-M), under the authority of the City Planning Commission, in conjunction with appropriate environmental review and CEQA compliance.
3. **Floor Area.** The project shall be limited to a maximum floor area of 341,402 square feet, including a 25,000 square-foot mezzanine.
4. **Docks.** The project shall be limited to not more than 36 dock high truck loading positions.
5. **Passenger Vehicle Parking.** Parking shall be provided in compliance with the Municipal Code and to the satisfaction of the Department of Building and Safety. No variance from the parking requirements has been requested or granted herein.
6. **Passenger Electric Vehicle Parking.** The project shall include at least 20 percent of the total number of passenger vehicle parking spaces capable of supporting future electric vehicle supply equipment (EVSE). Plans shall indicate the proposed type and location(s) of EVSE and also include raceway method(s), wiring schematics and electrical calculations to verify that the electrical system has sufficient capacity to simultaneously charge all electric vehicles at all designated EV charging locations at their full rated amperage. Plan design shall be based upon Level 2 or greater EVSE at its maximum operating ampacity. Of the twenty percent EV Ready parking, five percent of the total number of passenger vehicle parking spaces shall be further provided with EV chargers to immediately accommodate electric vehicles within the parking areas. When the application of either the required 20 percent or five percent results in a fractional space, round up to the next whole number. A label stating "EVCAPABLE" shall be posted in a conspicuous place at the service panel or subpanel and next to the raceway termination point.
7. **Truck Trailers Parking.** The project shall be maintain a minimum of 71 parking stalls for truck trailers.
8. **Trailer Truck Electric Vehicle Parking.** The project shall include at least 20 percent of the

total number of trailer truck parking spaces capable of supporting future electric vehicle supply equipment (EVSE). Plans shall indicate the proposed type and location(s) of EVSE and also include raceway method(s), wiring schematics and electrical calculations to verify that the electrical system has sufficient capacity to simultaneously charge all electric vehicles at all designated EV charging locations at their full rated amperage. Plan design shall be based upon Level 2 or greater EVSE at its maximum operating ampacity. Of the twenty percent EV Ready parking, five percent of the total number of trailer truck parking spaces shall be further provided with EV chargers to immediately accommodate electric vehicles within the parking areas. When the application of either the required 20 percent or five percent results in a fractional space, round up to the next whole number. A label stating "EVCAPABLE" shall be posted in a conspicuous place at the service panel or subpanel and next to the raceway termination point.

9. **Bicycle Parking.** Bicycle parking shall be provided in compliance with the Municipal Code and to the satisfaction of the Department of Building and Safety. No variance from the bicycle parking requirements has been requested or granted herein.
10. **Pedestrian Amenities.**
  - a. Provide outdoor seating areas, including tables for eating, along and around the pedestrian pathways throughout the site and within the landscaped area at the northwest portion of the site.
  - b. A pedestrian pathway shall be provided along the southern portion of the proposed building, adjacent to automobile parking spaces to provide safe pedestrian access across the project site.
11. **Plan Approval.** The property owner/operator shall file an Approval of Plan application, pursuant to L.A.M.C. Section 12.24-M within five (5) years of issuance of the Certificate of Occupancy to allow the City Planning Commission to assess compliance with the conditions. Notice of the public hearing shall be provided within a 500-foot radius and applicable fees shall be paid. At the hearing, the City Planning Commission will require the applicant to provide evidence of compliance by way of permits, certificates of occupancy, any supporting documents and photographs, etc. Failure to submit a completed plan approval application within the above time period constitutes a violation of the subject conditions and could result in the initiation of permit revocation proceedings. The City Planning Commission shall reserve the right to delegate its authority to the Director of City Planning for this matter.
12. If at any time during the period of the grant, should documented evidence be submitted showing continued violation(s) of any condition(s) of the grant, resulting in a disruption or interference with the peaceful enjoyment of the adjoining and neighboring properties, the Director of City Planning will have the right to require the petitioner(s) to file for a plan approval application together with the associated fees, to hold a public hearing to review the petitioner's compliance with and the effectiveness of the conditions of the grant. The petitioner(s) shall submit a summary and supporting documentation of how compliance with each condition of the grant has been attained.
13. The property owner/operator shall identify a contact person and provide a 24-hour "hot line" telephone number for any inquiries or complaints from the community regarding the subject facility. Prior to the utilization of this grant, the phone number shall be posted on the site so that is readily visible to any interested party. The hot line shall be:

- posted at the entry, and the cashier or customer service desk,
  - provided to the immediate neighbors, schools and the Neighborhood Council, and
  - responded to within 24-hours of any complaints/inquiries received on this hot line.
14. The property owner/operator shall document and maintain a log of complaints received, the date and time received and the disposition of the response.
15. The property owner/operator shall not permit any loitering on the premises or on property adjacent to the premises.
16. The property owner/operator shall be responsible for maintaining free of litter the area adjacent to the premises over which they have control, including the sidewalks bordering the site.

#### **Conditional Use - Commercial Corner Conditions**

17. **Hours of Operation.** The project shall be permitted 24-hour operations, daily, subject to additional environmental Project Design Features and Mitigation Measures found herein.
18. **Transparency.** The project shall provide a minimum of 10% transparent windows on the east, south and west elevations.
19. **Standards & Operations.** Except as granted herein, the project shall comply with all Commercial Corner Standards and Operations pursuant to L.A.M.C. Section 12.22-A,23.

#### **Zoning Administrator's Adjustment Conditions**

20. **Building Height.** The project shall be permitted a maximum building height of 54 feet. This maximum building height shall also provide relief from the maximum permitted height pursuant to L.A.M.C. Section 12.22-A,23(a)(1) (Commercial Corner - Height).

#### **Site Plan Review Conditions**

21. **Landscaping.**
- a. The project shall provide a minimum of 69,000 square feet of native landscaping, including 166 trees.
  - b. The project shall provide landscape planting strips with a minimum dimension of 4 feet wide by 15 feet long (4'x15') between every five (5) parking stalls. The landscape planting strip shall include groundcover and at least one (1) tree.
  - c. The applicant shall work with the Bureau of Engineering and the Bureau of Street Services to install the maximum number of street trees within the newly constructed sidewalks along all street frontages abutting the subject property. The applicant shall be responsible for the maintenance of all street trees, including the replacement of any tree

that does not survive the initial transplant, or that dies or is severely damaged during the life of the tree.

22. **Lighting.** Outdoor lighting shall be designed and installed with shielding, such that the light source cannot be seen from adjacent residential properties, the public right-of-way, nor from above.

23. **Transportation.**

- a. **Construction.** The applicant shall submit a construction work site traffic control plan to DOT's Citywide Temporary Traffic Control Office for review and approval prior to the start of any construction work. The plan should show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties.
- b. **Highway Dedication and Physical Street Improvements.** All unimproved sidewalk area adjacent to the project site shall be improved by the project. The applicant should check with the Bureau of Engineering's (BOE) Land Development Group to determine the specific highway dedication, street widening and/or sidewalk requirements for this project. These requirements must be guaranteed before issuance of any building permit through the B-permit process of the Bureau of Engineering, Department of Public Works. They must be constructed prior to issuance of any certificate of occupancy to the satisfaction of DOT and the Bureau of Engineering.
- c. **Site Access and Internal Circulation.** The applicant shall consult with DOT for driveway locations and specifications prior to the commencement of any architectural plans, as they may affect building design. Final DOT approval shall be obtained prior to issuance of any building permits. This should be accomplished by submitting detailed site/driveway plans, at a scale of at least 1" = 40', separately to DOT's WLA/Coastal Development Review Section at 7166 West Manchester Avenue, Los Angeles 90045 as soon as possible but prior to submittal of building plans for plan check to the Department of Building and Safety. In order to minimize and prevent last minute building design changes, the applicant should contact DOT, prior to the commencement of building or parking layout design effort, for driveway width and internal circulation requirements so that such traffic flow considerations are designed and incorporated early into the building and parking layout plans. New driveways should be dimension per the Department of Public Works Case 2 design standard with respective 30-foot and 16-foot widths for two-way and one-way operations.
- d. **Transportation Demand Management.**
  - i. An on-site Transportation Information Center;
  - ii. Preferential rideshare loading/unloading or parking location;
  - iii. Subsidized/discounted transit passes for eligible project employees and tenants; Convenient parking and facilities for bicycle riders;
  - iv. Allowance for flexible and alternative work schedules;
  - v. Administrative support for the formation of carpools/vanpools;
  - vi. Promotion of transit, walk, or bike to work events;
  - vii. Project design elements to ensure a bicycle, transit, and pedestrian friendly environment;
  - viii. A Covenant and Agreement to ensure that the TDM program will be maintained;

- ix. Provide an on-site TDM manager to assist in matching rideshare partners, determining transit routes and promoting the TDM program;
- x. Provide assistance with Transit Access Pass (TAP) and EZ Transit Pass purchases, or similar transit pass, for employees;
- xi. Provide bicycle spaces/bicycle sharing services for employees to encourage cycling, and
- xii. Provide car sharing service for employees to use as alternative modes of travel.

**e. Truck Routes and Parking.**

- i. No trucks which service the proposed project shall be permitted to park on any adjacent street or within any nearby residential neighborhood, nor shall any truck which services the proposed project be permitted to travel through any nearby residential neighborhood.
  - ii. Truck routes shall be clearly marked with trailblazer signs, so that trucks will not enter residential areas.
  - iii. Signs shall be placed within the nearby residential neighborhood which inform truck drivers of the prohibition to park within the residential neighborhood.
  - iv. Develop, adopt, and enforce truck routes in and out of facilities.
  - v. Limit the daily number of trucks allowed at the facility to levels analyzed in the Final MND (338 daily diesel truck trips per day as analyzed in the MND). If higher daily truck volumes are anticipated to visit the site, the Lead Agency should commit to reevaluating the project through CEQA prior to allowing this land use or higher activity level.
- f. **Clean Truck Program.** The project shall maintain consistency with the San Pedro Bay Ports Clean Air Action Plan (CAAP) Clean Truck Program, including the California Air Resources Board phase-in of the use of 2010 trucks or newer by 2023.
- g. **Truck Repair.** The applicant shall submit a revised Site Plan show a designated area(s) on site where all truck repairs shall occur. The designated area(s) shall be located out of view from the public right-of-way and a minimum of 300 feet away from the nearest residence.

**24. Trash and Recycling.**

- a. All trash collection and storage areas shall be located on-site and shall not be visible from the public right-of-way.
- b. Trash receptacles shall be stored in a fully enclosed building or structure, constructed with a solid roof, at all times.

**25. Mechanical and Rooftop Equipment Screening.** Any structures on the roof, such as air conditioning units and other equipment, shall be fully screened from view of any abutting properties and the public right-of-way.

**26. Rooftop Skylights.** A minimum of 2.75% of the total rooftop shall be covered with skylights for natural daylighting of the interior space.

**Environmental Conditions - Project Design Features**

27. **Restricted Use.** Prior to issue of Building Permit for a change of use to a dedicated fulfillment center or cold storage warehouse, the applicant shall obtain approval from the Department of City Planning through the Plan Approval process (L.A.M.C. Section 12.24-M), under the authority of the City Planning Commission, in conjunction with appropriate environmental review and CEQA compliance.
28. **On-site Truck Queuing.**
- a. The project shall provide a reservoir at the truck access point from Orchard Avenue that allows for queuing for not less than four (4) trucks on-site.
  - b. The project shall provide a reservoir at the truck access point from Vermont Avenue that allows for queuing for not less than three (3) trucks on-site.
29. **Solar or renewable energy.** The project shall provide a rooftop solar installation or other renewable energy power source sized to offset the expected house meter and office electrical consumption. A renewable energy system shall be installed upon issuance of the first Certificate of Occupancy. Within six (6) months of future tenant occupancy of the building, the owner of the property shall submit to the case file a letter from the Los Angeles Department of Water and Power which indicates that a renewable energy system has been installed and sized to offset the expected house meter and office electrical consumption.
30. **Construction-source noise.** All construction equipment that is required to be equipped with a backup alarm shall utilize a broadband-style back alarm.
31. **Operational-source noise.** To the extent allowed by CAL/OSHA, require no back-up beepers or utilize alternate safety means for exterior operated vehicles between the hours of 10:00 p.m. and 7:00 a.m.
32. **Operational-source noise.** Loading and unloading shall be prohibited within 300 feet of any residential building between the hours of 10:00 p.m. and 7:00 a.m. the following day.
33. **Traffic, operational-source air quality, GHG emissions.** Provide a bus turnout and shelter at the existing bus stop on Vermont Avenue.
34. **Aesthetics, operational-source noise:** The project shall include a minimum 14-foot tall concrete masonry unit (CMU) or concrete wall along the northern property line.
35. **Cultural resources.** If any suspected cultural resources are discovered during ground-disturbing activities, the construction supervisor is obligated to halt work in a 50-foot radius around the find, and a qualified archaeologist meeting Secretary of Interior (SOI) standards shall be hired to assess the find.
36. **Construction-source air quality, GHG emissions.** To the extent commercially feasible, all construction equipment shall be rated Tier 4, or otherwise meet the Tier 4 emission standards.



**Environmental Conditions – Mitigation Measures**

37. **Air Quality (Construction).** During construction, all architectural coatings for the proposed project are to be limited to 10 grams per liter VOC content for buildings and 100 grams per liter VOC content for striping of the parking lot.

38. **Air Quality (Operation).**

- a. The project applicant shall require recycling programs that reduces waste to landfills by a minimum of 50 percent (up to 75% by 2020 per AB 341).
- b. The project applicant shall require that all building structures meet 2016 Title 24, Part 6 Commercial Standards and meet Green Building Code Standards (which includes utilizing low-flow fixtures that would reduce indoor water demand by 20%).

39. **Hazards and Hazardous Waste (Site Remediation).**

- a. Prior to the issuance of any permit, the applicant shall obtain the original reports and their associated laboratory analytical reports, figures, and other appendices of any environmental reports and investigations dating back at least to 1989.
- b. Prior to the issuance of any permit, the applicant shall submit to the Los Angeles Fire Department and the Los Angeles Regional Water Quality Control Board evidence, to the satisfaction of both the Fire Department and the Water Board, that the site has been adequately remediated and that the project would not constitute a health risk to the environment or the public.

40. **Hazards and Hazardous Waste (Creation of a Health Hazard).**

- a. Prior to the issuance of a use of land or building permit, or issuance of a change of occupancy, the applicant shall obtain approval from the Fire Department and the Department of Public Works, for the transport, creation, use, containment, treatment, and disposal of the hazardous material(s).
- b. Approved plans for the transport, creation, use, containment, treatment, and disposal of the hazardous material(s) shall be submitted to the decision-maker for retention in the case file.

41. **Increased Noise Levels (Demolition, Grading, and Construction Activities).**

- a. Construction and demolition shall be restricted to the hours of 7:00 am to 6:00 pm Monday through Friday, and 8:00 am to 6:00 pm on Saturday.
- b. Demolition and construction activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.
- c. The project contractor shall use power construction equipment with state-of-the-art noise shielding and muffling devices.
- d. The construction contractor shall use on-site electrical sources or solar generators to

power equipment rather than diesel generators where feasible.

- e. Erect a temporary construction noise barrier 10-feet in height for the duration of construction activities. The barrier may be constructed with 1-inch plywood but shall be solid, without holes or cracks, and shall extend to the ground surface.
- f. During all project site excavation and grading on-site, construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturer standards.
- g. The contractor shall place all stationary construction equipment so that emitted noise is directed away from the noise sensitive receptors nearest the project site.
- h. Equipment shall be shut off and not left to idle when not in use.
- i. The contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise/vibration sources and sensitive receptors nearest the project site during all project construction.
- j. Jackhammers, pneumatic equipment and all other portable stationary noise sources shall be shielded and noise shall be directed away from sensitive receptors.
- k. A construction mitigation monitoring program is required in order to document the decrease in noise levels obtained by the above listed construction mitigation measures.

#### **Administrative Conditions of Approval**

- 42. **Approval, Verification and Submittals.** Copies of any approvals, guarantees or verification of consultations, review or approval, plans, etc., as may be required by the subject conditions, shall be provided to the Department of City Planning for placement in the subject file.
- 43. **Code Compliance.** Area, height and use regulations of the M2-1VL-O Zone classification of the subject property shall be complied with, except where herein conditions are more restrictive.
- 44. **Covenant.** Prior to the issuance of any permits relative to this matter, an agreement concerning all the information contained in these conditions shall be recorded in the County Recorder's Office. The agreement shall run with the land and shall be binding on any subsequent property owners, heirs or assign. The agreement must be submitted to the Department of City Planning for approval before being recorded. After recordation, a copy bearing the Recorder's number and date shall be provided to the Department of City Planning for attachment to the file.
- 45. **Definition.** Any agencies, public officials or legislation referenced in these conditions shall mean those agencies, public officials, legislation or their successors, designees or amendment to any legislation.
- 46. **Enforcement.** Compliance with these conditions and the intent of these conditions shall be to the satisfaction of the Department of City Planning and any designated agency, or the agency's successor and in accordance with any stated laws or regulations, or any

amendments thereto.

47. **Building Plans.** Page 1 of the grants and all the conditions of approval shall be printed on the building plans submitted to the Department of City Planning and the Department of Building and Safety.
48. **Corrective Conditions.** The authorized use shall be conducted at all time with due regards to the character of the surrounding district, and the right is reserved to the City Planning Commission, or the Director pursuant to Section 12.27.1 of the Municipal Code to impose additional corrective conditions, if in the Commission's or Director's opinion such conditions are proven necessary for the protection of persons in the neighborhood or occupants of adjacent property.
49. **Expediting Processing Section.** Prior to the clearance of any conditions, the applicant shall show that all fees have been paid to the Department of City Planning Expedited Processing Section.
50. **Indemnification and Reimbursement of Litigation Costs.**

Applicant shall do all of the following:

- a. Defend, indemnify and hold harmless the City from any and all actions against the City relating to or arising out of, in whole or in part, the City's processing and approval of this entitlement, including but not limited to, an action to attack, challenge, set aside, void or otherwise modify or annul the approval of the entitlement, the environmental review of the entitlement, or the approval of subsequent permit decisions or to claim personal property damage, including from inverse condemnation or any other constitutional claim.
- b. Reimburse the City for any and all costs incurred in defense of an action related to or arising out of, in whole or in part, the City's processing and approval of the entitlement, including but not limited to payment of all court costs and attorney's fees, costs of any judgments or awards against the City (including an award of attorney's fees), damages and/or settlement costs.
- c. Submit an initial deposit for the City's litigation costs to the City within 10 days' notice of the City tendering defense to the Applicant and requesting a deposit. The initial deposit shall be in an amount set by the City Attorney's Office, in its sole discretion, based on the nature and scope of action, but in no event shall the initial deposit be less than \$50,000. The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (b).
- d. Submit supplemental deposits upon notice by the City. Supplemental deposits may be required in an increased amount from the initial deposit if found necessary by the City to protect the City's interests. The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement (b).
- e. If the City determines it necessary to protect the City's interests, execute an indemnity and reimbursement agreement with the City under terms consistent with the requirements of this condition.

The City shall notify the applicant within a reasonable period of time of its receipt of any action and the City shall cooperate in the defense. If the City fails to notify the applicant of any claim, action or proceeding in a reasonable time, or if the City fails to reasonably cooperate in the defense, the applicant shall not thereafter be responsible to defend, indemnify or hold harmless the City.

The City shall have the sole right to choose its counsel, including the City Attorney's office or outside counsel. At its sole discretion, the City may participate at its own expense in the defense of any action, but such participation shall not relieve the applicant of any obligation imposed by this condition. In the event the Applicant fails to comply with this condition, in whole or in part, the City may withdraw its defense of the action, void its approval of the entitlement, or take any other action. The City retains the right to make all decisions with respect to its representations in any legal proceeding, including its inherent right to abandon or settle litigation.

For purposes of this condition, the following definitions apply:

"City" shall be defined to include the City, its agents, officers, boards, commission, committees, employees and volunteers.

"Action" shall be defined to include suits, proceedings (including those held under alternative dispute resolution procedures), claims or lawsuits. Actions includes actions, as defined herein, alleging failure to comply with any federal, state or local law.

Nothing in the definitions included in this paragraph are intended to limit the rights of the City or the obligations of the Applicant otherwise created by this condition.

# FINDINGS

## Conditional Use - Major Development Project and Commercial Corner Development

1. **The project will enhance the built environment in the surrounding neighborhood or will perform a function or provide a service that is essential or beneficial to the community, city, or region.**

The subject property is a flat, irregular-shaped, approximately 656,062 square-foot (15 acres), double corner lot with a 510-foot frontage along Vermont Avenue, a 900-foot frontage along Redondo Beach Boulevard and a 444-foot frontage along Orchard Avenue. The property is currently vacant.

The proposed project is the construction, use and maintenance of a one-story (with a 25,000 square-foot mezzanine), 54-foot tall, 341,402 square-foot warehouse/manufacturing/high-cube warehouse/distribution center, with 24-hour operations.

### Major Development Project

The proposed project will result in the redevelopment of a vacant, industrially-zoned property, thereby contributing toward and facilitating the City's long-term fiscal and economic viability by creating 316,402 square-foot industrial logistics facility. The proposed project will not only provide the direct benefit of producing well-paid, permanent jobs, it will also be a catalyst in generating additional employment through the demand of support services.

In addition, the proposed project will support the region's competitive edge as a world leader in trade and commerce with a state-of-art building that can serve many functions.

### Commercial Corner Development

The project's 24-hour operation will enable the facility to function during off-peak hours, minimizing potential traffic related impacts, while certain restrictions on its operations will ensure the project does not adversely impact the surrounding residential neighborhood. Similarly, the reduction in the amount of glazing required will help to reduce potential noise affects that may occur if greater transparency were required.

Therefore, the project will enhance the built environment in the surrounding neighborhood and will perform a function that is essential and beneficial to the region.

2. **The project's location, size, height, operations and other significant features will be compatible with and will not adversely affect or further degrade adjacent properties, the surrounding neighborhood, or the public health, welfare, and safety.**

The proposed project is the construction, use and maintenance of a new, one-story (with a 25,000 square-foot mezzanine), 54-foot tall, 341,402 square-foot warehouse/manufacturing/high-cube warehouse/distribution center with a total of 233 automobile parking spaces and 32 bicycle parking spaces. The project also includes 36 dock high truck loading positions and up to 71 parking stalls for truck trailers.

### Major Development Project

Project access will be provided via two (2) right-in/right-out only access driveways on Vermont Avenue, one (1) full access driveway at Redondo Beach Boulevard, and two (2) full access driveways at Orchard Avenue. Passenger vehicle access will be allowed from all project site driveways. Truck access will occur at the northerly project driveways at Orchard Avenue and Vermont Avenue with adequate space for four (4) trucks to queue on-site at the Orchard

Avenue driveway and three (3) trucks to queue on-site at the Vermont Avenue driveway. In addition, the project will install a new rail crossing arm at the outbound lane of the northerly Vermont Avenue driveway to prevent vehicles exiting the project site from bypassing the existing arm at northbound Vermont Avenue. Truck deliveries would be limited to Vermont and Orchard Avenues, the latter of which is a dead-end street and includes very little pedestrian traffic. No truck traffic would be permitted to use access the site from the 900-foot frontage along Redondo Beach Boulevard.

The subject property is located on Redondo Beach Boulevard between 650 and 1,150 feet west of the north- and southbound on- and off-ramps for the Harbor Freeway (Interstate 110) which provides direct access to the Los Angeles/Long Beach Harbor.

The project site is bordered by a Union Pacific railroad line to the north, Orchard Avenue and California Waste Services to the east, Redondo Beach Boulevard to the south, and Vermont Avenue and a Union Pacific railroad line to the west. With the exception of the Rosecrans Recreation Center located approximately 80 feet north of the subject property, the closest sensitive receptors (single-family dwellings) are beyond 100 feet south and northeast of the property.

A mix of medium to low-medium density residential, commercial, light industrial and institutional uses make up the general character of the surrounding neighborhood. The surrounding properties consist of Open Space, Low Residential, Medium Residential, Highway Oriented Commercial and Light Manufacturing land uses, and OS, R1, QRD6, R3, [Q]C2 and M2 zones. Surrounding properties are primarily developed with one- and two- story, single- and multi-family dwellings, one-story commercial buildings, institutional uses, a railroad track, Rosecrans Recreation Center and Amestoy Elementary School.

Given the proposed project's location on property designated and zoned for industrial land uses, its relative isolation from sensitive uses, and its proximity to the Harbor Freeway I-110, the proposed size, height and operations will not adversely affect or further degrade adjacent properties, the surrounding neighborhood, or the public health, welfare, and safety. This is further supported with the analysis provided in the project's Mitigated Negative Declaration, Case No. ENV-2017-1015-MND and the associated Mitigated Monitoring Program.

#### Commercial Corner Development

In addition, as stated above, the project's 24-hour operation will enable the facility to function during off-peak hours, minimizing potential traffic related impacts, while certain restrictions on its operations will ensure the project does not adversely impact the surrounding residential neighborhood. Similarly, the reduction in the amount of glazing required will help to reduce potential noise affects that may occur if greater transparency were required.

### **3. The project substantially conforms with the purpose, intent and provisions of the General Plan, the applicable community plan, and any applicable specific plan.**

There are eleven elements of the General Plan. Each of these Elements establishes policies that provide for the regulatory environment in managing the City and for addressing environmental concerns and problems. The majority of the policies derived from these Elements are in the form of code requirements of the Los Angeles Municipal Code. Except for those entitlements described herein, the project does not propose to deviate from any of the requirements of the Los Angeles Municipal Code.

The Harbor Gateway Community Plan designates the subject property for Light Manufacturing land uses with corresponding zones of M2, MR2 and P. The property is currently zone M2-1VL-O. The proposed project is consistent with the following industrial policies of the Harbor Gateway Community Plan:

1. *Industrial lands are allocated on a citywide basis without regard to the boundaries of individual communities or districts in accordance with the general principle that jobs should be available within a reasonable commuting distance from employees' homes.*
2. *Off-street parking should be provided consistent with the Municipal Code as the minimum. Off-street parking areas shall be located at the peripheries of industrial sites to serve as buffers and shall be separated from adjacent private and public uses by at least a wall and/or landscaped setback sufficient to screen the industrial operation from view.*

While it is discussed above that the proposed project is relatively isolated from sensitive uses (such as housing), it is only to the extent that the certain environmental impacts that would result from the project are diminished. When viewed from the prospective of jobs/housing distribution of land, the proposed project is ideally located between to large single- and multi-family neighborhoods with access along Vermont Avenue.

Off-street parking is provided consistent with the Municipal Code and is located at the peripheries of the site, serving as a buffer to adjacent public uses and screened behind a landscaped setback.

Therefore, the project is in substantial conformance with the policies of the Harbor Gateway Community Plan and does not conflict with any applicable regulations or standards.

The **Framework Element** of the General Plan will be implemented by the recommended action herein. The Framework Element is a guide for communities to implement growth and development policies by providing a comprehensive long-range view of the City as a whole. The Framework Element includes the following goals, objectives and policies relevant to the instant request:

Goal 3J: *Industrial growth that provides job opportunities for the City's residents and maintains the City's fiscal viability.*

Objective 3.14: *Provide land and supporting services for the retention of existing and attraction of new industries.*

Policy 3.14.1: *Accommodate the development of industrial uses in areas designated as "Industrial-Light," "Industrial-Heavy," and "Industrial-Transit" in accordance with Tables 3-1 and 3-9. The range and intensities of uses permitted in any area shall be determined by the community plans.*

Policy 3.14.9: *Initiate programs for lot consolidation and implement improvements to assist in the retention/expansion of existing and attraction of new industrial uses, where feasible.*

Harbor Gateway Community Plan designates the subject property for Light Manufacturing land uses and the property is zoned M2 (Light Industrial Zone). The development of the site, consistent with its land use designation and its zone will provide new jobs by attracting new business into the City in addition to the jobs and businesses that will be required to provide support services. The proposed uses are consistent with the permitted uses in the M2 zone and, with the exception of the proposed building height, the project's FAR of 0.52:1 is well below the permitted 1.5:1 FAR. Lastly, while the applicant does not require assistance in acquiring additional lots to construct the proposed project, the site is comprised of numerous lot which have already been consolidated, enabling the 341,402 square-foot facility to be developed on the 656,062 square-foot (15 acres) site.

Therefore, the project is in substantial conformance with the goals, objectives and policies of the Framework Element and does not conflict with any applicable regulations or standards.

The **Mobility Element** of the General Plan (Mobility Plan 2035) is not likely to be affected by the recommended action herein. The project will be required to provide dedications and improvements all three (3) street frontages, including reconstructing damaged sidewalks. The Department of Transportation submitted a Traffic Impact Assessment of the proposed project, dated August 20, 2017, and that determined that the project would result in less than significant impacts to the mobility within the area. The Mobility Element includes the following objectives and policies relevant to the instant request:

Policy 2.3: Recognize walking as a component of every trip, and ensure high-quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.

Policy 2.10: Facilitate the provision of adequate on and off-street loading areas.

The proposed project has been designed to minimize the number of curb cuts including providing one (1) curb cut along its 900-foot frontage along Redondo Beach Redondo Beach Boulevard. Primary truck traffic would be directed down Orchard Avenue, which is a dead-end street and includes very little pedestrian traffic. The project will provide 36 dock high truck loading position and 71 truck trailer parking spaces. All truck loading and unloading is located behind the proposed building, adjacent to the railroad right-of-way to the north and out of sight from public sidewalks.

Policy 3.1: Recognize all modes of travel, including pedestrian, bicycle, transit, and vehicular modes - including goods movement - as integral components of the City's transportation system.

Policy 3.3: Promote equitable land use decisions that result in fewer vehicle trips by providing greater proximity and access to jobs, destinations, and other neighborhood services.

The project's proximity to the Harbor Freeway (I-110 Freeway) will enable of the facility to handle a large number of truck deliveries without adversely affecting surrounding residential and commercial communities by reducing the need to use surface streets for good movement. In addition, the project, though not situated immediately within nearby residential neighborhoods, is located within walking distance of two large residential neighborhoods which could reduce the need for workers to drive to work and instead walk or bike.

Policy 4.12: Increase public awareness about the importance and economic value of goods movement in the Los Angeles region.

As discussed above, the project proximity to the Harbor Freeway (I-110 Freeway) will enable of the facility to handle a large number of truck deliveries without adversely affecting surrounding residential and commercial communities by reducing the need to use surface streets for good movement. The City of Los Angeles is a leader in international trade and good movement. The project will contribute to the City's standing that regard, while demonstrating to the public how such a use can be integrated into the urban landscape with minimal disruption to surrounding neighborhoods and communities.

Policy 5.4: Continue to encourage the adoption of low and zero emission fuel sources, new mobility technologies, and supporting infrastructure.

As conditioned, a minimum of 20% of all passenger vehicle and trailer truck parking spaces will be capable of supporting future electric vehicle supply equipment and 5% all passenger vehicle and trailer truck parking spaces will be equipped with EV chargers to immediately accommodate electric vehicles within the parking areas.



Therefore, the project is in substantial conformance with the policies of the Mobility Element and does not conflict with any applicable regulations or standards.

Therefore, the project is in substantial conformance with the goal, objective and policies of the General Plan and does not conflict with any applicable regulations or standards.

**4. The project provides for an arrangement of uses, buildings, structures, open spaces and other improvements that are compatible with the scale and character of the adjacent properties and surrounding neighborhood.** *(Major Development Project)*

The proposed project is the construction, use and maintenance of a new, one-story (with a 25,000 square-foot mezzanine), 54-foot tall, 341,402 square-foot warehouse/manufacturing/high-cube warehouse/distribution center with a total of 233 automobile parking spaces and 32 bicycle parking spaces. The project also includes 36 dock high truck loading positions and up to 71 parking stalls for truck trailers.

Project access will be provided via two (2) right-in/right-out only access driveways on Vermont Avenue, one (1) full access driveway at Redondo Beach Boulevard, and two (2) full access driveways at Orchard Avenue. Passenger vehicle access will be allowed from all project site driveways. Truck access will occur at the northerly project driveways at Orchard Avenue and Vermont Avenue with adequate space for four (4) trucks to queue on-site at the Orchard Avenue driveway and three (3) trucks to queue on-site at the Vermont Avenue driveway. In addition, the project will install a new rail crossing arm at the outbound lane of the northerly Vermont Avenue driveway to prevent vehicles exiting the project site from bypassing the existing arm at northbound Vermont Avenue.

The subject property is located on Redondo Beach Boulevard between 650 and 1,150 feet west of the north- and southbound on- and off-ramps for the Harbor Freeway (Interstate 110) which provides direct access to the Los Angeles/Long Beach Harbor.

The project site is bordered by a Union Pacific railroad line to the north, Orchard Avenue and California Waste Services to the east, Redondo Beach Boulevard to the south, and Vermont Avenue and a Union Pacific railroad line to the west. With the exception of the Rosecrans Recreation Center located approximately 80 feet north of the subject property, the closest sensitive receptors (single-family dwellings) are beyond 100 feet south and northeast of the property.

A mix of medium to low-medium density residential, commercial, light industrial and institutional uses make up the general character of the surrounding neighborhood. The surrounding properties consist of Open Space, Low Residential, Medium Residential, Highway Oriented Commercial and Light Manufacturing land uses, and OS, R1, QRD6, R3, [Q]C2 and M2 zones. Surrounding properties are primarily developed with one- and two- story, single- and multi-family dwellings, one-story commercial buildings, institutional uses, a railroad track, Rosecrans Recreation Center and Amestoy Elementary School.

Given the proposed project's location on property designated and zoned for industrial land uses, its relative isolation from sensitive uses, and its proximity to the Harbor Freeway I-110, the proposed arrangement of uses, buildings, structures, open spaces and other improvements are compatible with the scale and character of the adjacent properties and surrounding neighborhood. This is further supported with the analysis provided in the project's Mitigated Negative Declaration, Case No. ENV-2017-1015-MND and the associated Mitigated Monitoring Program.

**5. The project complies with the height and area regulations of the zone in which it is located.** *(Major Development Project)*

The proposed project includes a Zoning Administrator's Adjustment to allow a 20% increase in the overall building height from 45 feet to 54 feet. Nevertheless, the project's FAR of 0.52:1 is well below the permitted 1.5:1 FAR.

Upon approval of the Zoning Administrator's Adjustment request, the proposed project would comply with the height and area regulations of the M2-1VL-O Zone in which it is located.

**6. The project is consistent with the City Planning Commission's design guidelines for Major Development Projects, if any. (Major Development Project)**

The City Planning Commission has not adopted design guidelines for Major Development Projects, however the project is consistent with the following objectives of the Industrial Citywide Design Guidelines:

Objective 1: Consider Neighborhood Context and Compatible Design of Uses

The proposed project located on a relatively isolated site, bordered by a Union Pacific railroad line to the north, Orchard Avenue and California Waste Services to the east, Redondo Beach Boulevard to the south, and Vermont Avenue and a Union Pacific railroad line to the west. With the exception of the Rosecrans Recreation Center located approximately 80 feet north of the subject property, the closest sensitive receptors (single-family dwellings) are beyond 100 feet south and northeast of the property.

The proposed building is setback from the public right-of-way by a surface parking lot, which is then buffered from the sidewalk by substantial landscaping, including approximately 166 trees.

Objective 2: Employ High Quality Architecture to Define the Character of Industrial Districts

The proposed project has been designed to provide articulation and a variety of materials to help breakdown the mass of the building. However, given the vast size of the building and its intended use, extensive articulation or use of materials would look artificial and create an aesthetic that would be contrary to the intent of providing high quality architecture. The building has been well-designed for its intended use.

Objective 3: Create Active Pedestrian and Employee Amenities

The proposed project includes pedestrian linkages from the various entry points of the building to the adjacent sidewalks which are enhanced with landscaping. Furthermore, a condition has been imposed to provide outdoor seating areas, including tables for eating, along and around the pedestrian pathways throughout the site and within the landscaped area at the northwest portion of the site.

Objective 4: Facilitate Safe Access for Loading Areas While Buffering Pedestrians and Non-Industrial Uses

Truck deliveries would be limited to Vermont and Orchard Avenues, the latter of which is a dead-end street and includes very little pedestrian traffic. No truck traffic would be permitted to use access the site from the 900-foot frontage along Redondo Beach Boulevard. The project will provide 36 dock high truck loading positions and 71 truck trailer parking spaces and all truck loading and unloading will be located behind the proposed building, adjacent to the railroad right-of-way to the north and out of sight from public sidewalks.

Objective 5: Include Open Space to Create Opportunities for Pedestrian and Employee Amenities

As discussed above, the proposed project includes pedestrian linkages from the various entry points of the building to the adjacent sidewalks which are enhanced with landscaping. Furthermore, a condition has been imposed to provide outdoor seating areas, including tables for eating, along and around the pedestrian pathways throughout the site and within the landscaped area at the northwest portion of the site.

Objective 6: Improve the Streetscape Experience by Reducing Visual Clutter

The proposed project includes approximately 1,800 linear feet of frontage along the public right-of-way which will be reconstructed with new sidewalks and landscaping. In addition, the project includes a total of five (5) curb cuts, three (3) exclusively for passenger vehicles and two (2) primarily for truck traffic. The proposed project will result in a unified development along the entire 1,800 linear feet of street frontage.

Therefore, as proposed and conditioned, the project is consistent with the Industrial Citywide Design Guidelines.

7. **Based on data provided by the City Department of Transportation or by a licensed traffic engineer, that ingress to and egress from the project will not create a traffic hazard or cause significant traffic congestion or disruption of vehicular circulation on adjacent streets.** (*Commercial Corner Development*)

Kunzman Associates, Inc. prepared a report titled "*South Bay Distribution Center (15134 S. Vermont Avenue) - Traffic Impact Analysis*," dated June 16, 2017 (Exhibit E), and in accordance with the City of Los Angeles Transportation Impact Study Guidelines. Based on a Memorandum of Understanding with LADOT, the report studied a total of eight (8) intersections and found no potentially significant traffic-related impacts. Staff received numerous comments questioning the adequacy of the traffic study, including its assumptions and conclusions.

As discussed above, the traffic study was based on a Memorandum of Understanding with LADOT and prepared in accordance with the City of Los Angeles Transportation Impact Study Guidelines. LADOT reviewed the traffic study and in a letter dated August 20, 2017, concurred with its findings.

Subsequently, in response to concerns raised by the community that the June 16<sup>th</sup> traffic study did not consider other potential uses which could occupy the proposed building, Kunzman Associates, Inc. prepared a Sensitivity Analysis, dated October 12, 2017 (Exhibit F), in which the following three (3) project alternatives were analyzed:

Alternative 1: A 316,402 square-foot building plus 150,000 square-foot mezzanine. Total of 466,402 square feet to be fully occupied by *warehousing* land use.

Alternative 2: A 316,402 square-foot building plus 25,000 square-foot mezzanine. Total of 341,402 square feet to be occupied by 120,000 square feet of *manufacturing* and 221,402 square feet of *warehousing* land use (i.e., 35%/65% split).

Alternative 3: 316,402 square-foot building plus 150,000 square-foot mezzanine. Total of 466,402 to be occupied by 116,601 square feet of *manufacturing* and 349,801 square feet of *high-cube warehouse/distribution center* land uses (i.e., 25%/75% split).

The Sensitivity Analysis found that all three (3) project alternatives would result in less than significant traffic impacts at the eight (8) intersections studied. LADOT reviewed the Sensitivity Analysis and in a letter dated January 19, 2018, concurred with its findings.

Nevertheless, while LADOT agreed that the proposed project (and three (3) project alternatives) would result in less than significant impacts at the eight (8) intersections studied, they found that the project would exceed one (1) of the four (4) screening criteria as agreed to by LADOT and Caltrans for Freeway Screening Analysis. Based on that conclusion, staff included Mitigation Measure XVI-0 (Freeway Screening Analysis) which requires that “[t]he applicant shall work directly with Caltrans for further detailed review of the Freeway Screening Analysis and implement all measures required by Caltrans.”

In a letter dated December 22, 2017, Caltrans stated that based on their review of the Kunzman traffic studies, the project would not result in any significant impacts to the north- and southbound off-ramps for the I-110 Freeway at Redondo Beach Boulevard, and no mitigation measure is required. Staff has removed Mitigation Measure XVI-0 as is it no longer necessary.

Therefore, ingress to and egress from the project will not create a traffic hazard or cause significant traffic congestion or disruption of vehicular circulation on adjacent streets.

8. **Project approval will not create or add to a detrimental concentration of Mini-Shopping Centers or Commercial Corner Developments in the vicinity of the proposed project.**  
(Commercial Corner Development)

The subject property is one of potentially two Commercial Corner Developments within the area. There are other Commercial Corner Developments in the area however, the proposed conditional use permit is only for reduced glazing and 24-hour operations and will not create or add to a detrimental concentration of Commercial Corner developments in the vicinity.

#### **Zoning Administrator’s Adjustment**

9. **While site characteristics or existing improvements make strict adherence to the zoning regulations impractical or infeasible, the project nonetheless conforms with the intent of those regulations.**

The applicant is requesting relief from L.A.M.C. Section 12.21.1-A,1 to allow a 54-foot building height in lieu of the otherwise permitted 45 feet. The intent of height regulations are, in part, to reduce a building’s impact on surrounding properties and to maintain a scale which is consistent and compatible with the abutting properties. The project site is bordered by a Union Pacific railroad line to the north, Orchard Avenue and California Waste Services to the east, Redondo Beach Boulevard to the south, and Vermont Avenue and a Union Pacific railroad line to the west. With the exception of the Rosecrans Recreation Center located approximately 80 feet north of the subject property, the closest non-commercial/industrial use (single-family dwellings) are beyond 100 feet south and northeast of the property.

The proposed building would be occupied by a warehouse, manufacturing, high-cube warehouse or distribution center use which require substantially tall ceilings in order to accommodate industrial-sized machinery and equipment and well as storage of industrial and shipping goods. As such, while the proposed project seeks an additional nine (9) feet, the building would still only be one-story with a 25,000 square-foot mezzanine occupying only a very small portion of the interior space. In addition, the property does include a slight slope from the southwestern corner of the site to the northeastern corner of the site of approximately five (5) to six (6) feet.

Therefore, given the nature of the proposed project and the site characteristics (its relative isolation for other uses) strict adherence to the zoning regulations would be impractical; nonetheless, the project conforms with the intent of those regulations.

10. **In light of the project as a whole, including any mitigation measures imposed, the project’s location, size, height, operations and other significant features will be**

**compatible with and will not adversely affect or further degrade adjacent properties, the surrounding neighborhood, or the public health, welfare, and safety.**

The proposed project is the construction, use and maintenance of a new, one-story (with a 25,000 square-foot mezzanine), 54-foot tall, 341,402 square-foot warehouse/manufacturing/high-cube warehouse/distribution center with a total of 233 automobile parking spaces and 32 bicycle parking spaces. The project also includes 36 dock high truck loading positions and up to 71 parking stalls for truck trailers.

Project access will be provided via two (2) right-in/right-out only access driveways on Vermont Avenue, one (1) full access driveway at Redondo Beach Boulevard, and two (2) full access driveways at Orchard Avenue. Passenger vehicle access will be allowed from all project site driveways. Truck access will occur at the northerly project driveways at Orchard Avenue and Vermont Avenue with adequate space for four (4) trucks to queue on-site at the Orchard Avenue driveway and three (3) trucks to queue on-site at the Vermont Avenue driveway. In addition, the project will install a new rail crossing arm at the outbound lane of the northerly Vermont Avenue driveway to prevent vehicles exiting the project site from bypassing the existing arm at northbound Vermont Avenue.

The subject property is located on Redondo Beach Boulevard between 650 and 1,150 feet west of the north- and southbound on- and off-ramps for the Harbor Freeway (Interstate 110) which provides direct access to the Los Angeles/Long Beach Harbor.

The project site is bordered by a Union Pacific railroad line to the north, Orchard Avenue and California Waste Services to the east, Redondo Beach Boulevard to the south, and Vermont Avenue and a Union Pacific railroad line to the west. With the exception of the Rosecrans Recreation Center located approximately 80 feet north of the subject property, the closest sensitive receptors (single-family dwellings) are beyond 100 feet south and northeast of the property.

A mix of medium to low-medium density residential, commercial, light industrial and institutional uses make up the general character of the surrounding neighborhood. The surrounding properties consist of Open Space, Low Residential, Medium Residential, Highway Oriented Commercial and Light Manufacturing land uses, and OS, R1, QRD6, R3, [Q]C2 and M2 zones. Surrounding properties are primarily developed with one- and two- story, single- and multi-family dwellings, one-story commercial buildings, institutional uses, a railroad track, Rosecrans Recreation Center and Amestoy Elementary School.

Given the proposed project's location on property designated and zoned for industrial land uses, its relative isolation from sensitive uses, and its proximity to the Harbor Freeway I-110, the proposed size, height and operations will not adversely affect or further degrade adjacent properties, the surrounding neighborhood, or the public health, welfare, and safety. This is further supported with the analysis provided in the project's Mitigated Negative Declaration, Case No. ENV-2017-1015-MND and the associated Mitigated Monitoring Program.

**11. The project is in substantial conformance with the purpose, intent and provisions of the General Plan, the applicable community plan and any applicable specific plan.**

Pursuant to L.A.M.C. Section 12.36-D, when acting on multiple applications for a project, when appropriate, findings may be made by reference to findings made for another application involving the same project. This finding is substantially identical to the finding found earlier in this document as Finding No. 3 in the Conditional Use Permit Findings in accordance with L.A.M.C. Section 12.24-E and is hereby incorporated by reference.

## **Site Plan Review**

### **12. The project is in substantial conformance with the purposes, intent and provisions of the General Plan, applicable community plan, and any applicable specific plan.**

Pursuant to L.A.M.C. Section 12.36-D, when acting on multiple applications for a project, when appropriate, findings may be made by reference to findings made for another application involving the same project. This finding is substantially identical to the finding found earlier in this document as Finding No. 3 in the Conditional Use Permit Findings in accordance with L.A.M.C. Section 12.24-E and is hereby incorporated by reference.

### **13. The project consists of an arrangement of buildings and structures (including height, bulk and setbacks), off-street parking facilities, loading areas, lighting, landscaping, trash collection, and other such pertinent improvements, that are or will be compatible with existing and future development on adjacent properties and neighboring properties.**

The proposed project is the construction, use and maintenance of a new, one-story (with a 25,000 square-foot mezzanine), 54-foot tall, 341,402 square-foot warehouse/manufacturing/high-cube warehouse/distribution center with a total of 233 automobile parking spaces and 32 bicycle parking spaces. The project also includes 36 dock high truck loading positions and up to 71 parking stalls for truck trailers.

Project access will be provided via two (2) right-in/right-out only access driveways on Vermont Avenue, one (1) full access driveway at Redondo Beach Boulevard, and two (2) full access driveways at Orchard Avenue. Passenger vehicle access will be allowed from all project site driveways. Truck access will occur at the northerly project driveways at Orchard Avenue and Vermont Avenue with adequate space for four (4) trucks to queue on-site at the Orchard Avenue driveway and three (3) trucks to queue on-site at the Vermont Avenue driveway. In addition, the project will install a new rail crossing arm at the outbound lane of the northerly Vermont Avenue driveway to prevent vehicles exiting the project site from bypassing the existing arm at northbound Vermont Avenue. Truck deliveries would be limited to Vermont and Orchard Avenues, the latter of which is a dead-end street and includes very little pedestrian traffic. No truck traffic would be permitted to use access the site from the 900-foot frontage along Redondo Beach Boulevard. All truck loading and unloading will be located behind the proposed building, adjacent to the railroad right-of-way to the north and out of sight from public sidewalks.

The subject property is located on Redondo Beach Boulevard between 650 and 1,150 feet west of the north- and southbound on- and off-ramps for the Harbor Freeway (Interstate 110) which provides direct access to the Los Angeles/Long Beach Harbor.

The project site is bordered by a Union Pacific railroad line to the north, Orchard Avenue and California Waste Services to the east, Redondo Beach Boulevard to the south, and Vermont Avenue and a Union Pacific railroad line to the west. With the exception of the Rosecrans Recreation Center located approximately 80 feet north of the subject property, the closest sensitive receptors (single-family dwellings) are beyond 100 feet south and northeast of the property.

A mix of medium to low-medium density residential, commercial, light industrial and institutional uses make up the general character of the surrounding neighborhood. The surrounding properties consist of Open Space, Low Residential, Medium Residential, Highway Oriented Commercial and Light Manufacturing land uses, and OS, R1, QRD6, R3, [Q]C2 and M2 zones. Surrounding properties are primarily developed with one- and two- story, single- and multi-family dwellings, one-story commercial buildings, institutional uses, a railroad track, Rosecrans Recreation Center and Amestoy Elementary School.

Given the proposed project's location on property designated and zoned for industrial land uses, its relative isolation from sensitive uses, and its proximity to the Harbor Freeway I-110, the proposed size, height and operations will not adversely affect or further degrade adjacent properties, the surrounding neighborhood, or the public health, welfare, and safety. This is further supported with the analysis provided in the project's Mitigated Negative Declaration, Case No. ENV-2017-1015-MND and the associated Mitigated Monitoring Program.

**14. That any residential project provides recreational and service amenities to improve habitability for its residents and minimize impacts on neighboring properties.**

The project is not a residential project. Nevertheless, as discussed above, the proposed project includes pedestrian linkages from the various entry points of the building to the adjacent sidewalks which are enhanced with landscaping. Furthermore, a condition has been imposed to provide outdoor seating areas, including tables for eating, along and around the pedestrian pathways throughout the site and within the landscaped area at the northwest portion of the site.

**Environmental Findings**

**15. Environmental Findings.** The decision-maker found, in its independent judgment, after consideration of the whole of the administrative record, including the Mitigated Negative Declaration No. ENV-2017-1015-MND, as circulated on October 26, 2017, and all comments received, with the imposition of mitigation measures, there is no substantial evidence that the project will have a significant effect on the environment.

**16. Flood Insurance.** The National Flood Insurance Program rate maps, which are a part of the Flood Hazard Management Specific Plan adopted by the City Council by Ordinance No. 172,081, have been reviewed and it has been determined that this project is located in Flood Zone X, areas determined to be outside the 0.2% annual chance floodplain. Currently, there are no flood zone compliance requirements for construction in these zone.

