II. Project Description

1. Introduction

The proposed Prologis Vermont and Redondo Project includes construction, use, and maintenance of a one-story (with a 25,000 square-foot mezzanine), 53-foot tall, 340,298 square-foot warehouse/manufacturing/high-cube warehouse/distribution center with a total of 194 automobile parking spaces and 32 bicycle parking spaces (Project). The Project also includes 36 dock high truck loading positions and parking for up to 71 trailers.

2. Project Location

The approximate 16-acre Prologis Vermont and Redondo Project Site (Project Site) is a vacant site located at 15116-15216 South Vermont Avenue and 747-861 West Redondo Beach in the Harbor Gateway Community Plan Area of the City of Los Angeles. Figure II-1, *Regional Location*, shows the Project Site in the regional context of Los Angeles County. The Harbor Freeway (I-110) is located approximately 0.13 mile east of the Project Site. The Project Site's assessor parcel numbers (APN), zoning, land use designation, and lot size are listed in Table II-1, below.

Table II-1
Project Site Information

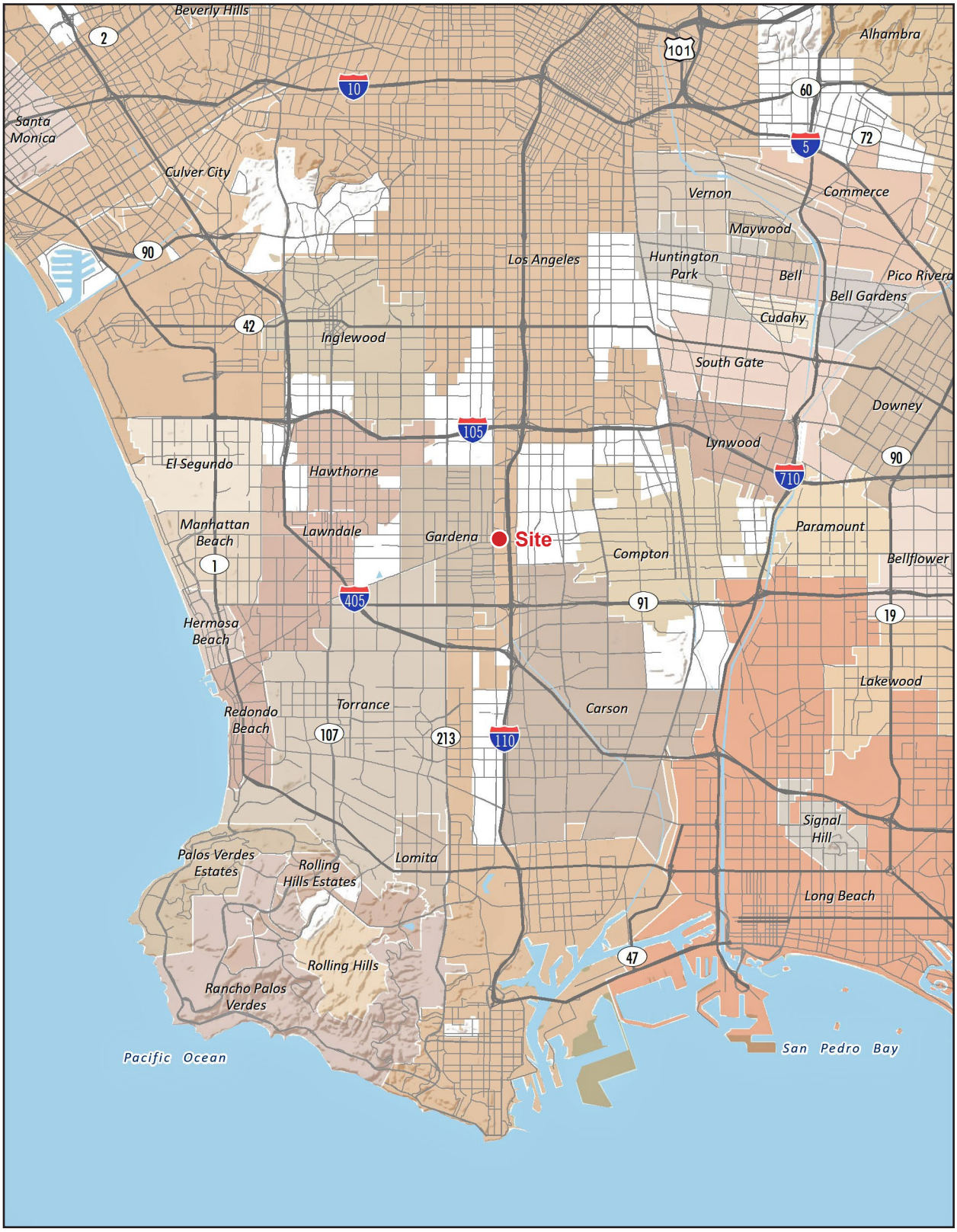
Address	APN	Zoning	Land Use Designation	Size
15116-15216 S. Vermont Ave. and 747-861 W. Redondo Beach Blvd.	6120-002-001 6120-002-002 6120-001-013	M2-1VL-O	Light Manufacturing	16.0 gross acres 697,271 gross square feet

Source: http://zimas.lacity.org/.

3. Existing Site Conditions and Surrounding Land Uses

The Project Site is currently unoccupied (see Figure II-2, *Aerial Photograph*), surrounded by a chain link fence with three large concrete slab foundations, which are the remains of former manufacturing facilities: Virco Manufacturing, Inc. (Virco) on the western half and Pacific Electricord Company (Electricord) and Leviton on the eastern half of the property. Most of the areas surrounding the slabs are paved with asphalt and concrete in poor condition. Additionally, a former gas station was located at the southwestern corner of the property until it was demolished in approximately 1994. The previously mentioned manufacturing facilities, which comprised approximately 505,000 square feet, were demolished in 2010 and 2011. As evidenced by the photographs below, the Project Site is heavily blighted See Figure II-3a through II-3c, *Site Photographs* for current site conditions.

Figure II-1 - Regional Location



Note: Unincorporated county areas are shown in white.

0 3
Scale (Miles)

Source: ESRI, 2019

Figure II-2 - Aerial Photograph

Project Boundary

0 200
Scale (Feet)

Source: ESRI, 2019

According to the current General Plan land use designation, the Project Site is located within planning boundaries of the Harbor Gateway Community Plan area, which designated the property for Light Manufacturing land uses with corresponding zones of M2 (Light Industrial Zone), MR2 (Restricted Light Industrial Zone), and P (Parking Zone). The Project Site is zoned M2-1VL-O (Light Industrial Zone – Height District 1 Very Limited – Oil Drilling District).

The Project Site lies on the Los Angeles City boundary with the City of Gardena. Properties across Vermont Avenue to the west are located in Gardena. Surrounding land uses consist of a mix of medium to low-medium density residential, commercial, light industrial, open space, and institutional uses. Surrounding properties to the south across Redondo Beach Boulevard include one- and two-story, single- and multi-family dwellings, a Mobil gas station at the southeast corner of Vermont Avenue and West Redondo Beach Boulevard, and Hustler Casino to the southwest. The Gateway Crossroads shopping complex is located to the east across Orchard Avenue and includes a number of retail businesses; an open-air trash transfer/recycling center is immediately to the northeast; and Rosecrans Recreation Center (active and passive use park) is located to the north across a railroad right-of-way for a freight line. To the west across Vermont Avenue and the railroad right-of-way are commercial businesses and the Kei-Ai South Bay Healthcare Center (rehabilitation facility). One block further to the west, west of Berendo Avenue, is the Memorial Hospital of Gardena. First Southern Baptist Church and Amestoy Elementary School are located in the vicinity across Vermont Avenue to the northwest.

The surrounding properties in the City of Los Angeles have General Plan designations of Open Space, Low Residential, Medium Residential, Highway Oriented Commercial, and Light Manufacturing land uses and are within the OS, R1, QRD6, R3, [Q]C2, and M2 zones. In the City of Gardena, the property west of the Project Site is designated for General Commercial land uses and zoned C3.

Figure III-3a - Site Photographs Key Map

Project Boundary

0 200
Scale (Feet)

Source: ESRI, 2019

Figure II-3a - Site Photographs

Photo 1: Taken from the northern portion of the Project Site, facing west towards Hustler Casino (W Redondo Beach Boulevard) and GardenaProfessional Medical Plaza (Vermont Avenue).

Photo 2: Taken from the eastern boundary of the Project Site, facing east towards S Orchard Ave.

Photo 3: Taken from the northcentral portion of the Project Site, facing west towards Memorial Hospital of Gardena (Vermont Avenue).

Photo 4: Taken from the northern portion of the Project Site, facing west towards Gardena Professional Plaza and Memorial Hospital (Vermont Avenue).

Photo 5: Taken from the eastern boundary of the Project Site, facing north towards W 152nd Street and California Waste Services.

Photo 6: Taken from the northern portion of the Project Site, facing south towards W Redondo Beach Boulevard.

Figure II-3b - Site Photographs

Photo 7: Taken from the northern portion of the Project Site, facing southwest towards Hustler Casino, the Mobil Gas Station, and the Katydid Apartments (W Redondo Beach Boulevard).

Photo 8: Taken from the Northwest end of the Project Site facing northeast.

Photo 9: Taken from the Northwest end of the Project Site facing north towards Rosecrans Recreation Center.

Photo 10: Taken from the Northwest end of the Project Site facing northwest towards the billboard adjacent to Vermont Avenue and the railroad tracks.

Photo 11: Taken from the Northwest end of the Project Site facing northeast towards the railroad tracks.

Photo 12: Taken from the central portion of the Project Site facing south towards Santorini Estates and Katydid Apartments (W Redondo Beach Boulevard).

4. Project Background

The Project Site was previously developed with four buildings totaling 505,291 square feet, including a church (3,858 square feet), a building at 15134 Vermont Avenue (157,237 square feet), and two two-story buildings at 747 W. Redondo Beach Boulevard (192,792 and 151,404 square feet). Additionally, a former gas station, approximately 4,000 square feet, was located at the southwestern corner of the property until it was demolished in approximately 1994. As previously stated, all above-grade structures were demolished in 2010 and 2011.

5. Project as Approved by Planning Commission

The Project was originally designed as a 466,402 square foot high-cube warehouse distribution center with 316,000 square feet of ground floor space and 150,000 square feet of mezzanine. Following application submittal and environmental review, a 341,402 square foot warehouse was approved by the City of Los Angeles City Planning Commission on March 16, 2018. The City Planning Commission conditionally approved two conditional use permits (Los Angeles Municipal Code (LAMC) Section 12.24 U.14; and LAMC Section 12.24 W.27), which would allow for a development that would create 250,000 square feet or more of warehouse floor area in addition to allowing less than 50 percent of the building façade to have window glazing and 24-hour operation in lieu of the otherwise permitted operation between 7:00 a.m. to 11:00 p.m. Additionally, the City Planning Commission conditionally approved a Zoning Administrator's Adjustment (LAMC Section 12.28 A) to allow a maximum building height of 54 feet in lieu of the otherwise permitted 45 feet, and a Site Plan Review (LAMC Section 16.05) for a development which creates or results in an increase of more than 50,000 square feet of non-residential floor area, allowing the development of a 341,402 square foot warehouse. See Section II.8 for a summary of the required approvals. As part of its actions, the City Planning Commission adopted a Mitigated Negative Declaration (MND) for the Project. Following the City Planning Commission's approval of the Project, two appellants appealed the Project. In order to address the environmental concerns presented in the appeals and those issues raised in subsequent correspondence received by the California Attorney General, the Project Applicant again revised the site plan, circulation, and number of parking spaces (see Section II.5); and the City has prepared this EIR prior to the Project moving forward for further consideration by the City.

While the City stands by the adopted MND, this EIR prepared for the Project will necessarily be more "conservative" in its assumptions and conclusions than the MND.

6. Project Objectives

Section 15124(b) of the California Environmental Quality Act (CEQA) Guidelines states that the project description shall contain "a statement of the objectives sought by the proposed project." Section 15124(b) of the CEQA Guidelines further states that the statement of objectives should include the underlying purpose of the project." As set forth in the CEQA Guidelines, the Project's specific objectives have been refined throughout the planning and design process for the proposed Project and are listed below:

- Develop a warehouse/manufacturing/high-cube warehouse/distribution center that is adjacent to nearby transportation infrastructure, such as Interstate 110 (I-110 or Harbor Freeway) and in proximity to the Ports of Long Beach and Los Angeles, thereby minimizing truck traffic on local streets and reducing vehicle miles traveled in the region.
- Provide for the development of warehouse uses that are responsive to local, regional, national, and international trade demands and commerce.
- Provide local economic benefits such as the creation of new employment opportunities and property tax revenues within the City of Los Angeles and Harbor Gateway.
- Improve pedestrian access, connectivity, and safety in proximity to residences and schools.
- Enhance the Project Site's visual aesthetics through redevelopment of a vacant and underutilized property.

7. Project Characteristics

As stated, the Project requires approval of two conditional use permits (CUP), including a Major Development CUP and a Corner Development CUP; site plan review; and zoning administrator's adjustment to allow for the construction and operation of 340,298 square feet (including 25,000 square feet mezzanine) of industrial uses with up to 40,000 square feet of office, within a one-story, 53-foot tall building in lieu of the otherwise permitted 45 feet. The Project incorporates all conditions of approval and design recommendations that were imposed by the Planning Commission approval of a previously proposed project on March 16, 2018.

The site plan is shown on Figure II-4, *Site Plan*. The Project includes a total of 194 automobile surface parking spaces, 32 bicycle parking spaces, 36 dock high truck loading positions, and up to 71 parking stalls for truck trailers. All loading and unloading would be located within a fully-screened yard at the rear (north side) the proposed building, adjacent to the railroad right-of-way to the north and out of sight from public sidewalks. Additionally, landscaping to the northern end of both Vermont Avenue and Orchard Avenue would provide additional screening. For Vermont Avenue, the landscaping would occur along the property line, extending approximately 235 feet east to the screened yard, and for Orchard Avenue, it would occur adjacent to the proposed water basin (shown on the northeast corner of Figure II-4, *Site Plan*). The railroad would separate the proposed building from existing uses to the north of the Project Site, including the baseball fields and residential units. The loading docks would be oriented on the north side of the building where the nearest sensitive receptors to the north would be shielded by a proposed 14-foot high concrete sound wall. Additional 14-foot high concrete walls are proposed immediately north, east and west of the loading area.

All unimproved sidewalk areas adjacent to the Project Site would be improved by meeting the City of Los Angeles Bureau of Engineering's (LABOE) requirements for street widening and

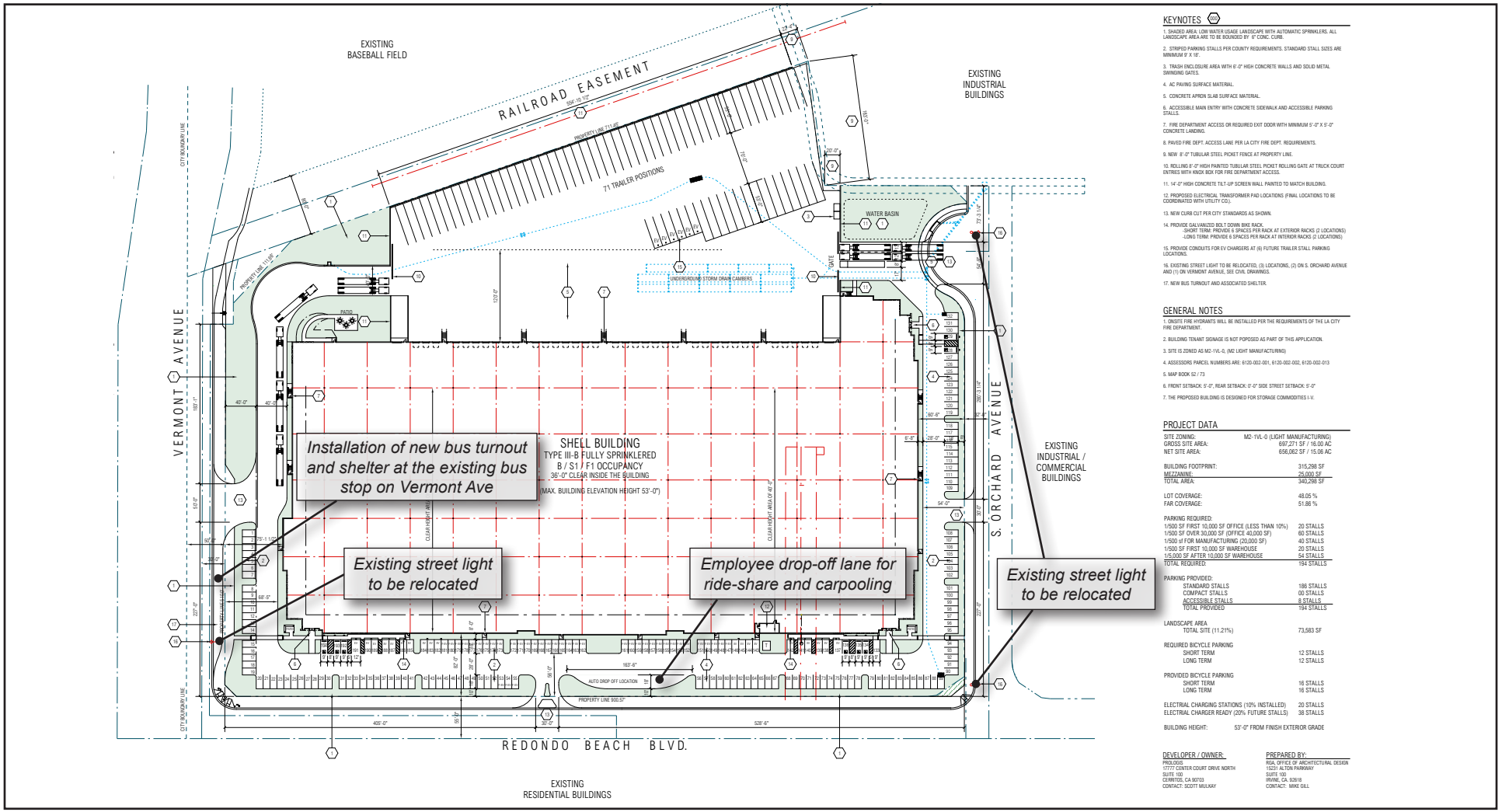
sidewalk requirements. The Project would be required to provide dedications and improvements along all three street frontages, including reconstructing damaged sidewalks.

Demolition of the numerous existing structures, which are remnants of previous buildings, would be required in order to facilitate construction of the new building. Demolition of these structures and associated improvements would include all foundations, floor slabs, utilities, and any other subsurface improvements that would not remain in place for use with the new development. The building would be located in the south-central area of the Project Site with loading docks along the northern building wall. The building would be surrounded by concrete pavements for the parking, drive aisles, and loading dock area. Several landscape planters and concrete flatwork would be included throughout the Project Site.

The Project is consistent with the existing general plan and zoning designations for Light Manufacturing land uses. While the Project Site is located within the South Los Angeles Alcohol Sales Specific Plan, the policies contained therein are not relevant to the development of the proposed Project since it would not be used for the sale of alcoholic beverages. Permitted uses include warehousing, manufacturing, high-cube warehouse distribution, or transload/short-term storage. Fulfillment center and cold storage warehouse would not be allowed with the requested Project approval as it is a restricted use under the conditions of approval adopted for the previous project that is currently being reconsidered on appeal.

The Project includes 71 tractor trailer parking stalls and would provide conduit infrastructure for future electric vehicle (EV) charging stations for 6 of these tractor trailer stalls. The Project would also provide a rooftop solar installation or other renewable energy power system to offset the expected electrical consumption of the tenant. Additionally, the proposed Project would provide 73,583 square feet of native landscaping, including approximately 165 trees.

Figure II-4 - Site Plan



KEYNOTES

1. SHADED AREA: LOW WATER USAGE LANDSCAPE WITH AUTOMATIC SPRINKLERS. ALL LANDSCAPE AREA ARE TO BE BOUNDED BY 6" CONC. CURB.
2. STRIPED PARKING STALLS PER COUNTY REQUIREMENTS. STANDARD STALL SIZES ARE MINIMUM 9' X 18'.
3. TRASH ENCLOSURE AREA WITH 6'-0" HIGH CONCRETE WALLS AND SOLID METAL SWINGING GATES.
4. AC PAVING SURFACE MATERIAL.
5. CONCRETE APRON SLAB SURFACE MATERIAL.
6. ACCESSIBLE MAIN ENTRY WITH CONCRETE SIDEWALK AND ACCESSIBLE PARKING STALLS.
7. FIRE DEPARTMENT ACCESS OR REQUIRED EXIT DOOR WITH MINIMUM 5'-0" X 5'-0" CONCRETE LANDING.
8. PAVED FIRE DEPT. ACCESS LANE PER LA CITY FIRE DEPT. REQUIREMENTS.
9. NEW 8'-0" TUBULAR STEEL PICKET FENCE AT PROPERTY LINE.
10. ROLLING 8'-0" HIGH PAINTED TUBULAR STEEL PICKET ROLLING GATE AT TRUCK COURT ENTRIES WITH KNOX BOX FOR FIRE DEPARTMENT ACCESS.
11. 14'-0" HIGH CONCRETE TILT-UP SCREEN WALL PAINTED TO MATCH BUILDING.
12. PROPOSED ELECTRICAL TRANSFORMER PAD LOCATIONS (FINAL LOCATIONS TO BE COORDINATED WITH UTILITY CO.).
13. NEW CURB CUT PER CITY STANDARDS AS SHOWN.
14. PROVIDE GALVANIZED BOLT DOWN BIKE RACK.
    -SHORT TERM: PROVIDE 6 SPACES PER RACK AT EXTERIOR RACKS (2 LOCATIONS)
    -LONG TERM: PROVIDE 6 SPACES PER RACK AT INTERIOR RACKS (2 LOCATIONS)
15. PROVIDE CONDUITS FOR EV CHARGERS AT (6) FUTURE TRAILER STALL PARKING LOCATIONS.
16. EXISTING STREET LIGHT TO BE RELOCATED, (3) LOCATIONS, (2) ON S. ORCHARD AVENUE AND (1) ON VERMONT AVENUE, SEE CIVIL DRAWINGS.
17. NEW BUS TURNOUT AND ASSOCIATED SHELTER.

GENERAL NOTES

1. ONSITE FIRE HYDRANTS WILL BE INSTALLED PER THE REQUIREMENTS OF THE LA CITY FIRE DEPARTMENT.
2. BUILDING TENANT SIGNAGE IS NOT PROPOSED AS PART OF THIS APPLICATION.
3. SITE IS ZONED AS M2-1VL-Q, (M2 LIGHT MANUFACTURING)
4. ASSESSORS PARCEL NUMBERS ARE: 6120-002-001, 6120-002-002, 6120-002-013
5. MAP BOOK 52 / 73
6. FRONT SETBACK: 5'-0", REAR SETBACK: 0'-0" SIDE STREET SETBACK: 5'-0"
7. THE PROPOSED BUILDING IS DESIGNED FOR STORAGE COMMODITIES I-V.

PROJECT DATA

SITE ZONING:	M2-1VL-0 (LIGHT MANUFACTURING)
GROSS SITE AREA:	697,271 SF / 16.00 AC
NET SITE AREA:	656,062 SF / 15.06 AC
BUILDING FOOTPRINT:	315,298 SF
MEZZANINE:	25,000 SF
TOTAL AREA:	340,298 SF
LOT COVERAGE:	48.05 %
FAR COVERAGE:	51.86 %
PARKING REQUIRED:	
1/500 SF FIRST 10,000 SF OFFICE (LESS THAN 10%)	20 STALLS
1/500 SF OVER 30,000 SF (OFFICE 40,000 SF)	60 STALLS
1/500 sf FOR MANUFACTURING (20,000 SF)	40 STALLS
1/500 SF FIRST 10,000 SF WAREHOUSE	20 STALLS
1/5,000 SF AFTER 10,000 SF WAREHOUSE	54 STALLS
TOTAL REQUIRED:	194 STALLS
PARKING PROVIDED:	
STANDARD STALLS	186 STALLS
COMPACT STALLS	00 STALLS
ACCESSIBLE STALLS	8 STALLS
TOTAL PROVIDED	194 STALLS
LANDSCAPE AREA:	
TOTAL SITE (11.21%)	73,583 SF
REQUIRED BICYCLE PARKING	
SHORT TERM	12 STALLS
LONG TERM	12 STALLS
PROVIDED BICYCLE PARKING	
SHORT TERM	16 STALLS
LONG TERM	16 STALLS
ELECTRIAL CHARGING STATIONS (10% INSTALLED)	20 STALLS
ELECTRIAL CHARGER READY (20% FUTURE STALLS)	38 STALLS
BUILDING HEIGHT:	53'-0" FROM FINISH EXTERIOR GRADE

DEVELOPER / OWNER:
PROLOGIS
17777 CENTER COURT DRIVE NORTH
SUITE 100
CERRITOS, CA 90703
CONTACT: SCOTT MULKAY

PREPARED BY:
RGA: OFFICE OF ARCHITECTURAL DESIGN
15231 ALTON PARKWAY
SUITE 100
IRVINE, CA. 92618
CONTACT: MIKE GILL

0 200
Scale (Feet)

Source: RGA, 2021

(1) Design/Architecture

The Project elevations are provided in Figure II-5. Project renderings are provided in Figures II-6 and II-7. As shown, the proposed building consists of concrete tilt-up panels painted with a three-tone color gradient on the gray scale with lighter portions on the higher elevations. Relief would be provided by a series of reflective blue glass in clear anodized aluminum mullion system and metal awnings. An aluminum finished canopy would be provided over the entry.

The Project would include shaded areas with low water usage landscape along the perimeter of the Project Site. The landscaped area would be bounded by a 6-inch concrete curb. Striped parking stalls of standard 9-foot by 18-foot size would occur along the perimeter of the building. At the northern property line, screening the truck loading area, a 14-foot-high concrete tilt up wall painted to match the building exterior would be erected. The entries to the truck loading area would receive 8-foot-high painted tubular steel picket rolling gates.

The Project would be consistent with the Industrial Citywide Design Guidelines. These guidelines provide direction for neighborhood context and compatibility of uses, architecture, pedestrian amenities, safety, landscaping and streetscaping. The proposed building is setback from the public right-of-way by a surface parking lot, which is then buffered from the sidewalk by landscaping with approximately 165 trees. As shown in Figure II-4, *Exterior Elevations*, the building has been designed to provide articulation and a variety of shading and materials to help breakdown the mass of the building. The Project includes pedestrian linkages from various entry points of the building to the adjacent sidewalks which are enhanced with landscaping. The final design and architectural style of the buildings are subject to review and approval by the City's Design Review Committee.

(2) Height

The existing zoning for the Project Site allows a maximum height of 45 feet. The proposed Project would require a Zoning Administrator's Adjustment to extend the maximum height of the Project to 53 feet.

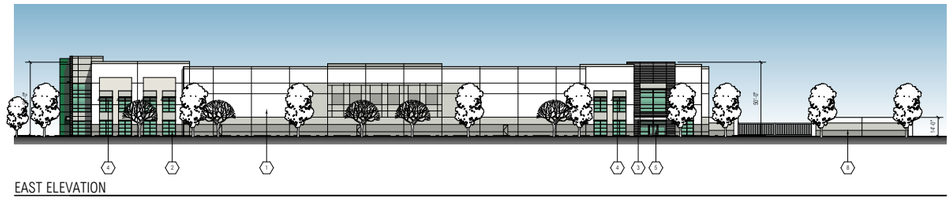
(3) Open Space and Landscaping

As shown in Figure II-8, *Landscape Plan*, the Project would provide 73,583 square feet of native landscaping, including approximately 165 on-site trees. The applicant would work with the Bureau of Engineering and the Bureau of Street Services to install street trees within the newly constructed sidewalks along all street frontages abutting the Project Site. The applicant would 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.

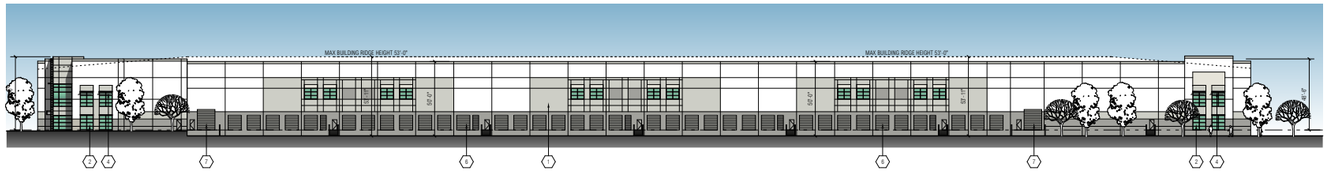
The Project would provide outdoor seating areas for the property occupants, including tables for eating, along and around pedestrian pathways throughout the Project Site and within the landscaped area at the northwest portion of the Project Site. A pedestrian pathway would be provided along the southern portion of the proposed building, adjacent to automobile parking spaces to provide safe pedestrian access across the Project Site.

Figure II-5 - External Elevations

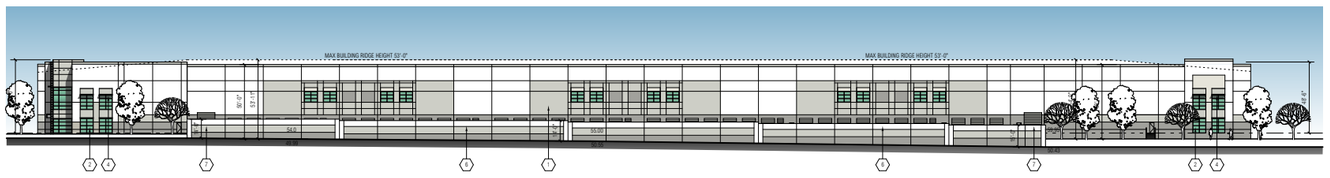
SOUTH ELEVATION



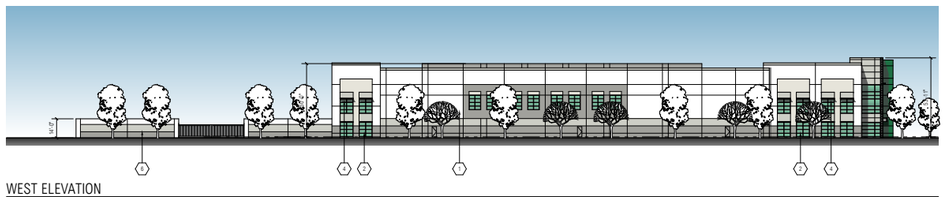
EAST ELEVATION



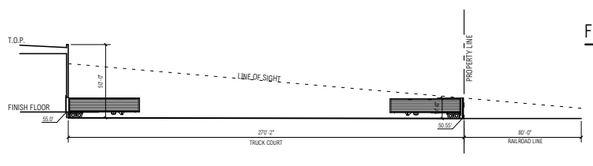
NORTH ELEVATION - NO SCREENWALL



NORTH ELEVATION - WITH SCREENWALL



WEST ELEVATION



SITE SECTION

KEYNOTES: (00)

1. PAINTED CONCRETE TILT-UP PANELS W/ ACCENT REVEALS AS SHOWN.
2. REFLECTIVE BLUE GLASS IN CLEAR ANODIZED ALUMINUM MULLION SYSTEM.
3. ALUMINUM FINISHED CANOPY OVER ENTRY.
4. METAL SHADING DEVICE OVER UPPER LEVEL WINDOWS.
5. RECESSED ENTRY WITH PRIMARY GLASS ENTRANCE DOORS.
6. PAINTED 9'-0" X 10' DOCK HIGH VERTICAL LIFT METAL TRUCK DOOR ASSEMBLY WITH DOCK BUMPERS. SEE DOOR SCHEDULE.
7. PAINTED 12' X 14' GRADE LEVEL VERTICAL LIFT METAL TRUCK DOOR ASSEMBLY. SEE DOOR SCHEDULE.
8. CONCRETE TILT-UP SCREEN WALL PAINT AND REVEALS AS SHOWN TO MATCH BUILDING.

P-1
P-5
P-2
GL-1
P-3
P-4
M-1

FINISH SCHEDULE

CODE	MATERIAL	DESCRIPTION
P-1	BASE COLOR	COLOR:
P-2	ACCENT COLOR - LIGHT COLOR	COLOR:
P-3	ACCENT COLOR - DARK COLOR	COLOR:
P-4	ACCENT ENTRY COLOR	COLOR:
P-5	ACCENT CORPORATE COLOR	COLOR:
GL-1	GLAZING	1" INSULATED GREEN GLAZING
M-1	MULLIONS	CLEAR ANODIZED

FINISH SCHEDULE

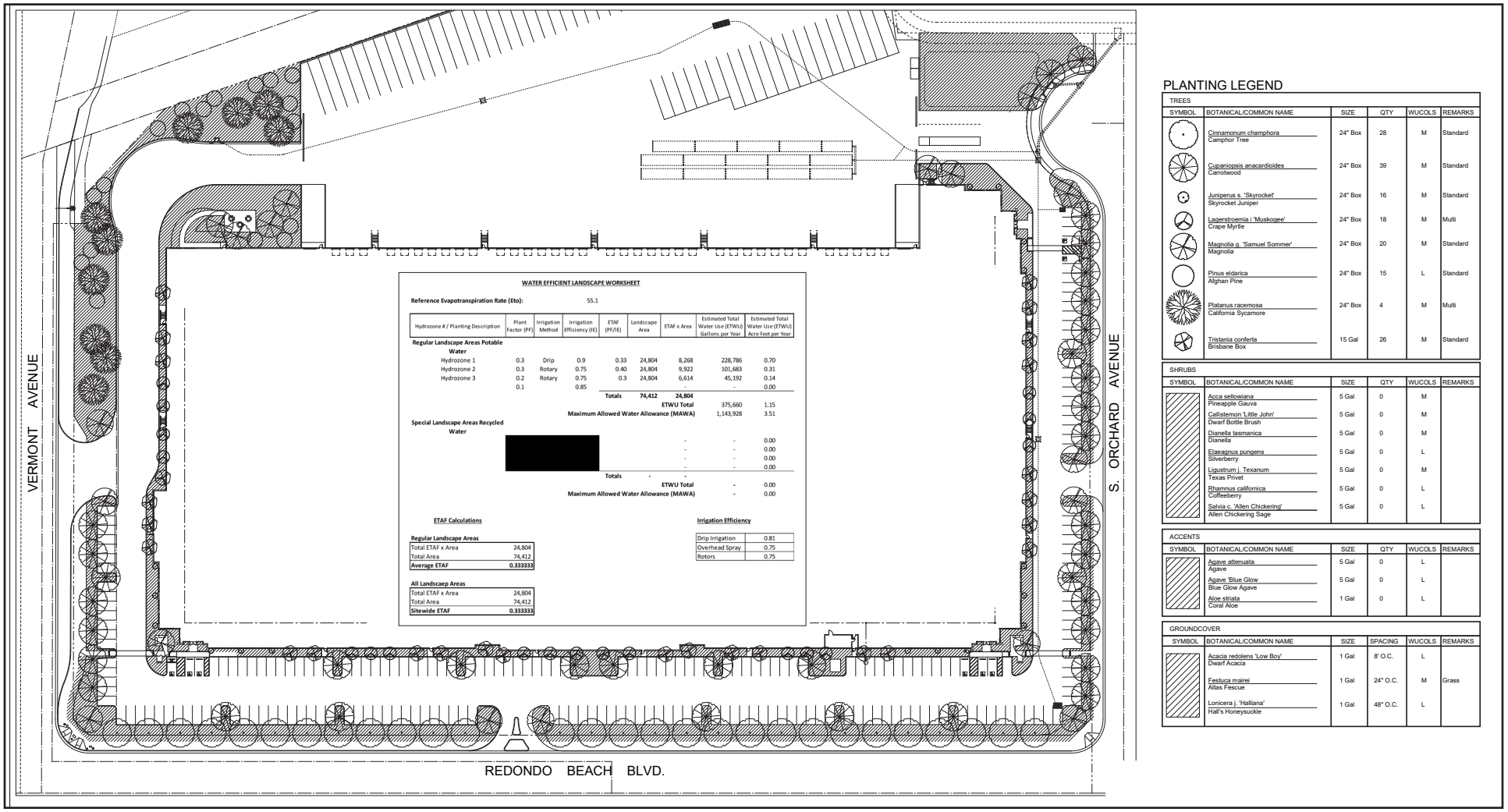
0 100
Scale (Feet)

Source: RGA, 2019

Figure II-6 - View A - Corner of Vermont Avenue and Redondo Beach Boulevard Rendering

Figure II-7 - View B - Corner of Redondo Beach Boulevard and Orchard Way Rendering

Figure II-8 - Landscape Plan



PLANTING LEGEND

TREES

SYMBOL	BOTANICAL/COMMON NAME	SIZE	QTY	WUCOLS	REMARKS
	Cinnamonum champhora Camphor Tree	24" Box	28	M	Standard
	Cupaniopsis anacardioides Carrotwood	24" Box	39	M	Standard
	Juniperus s. 'Skyrocket' Skyrocket Juniper	24" Box	16	M	Standard
	Lagerstroemia i 'Muskogee' Crape Myrtle	24" Box	18	M	Multi
	Magnolia g. 'Samuel Sommer' Magnolia	24" Box	20	M	Standard
	Pinus eldarica Afghan Pine	24" Box	15	L	Standard
	Platanus racemosa California Sycamore	24" Box	4	M	Multi
	Tristania conferta Brisbane Box	15 Gal	26	M	Standard

SHRUBS

SYMBOL	BOTANICAL/COMMON NAME	SIZE	QTY	WUCOLS	REMARKS
	Acca sellowiana Pineapple Guava	5 Gal	0	M	
	Callistemon 'Little John' Dwarf Bottle Brush	5 Gal	0	M	
	Dianella tasmanica Dianella	5 Gal	0	M	
	Elaeagnus pungens Silverberry	5 Gal	0	L	
	Ligustrum j. Texanum Texas Privet	5 Gal	0	M	
	Rhamnus californica Coffeeberry	5 Gal	0	L	
	Salvia c. 'Allen Chickering' Allen Chickering Sage	5 Gal	0	L	

ACCENTS

SYMBOL	BOTANICAL/COMMON NAME	SIZE	QTY	WUCOLS	REMARKS
	Agave attenuata Agave	5 Gal	0	L	
	Agave 'Blue Glow Blue Glow Agave	5 Gal	0	L	
	Aloe striata Coral Aloe	1 Gal	0	L	

GROUNDCOVER

SYMBOL	BOTANICAL/COMMON NAME	SIZE	SPACING	WUCOLS	REMARKS
	Acacia redolens 'Low Boy' Dwarf Acacia	1 Gal	8' O.C.	L	
	Festuca mairei Atlas Fescue	1 Gal	24" O.C.	M	Grass
	Lonicera j. 'Halliana' Hall's Honeysuckle	1 Gal	48" O.C.	L	

0 150
Scale (Feet)

Source: Hunter Landscape, 2019

(4) Access and Parking

a. Access

Four driveways would provide access to the Project Site. Project access would be provided via one right-in/right-out driveway on Vermont Avenue, one right-in/right-out driveway at Redondo Beach Boulevard, and two full access driveways at Orchard Avenue. With the construction of the Project driveways, all current site access points would be closed, with sidewalks, curb, and gutter reconstructed to the City's current standards. This would result in the consolidation of existing curb cuts associated with the prior use on-site. A description of each of the new driveway is provided below:

a. Vermont Avenue Driveway: This Project driveway would be located along the east side of Vermont Avenue, north of the transit bus turn-out area, which is to remain. The driveway would accommodate right-turn inbound and outbound movements only due to the presence of the median along Vermont Avenue. The Project driveway would provide both passenger vehicle access to the on-site parking areas located south and east of the driveway, as well as truck access to the loading area located north of the building. An internal queue area allowing for approximately five trucks would be accommodated at this Project driveway without extending into the public right-of-way.

b. Redondo Beach Boulevard Driveway: This Project driveway would be located along the north side of Redondo Beach Boulevard and would accommodate right-turn inbound and outbound movements only. The turning restrictions at this Project driveway would be reinforced by a raised concrete island, which would prevent left-turn movements into or out of the driveway. The driveway would provide passenger vehicle access to the on-site parking areas only.

c. Southerly Orchard Avenue Driveway: This Project driveway would be located along the west side of Orchard Avenue and would accommodate full access (i.e., left and right-turn inbound and outbound movements). The driveway would provide passenger vehicle access to the on-site parking areas only.

d. Northerly Orchard Avenue Driveway: This Project driveway would be located at the terminus of Orchard Avenue, on the west side of the future circular cul-de-sac and will accommodate full access. The driveway would provide both passenger vehicle access to the on-site parking areas south and west of the driveway and truck access to the loading area located north of the building. An internal queue of up to two trucks would be accommodated at this Project driveway without extending into the public right-of-way.

Truck access would occur at Vermont Avenue and the northerly Project driveway at Orchard Avenue. Tractor trailer deliveries would be restricted to Vermont Avenue and Orchard Avenue at

the end of a cul-de-sac. All current site access points would be closed, with sidewalk, curb, and gutter reconstructed to the City's current standards. The site plan incorporates an employee drop-off lane for ride-share services and carpooling east of the southern access driveway off of Redondo Beach Boulevard.

In addition, the Project would install a new bus turnout and shelter at the existing bus stop on Vermont Avenue approximately 100 feet north of Redondo Beach Boulevard. The Project would improve the pedestrian rail crossing to provide a connection to the sidewalk north of the property on Vermont Avenue and meet California Public Utilities Commission (CPUC) requirements. All unimproved sidewalk areas adjacent to the Project Site would be improved with new sidewalks, trees, and landscaping.

b. Parking

The Project would include 194 automobile parking stalls, consistent with the 194 required parking stalls per the LAMC. A total of 32 bicycle parking spaces would be provided in compliance with the LAMC and to the satisfaction of the Department of Building and Safety. The Project would maintain a maximum of 71 parking stalls for truck trailers. The Project would include at least 6 tractor trailer parking stalls capable of supporting future electric vehicle supply equipment (EVSE). Additionally, the Project would include 20 electric charging stalls for electric passenger vehicles with an additional 38 stalls capable of supporting future electric vehicle chargers.

(5) Lighting and Signage

Exterior light fixtures would be Light Emitting Diode (LED) fixtures and would be designed and placed so as not to provide light spillage on adjacent properties or public rights-of-way in the form of wall-mounted security lights. Additionally, the use of "cut off' or shielded fixtures would be used to reduce nighttime glare.

There would also be lighting in the parking lots as required by County Code and LAMC and in the drive aisles for security purposes.

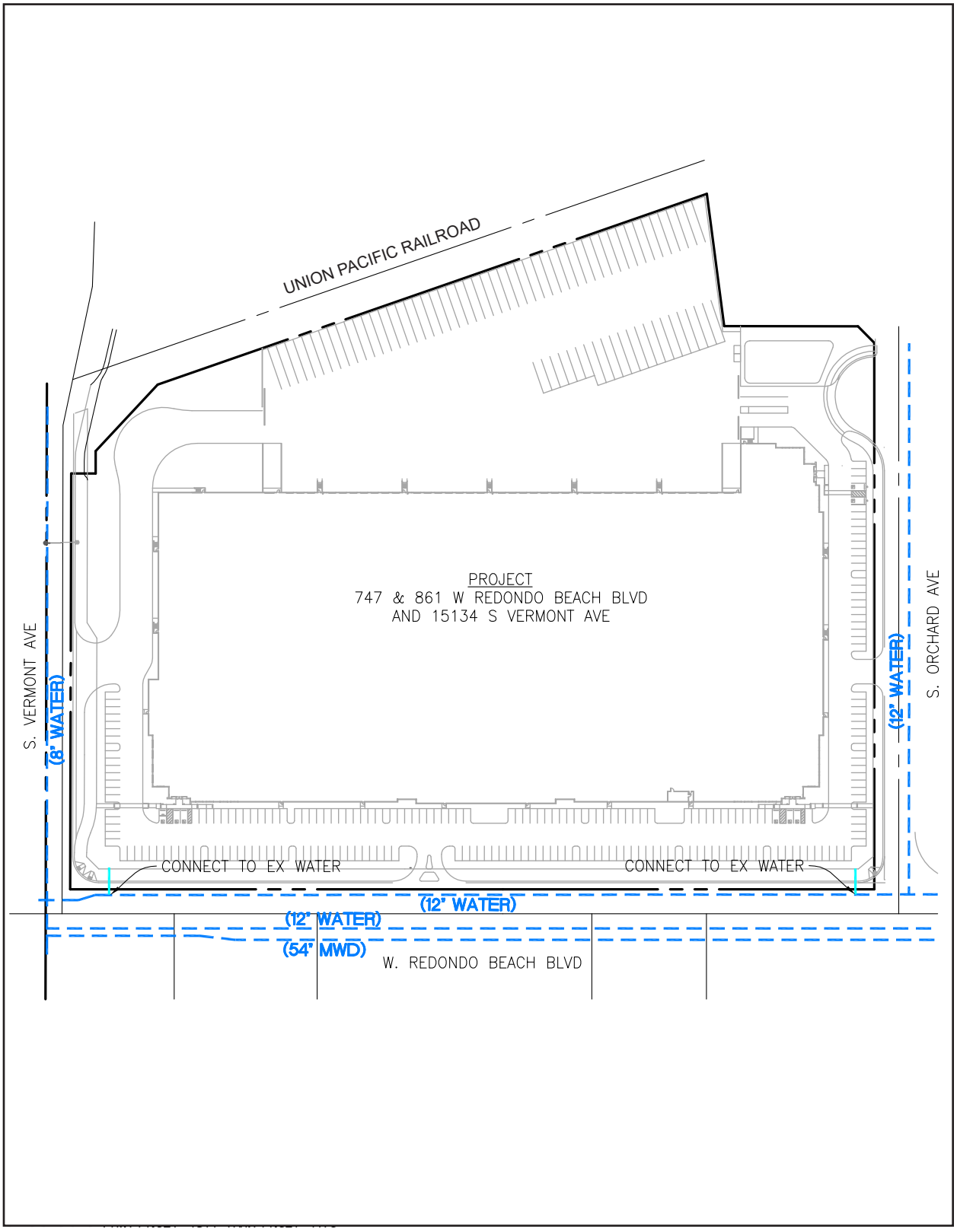
Internally illuminated signage on the building is proposed. Additionally, an externally illuminated 56 square foot (6.25-foot tall x 9-foot wide) monument sign would be installed at the corner of Vermont Avenue and Redondo Beach.

As shown on Figure II-4, *Site Plan*, the Project would include street lighting along the Project frontage as required by LAMC, including relocation of two of the three streetlights on Orchard Avenue. The nine existing streetlights on Redondo Beach Boulevard would remain where they are and would not require relocation. Of the three existing streetlights on Vermont Avenue, one would require relocation.

(6) Other Infrastructure

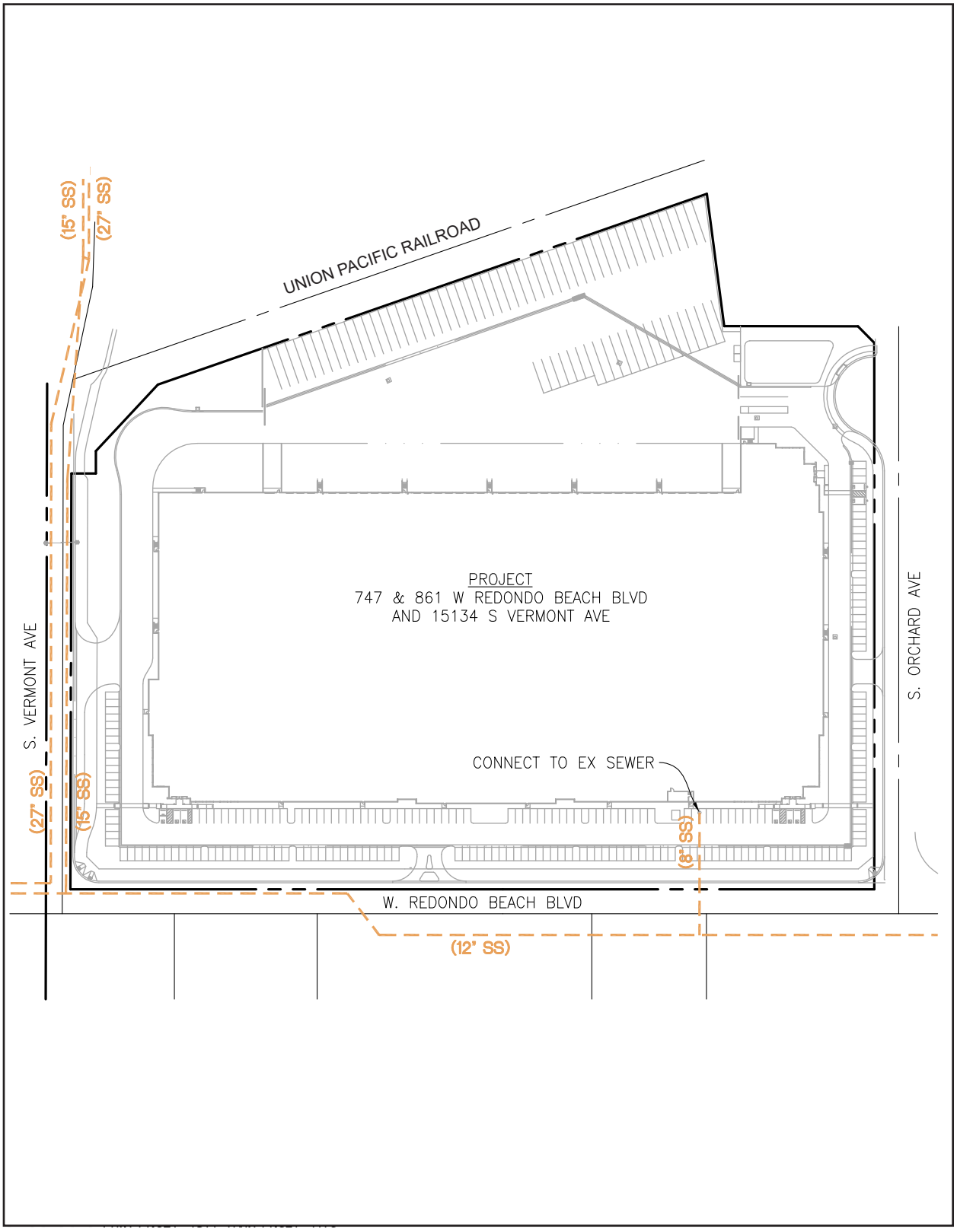
As shown on Figures II-9 through II-11, the Project would connect to the existing infrastructure along the Project Site boundaries.

Figure II-9 - Water Plan



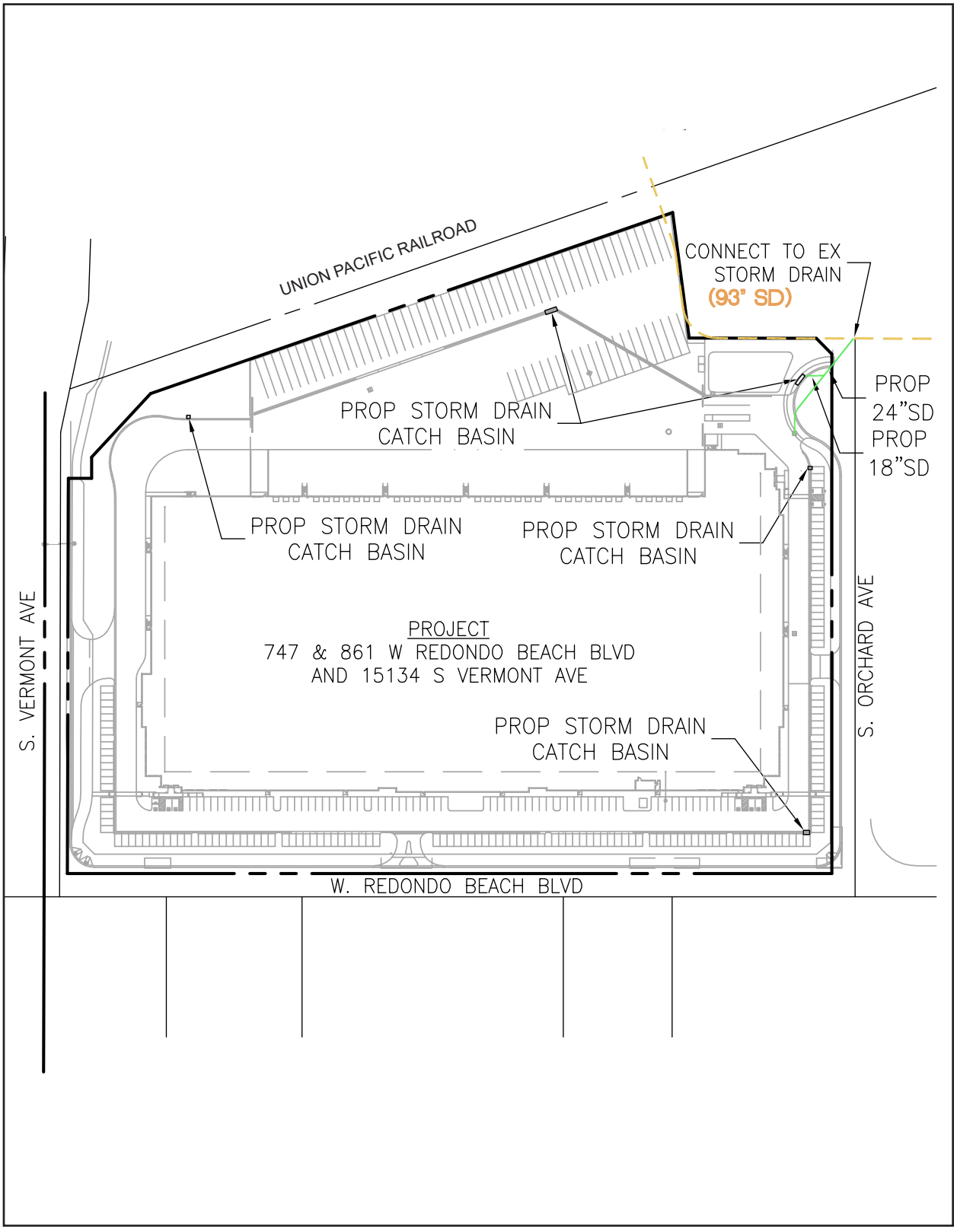
Source: Thienes Engineering, 2020

Figure II-10 - Sanitary Sewer Plan



Source: Thienes Engineering, 2020

Figure II-11 - Storm Drain Plan



Existing Storm Drain

Connections

0 200

Scale (Feet)

Source: Thienes Engineering, 2020

a. Water

Water service is provided by the Los Angeles Department of Water and Power (LADWP) and is currently available to the Project Site. A 12-inch water main line exists within South Orchard Avenue and West Redondo Beach Boulevard, and an 8-inch line exists within South Vermont Avenue. The proposed domestic water and water for fire service would use existing meters and two connections along Redondo Beach Boulevard, which is served by the 12-inch main line.

b. Sanitary Sewer

Sewer service is provided by the City of Los Angeles Bureau of Sanitation (LA Sanitation or LASAN) and is currently available to the Project Site. Existing infrastructure is provided adjacent to the Project Site, including 15-inch and 27-inch sewer main lines along South Vermont Avenue and a 12-inch main line along West Redondo Beach Boulevard. The Project would connect to the existing 8-inch sewer lateral at midpoint of the Project Site on Redondo Beach Boulevard, which connects to the 12-inch sewer main.

c. Stormwater

The northern half of the proposed building, the northern portion of the truck yard, the drive aisle in the northwestern portion of the Project Site, and the western portion of the parking lot would drain to catch basins in the drive aisle and truck yard. The southern half of the proposed building and the southern and eastern portions of the parking lots would drain to catch basins in the parking lots. The Project proposes capture and re-use best management practices (BMP) sized to treat the Stormwater Quality Design volume (SWQDv) consistent with the County of Los Angeles 2014 Low Impact Development Standards Manual (LID Standards Manual). The Project proposes harvesting cisterns within the truck yard west of the proposed driveway on Orchard Avenue to capture stormwater and re-use for irrigation with pumps and fine filtration devices. Before runoff discharges off-site, the SWQDv would be diverted to the proposed capture and re-use BMP. The captured stormwater would be utilized to irrigate the proposed on-site landscaping. Any overflow would be conveyed to the existing Los Angeles County Flood Control District 93-inch public stormwater drain at the northeastern corner of the Project Site via proposed 24-inch and 18-inch stormwater drains. The landscape area in the western portion of the Project Site fronting Vermont Avenue, including the landscaped area in the southern portion adjacent to Redondo Beach Boulevard would surface drain to Redondo Beach Boulevard without being conveyed to the proposed capture and re-use BMP. The Project's compliance with LAMC Section 64.72, *Stormwater Pollution Control Measures for Development Planning and Construction Activities*, to meet Municipal Storm Water System (MS4) permit requirements through integrating LID standards is provided in Section IV-H, *Hydrology and Water Quality*, and Appendix G2 of this Draft EIR.

(7) Site Security

The Project would include the following security features:

a. A fully-secured truck yard with 14-foot high concrete screen walls and tube steel gates at the entrances;

b. A location for a guard house should the building tenant require an on-site security service;

c. A fully lit parking lot and truck court, using light fixtures that are appropriately shielded (see above);

d. Tenant-specific security systems would be based on the individual requirements of the tenant.

(8) Sustainability Features

Energy-saving and sustainable design features and operational programs would be incorporated into the Project, including those required by the California Green Building Standards Code (CALGreen; CCR, Title 24, Part 11). The Project would also incorporate design features and attributes promoting energy efficiency and sustainability. The Project building would be designed and built to meet the standard for LEED Silver Certification under either the (1) LEED v.4 Building Design and Construction Standards for Core and Shell Development set forth by the U.S. Green Building Council or (2) LEED pre-certified Prologis program.[1] Additionally, the Project would provide a rooftop solar installation or other renewable energy power source sized to offset the expected house meter[2] and office electrical consumption of the tenant. As previously mentioned, the Project would include at least six tractor trailer parking stalls capable of supporting future electric vehicle supply equipment (EVSE). Additionally, the Project would include 20 electric charging stalls for electric passenger vehicles with an additional 38 stalls capable of supporting future electric vehicle chargers.

(9) Planned Hours of Operation

The Project proposes to allow 24-hour daily operations. While this does not guarantee the facility would operate 24 hours per day, since the future tenant is unknown, a 24-hour operation is proposed and analyzed to attract tenants who require this operational flexibility. LAMC Section 114.03 allows deliveries at any time if located more than 200 feet from residences; however, to ensure Project operations are compatible with surrounding uses, the Project would self-impose a further restriction to not allow loading and unloading activities within 300 feet of the nearest residence. Additionally, all loading and unloading activities would be located out of view from the public right-of-way. The Project Site would remain separated from the residential neighborhood and existing baseball field to the north and northeast by the railroad tracks. Further, as previously

[1] *Prologis has been designing and developing LEED-certified buildings since 2006. In 2014, Prologis partnered with the U.S. Green Building Council and M.E. Group to use the LEED Volume Program. The Program uses a prototype approach to streamline the certification process and allow builders to achieve consistency in green building improvements, while earning LEED certification faster than would be possible with individual building reviews.*

stated, all loading and unloading activities on the north side of the building would take place behind a 14-feet sound wall, which would be constructed along the northerly property line.

(10) Off-Site Right-of-Way Dedication and Roadway Improvements

The Project would provide roadway dedications and physical improvements along Vermont Avenue, Redondo Beach Boulevard, and Orchard Avenue, as outlined in LABOE's previous inter-departmental correspondence dated July 6, 2017 (see Appendix I3). The required improvements for each roadway are described below:

a. Vermont Avenue. Vermont Avenue is designated as an Avenue I in the City's Mobility Plan 2035. Avenue I roadways have a designated right-of-way width of 100 feet and a designated roadway width of 70 feet, which correspond to a half right-of-way width of 50 feet and a half roadway width of 35 feet. The Project would accommodate a half right-of-way width of 50 feet from the City's westerly boundary along Vermont Avenue to the westerly property line, which satisfies the City's requirements for roadways that are designated as Avenue I. As noted previously, the Project would construct a 15-foot wide formal sidewalk and a connection to the sidewalk north of the Project Site along the east side of Vermont Avenue. A 30-foot curb radius and standard access ramp at the intersection of Redondo Beach Boulevard would be required to comply with Americans with Disabilities Act (ADA) requirements.

b. Redondo Beach Boulevard. Redondo Beach Boulevard is designated as a Boulevard II between Vermont Avenue and Figueroa Street (i.e., within the City boundaries) in the City's Mobility Plan 2035. Boulevard II roadways have a designated right-of-way width of 110 feet and a designated roadway width of 80 feet, which correspond to a half right-of-way width of 55 feet and a half roadway width of 40 feet. The Project would accommodate a half right-of-way width of 55 feet from the centerline of Redondo Beach Boulevard to the southerly property line, which satisfies the City's requirements for roadways which are designated as Boulevard II. A 15-foot wide sidewalk would also be required to be constructed, and 20-foot radius property line returns or 15-foot by 15-foot cut corners at the intersections with Vermont Avenue and Orchard Avenue would also be required. A 30-foot curb radius and standard access ramp at the intersection of Orchard Avenue would be required to comply with ADA requirements.

c. Orchard Avenue. Orchard Avenue is designated as a Local street in the City's Mobility Plan 2035. As shown on the Figure II-4, the Applicant is designing the street cross section to comply with the City's Industrial Local street standards. Industrial local streets have a designated right-of-way width of 64 feet and a designated roadway width of 44 feet, which correspond to a half right-of-way width of 32 feet and a half roadway width of 22 feet. The Project would accommodate a half right-of-way width of 32 feet, which satisfies the City's requirements for

roadways which are designated as Industrial Local streets. The Project would also construct a 12-foot wide formal sidewalk along the west side of Orchard Avenue. As noted in the LABOE correspondence, the Applicant would obtain prior approval for the configuration of the turning area and prepare the legal description for the turning area to be submitted with the dedication application.

8. Project Design Features

In addition to the Project characteristics discussed above, the proposed Project includes a number of Project Design Features (PDFs) that specifically relate to environmental considerations. The PDFs will be included in the Mitigation Monitoring and Reporting Program required in association with certification of the EIR. The PDFs are presented below, as well as in individual topical sections of the Draft EIR, where applicable.

AES-PDF-1: Temporary construction fencing will be placed along the periphery of the Project Site to screen construction activity from view at the street level.

AES-PDF-2: Outdoor lighting used during construction will be shielded and/or aimed such that the light source cannot be seen from adjacent residential properties, the public right-of-way, or from the above. However, construction lighting will not be so limited as to compromise the safety of construction workers.

AES-PDF-3: Mechanical, electrical, and roof top equipment (including Heating, Ventilation, and Air Conditioning (HVAC) systems), as well as building appurtenances, and trash enclosures will be integrated into the Project's architectural design.

AES-PDF-4: All new outdoor lighting required for the Project will be shielded and directed towards the interior of the Project Site such that the light source does not Project directly upon any adjacent property.

AES-PDF-5: Glass used in building facades will be anti-reflective or treated with an anti-reflective coating in order to minimize glare by minimizing the use of glass with mirror coating. Consistent with applicable energy and building code requirements, glass with coatings required to meet the 2019 Building Energy Efficiency Standards will be permitted.

AQ-PDF-1: The Project will install a minimum of 20 electric vehicle charging stations for electric passenger vehicles with an additional 38 stalls capable of supporting future electric vehicle chargers will be installed on-site.

AQ-PDF-2: The Project will include at least six tractor trailer parking stalls capable of supporting future electric vehicle supply equipment.

AQ-PDF-3: The Project will install a solar photovoltaic (PV) system that will generate a minimum of 460,000 kilowatt-hours per year (kWh/yr) of renewable electricity.

AQ-PDF-4: The proposed building will be designed and built to meet the standard for LEED Silver Certification under either the (1) LEED v.4 Building Design and Construction Standards for Core and Shell Development set forth by the U.S. Green Building Council or (2) LEED pre-certified Prologis program.

AQ-PDF-5: All forklifts used on-site will be electric-powered.

AQ-PDF-6: The Project will install a roof with a Solar Reflectance Index (SRI) of 25 or better to reduce surface temperature, heat island effect, and heat transfer to the interior of the structure.

HAZ-PDF-1: The Project will implement the requirements of a Soil Management Plan (SMP) (see Appendix F3) during soil moving activities, which includes explicit instructions for the appropriate handling, storage and disposal of any known or potentially impacted soil. The SMP also requires air monitoring activities to monitor the air downwind of the Project Site and appropriate Health and Safety Plans that will be employed by site workers. The SMP identifies requirements intended to protect human health when soil in certain areas of known or suspected impacts are disturbed for any reason, including, but not limited to, those resulting from demolition, utility installation/repair, soil excavation, drilling, grading/filling activities, stockpile generation, soil management, loading, and transportation. Requirements of the SMP include:

- **Health and Safety Plan (HASP):** A HASP will be prepared and in effect for all activities associated with the SMP and other activities at the Project site. Contractors working on site are expected to be operating under their own health and safety plans.

- **Environmental Monitoring:** In accordance with South Coast Air Quality Management District (AQMD) Rules, air monitoring will be necessary in areas where potential volatile organic compounds (VOC) contaminated soil are to be disturbed. Air monitoring for dust may also be required in other areas. An air monitoring/health and safety professional will be present during relevant activities and responsibilities will include recording monitoring data on field sheets, which will be kept as part of Project documentation.

- **Soil Monitoring:** Soils impacted by volatile organic compounds (VOC) or total petroleum hydrocarbons (TPH) that are encountered

during site redevelopment will be characterized and documented. The monitoring and sampling activities to be performed include:

- Visual observation performed to detect areas of soil that may be impacted by TPH or other non-VOC hazardous materials, if encountered.
- Screening for VOCs using field instruments to document new or previously undetected sources of VOCs.
- Soil sampling and chemical testing performed to evaluate concentrations of VOCs and TPH.

- **Proper Soil Handling:** If impacted soil is encountered, the area will be delineated as necessary with cones, caution tape, stakes, chalk, or flagging and the area will not be disturbed further until an environmental professional is on-site for observation and determination of whether testing and/or excavation work is required. Stockpile staging areas will be delineated prior to the start of excavation. All excavations will conform to applicable regulations, including the California Division of Occupational Safety and Health (better known as Cal/OSHA) Construction Safety Orders. The specific equipment, means, and methods to be utilized for soil removal, handling, and disposition will be selected based on the nature of the work to be conducted and its location on the site. If excavation is conducted during the rainy season (October through April), provisions will need to be made to prevent off-site migration of sediment in runoff.

- **Fugitive Dust and Vapor Control:** Appropriate procedures will be implemented to control the generation of airborne dust by soil removal activities, including, but not limited to, the use of water as a dust suppressant or stopping activities that have the potential to generate fugitive dust in the event wind conditions change creating an uncontrollable condition.

- **Excavation and Stockpiling:** Impacted soil that is excavated and not immediately removed from the site will be stockpiled on site and covered with plastic sheeting to control dust and minimize exposure to precipitation and wind. If a stockpile remains on site during the rainy season, a perimeter sediment barrier, constructed of material such as straw bales or fiber roll, will also be installed. The stockpiles will be inspected biweekly at a minimum. During stockpile removal, only the working face of the stockpile will be uncovered. If the

stockpiled impacted soil is to be transported off-site for disposal or recycling, the soil will be profiled for waste characteristics. Soil samples will be analyzed for parameters required by the disposal/recycling facility.

- **Responding to Unknown Conditions:** If previously unknown impacted soil is suspected (based on visual staining, odors, photo ionization detector readings, or other observations), the area will be delineated and construction activity will cease in this area and sampling of the unknown material will occur using United States Environmental Protection Agency (USEPA) methodology. Analysis will be conducted for TPH, metals, and/or VOCs, as appropriate. Analytical results will be compared to applicable regulatory screening levels. Based on this comparison, a determination will be made regarding soil disposition (reuse on site, off-site transport and disposal/recycling, etc.). Additionally, if any underground storage tanks (UST) or other subsurface features are encountered, a similar approach will be taken, and appropriate permitting, as necessary, will be obtained for the removal of the feature(s). Any permitted removals will be conducted with appropriate regulatory oversight, documentation, and reporting.

- **Imported fill:** As appropriate, off-site soils brought to the site for use as backfill (import fill), if necessary, will be tested in general conformance with the California Department of Toxic Substances Control (DTSC) Information Advisory Clean Imported Fill Material document.

- **Post-construction Requirements:** If contaminated soil is left in lace, the location of this soil will be surveyed or recorded by use of geographic positioning system equipment. Following the completion of construction, excavation, and disposition activities, a summary report will be prepared. The report will include a summary of activities, locations of soil sources and final disposition of contaminated soil, and estimated quantities of materials. Additionally, removal of any USTs or other subsurface features, if encountered, will be conducted under appropriate permits (if any) and documented in applicable reports for submittal to the Los Angeles Fire Department (LAFD), or other regulatory agency, as appropriate.

HAZ-PDF-2: The proposed Project will include installation of a vapor intrusion mitigation system (VIMS). The VIMS will be installed beneath the

proposed building during construction to protect it from any potential for vapor intrusion. Additionally, a passive venting system will be installed as an additional protective measure, above and beyond any necessary measures. The passive venting system will allow potential vapors beneath the structure to be conveyed through piping to various points outside of the building. The passive venting system will have the potential to be turned into an active system, should it ever be deemed necessary during the lifetime of the structure.

N-PDF-1: **Docks**. The Project will be limited to no more than 36 dock high truck loading positions

N-PDF-2: **Construction-source noise.** All construction equipment that is required to be equipped with a backup alarm will utilize a broadband-style backup alarm.

N-PDF-3: **Operational-source noise.** Back-up beepers will not be allowed; alternate safety means for exterior operated vehicles will be utilized between the hours of 10:00 p.m. and 7:00 a.m.

N-PDF-4: **Operational-source noise.** Loading and unloading will be prohibited within 300 feet of any existing residential building between the hours of 10:00 p.m. and 7:00 a.m. the following day.

N-PDF-5: **Operational-source noise:** The Project will include a minimum 14-foot tall concrete masonry unit (CMU) or concrete wall along the northern property line to shield surrounding uses from noise relating to loading dock activities.

N-PDF-6: **Increased Noise Levels (Demolition, Grading, and Construction Activities).**

a. Construction and demolition will be restricted to the hours of 7:00 am to 6:00 pm Monday through Friday

b. Demolition and construction activities will be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.

c. The contractor will use power construction equipment with muffling devices.

d. The contractor will use on-site electrical sources or solar generators to power equipment rather than diesel generators where feasible.

e. The contractor will erect a temporary construction noise barrier 10-feet in height along the entire northern property line of the Project Site for the duration of construction activities. The barrier may be constructed

with 1-inch plywood but will be solid, without holes or cracks, and will extend to the ground surface.

f. During all excavation and grading on-site, construction contractors will equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturer standards.

g. The contractor will place all stationary construction equipment so that emitted noise is directed away from the noise sensitive receptors nearest the Project Site.

h. Equipment will be shut off and not left to idle when not in use.

i. The contractor will 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 will be shielded and noise will be directed away from sensitive receptors.

k. A construction monitoring program will be prepared in order to document the decrease in noise levels obtained by the above listed construction measures.

T-PDF-1: **Loading.** All loading and unloading at the Project Site would occur at the rear of the building, along the north side of the Project Site adjacent to the Union Pacific right-of-way and out of sight from public sidewalks. A 14-foot sound wall will be constructed along the northerly property boundary to further screen the on-site loading activities from the existing uses north of the site. Truck access to the loading area will be accommodated by the Vermont Avenue driveway and the northerly driveway on Orchard Avenue only. The Project will be designed such that the loading activities will occur more than 300 feet from the nearest residential unit and out of view from the public right-of-way, which exceeds the requirements for vehicle loading and unloading set forth in LAMC Section 114.03

T-PDF-2: **Construction Staging and Traffic Management Plan.** Should any such pedestrian detours or temporary travel lane closures be proposed, traffic control/management plans will be prepared for the required review and approval by Los Angeles Department of Transportation (LADOT). Accordingly, the Construction Site Traffic Management Plan (CSTMP) will include, but not be limited to the following features, as appropriate:

- Provide a posted sign on the Project Site with hotline information for adjacent property owners to call and address specific issues or activities that may potentially cause problems at on-and-off-site locations;

- Coordinate with the City and emergency service providers to ensure adequate access is maintained to the Project Site and neighboring businesses;

- Coordinate with public transit agencies to provide advanced notifications of any temporary stop relocations and durations and follow all safety required procedures required by the concerned agency;

- Limit any potential roadway lane closure/s to off-peak travel periods;

- Provide traffic control for any potential roadway lane closure, detour, or other disruption to traffic circulation;

- Store any construction equipment within the perimeter fence of the construction site. Should temporary storage of a large piece of equipment be necessary outside of the perimeter fence (e.g., within a designated lane closure area), that area must comply with City-approved detour/traffic control plans;

- Provide safety precautions for pedestrians and bicyclists through such measures as alternate routing and protection barriers;

- Identify the routes that construction vehicles would utilize for the delivery of construction materials (e.g., lumber, tiles, piping, windows), to access the Project Site, traffic controls and detours, and proposed construction phasing plan for the Project;

- Require the Applicant to keep all haul routes adjacent to the Project Site clean and free of debris including, but not limited to, gravel and dirt as a result of its operations;

- Schedule delivery of construction materials and hauling/transport of oversize loads to non-peak travel periods. No hauling or transport will be allowed during nighttime hours, Sundays, or federal holidays unless required by Caltrans or LADOT;

- Obtain a Caltrans transportation permit for use of oversized transport vehicles on Caltrans facilities, if needed;
- Haul trucks entering or exiting public streets will at all times yield to public traffic;
- Construction-related parking and staging of vehicles will occur on-site to the extent possible, but may occur on nearby public parking lots, as approved by the City;
- Coordinate deliveries to reduce the potential of trucks waiting to unload for protracted periods of times;
- Prohibit parking by construction workers on adjacent streets and direct construction workers to available/designated parking areas within and adjacent to the Project Site; and
- The CSTMP will meet standards established in the current California Manual on Uniform Traffic Control Device (MUTCD), as well as City of Los Angeles requirements.

T-PDF-3: **Transportation Demand Management Program.** Transportation demand management (TDM) measures are aimed at reducing vehicular traffic generated at project sites and the associated need for parking. TDM measures decrease the number of vehicular trips generated by persons traveling to/from the site by offering specific facilities, services and actions designed to increase the use of alternative transportation modes (e.g., transit, walking, and bicycling) and ridesharing.

In order to comply with the City's Transportation Demand Management (TDM)[3], a formal Preliminary TDM Plan will be developed in conjunction with LADOT prior to issuance of a building permit for the Project. This preliminary plan will include, at a minimum, measures consistent with the City's TDM Ordinance. A Final TDM Plan will be prepared prior to issuance of any building permit. The Project TDM plan may include some of the following measures:

- *TDM Information/Promotional Materials.* Provide transportation information in a highly visible and accessible location within the

[3] *City of Los Angeles Ordinance 168,700 (Transportation Demand Management and Trip Reduction Measures, effective March 31, 1993) added Section 12.26 J to the Los Angeles Municipal Code to provide transportation demand management features within new buildings which would facilitate the use of alternative transportation modes to decrease dependency on vehicles carrying only one person.*

building, including information on local transit providers, area walking routes, bicycling maps, etc., to inform employees and visitors of available alternative transportation modes to access the Project, other amenities in the area and travel opportunities in the area. Highlight the environmental benefits of utilization of alternative transportation modes. In addition, make available transit fare media and day/month passes for purchase by employees and visitors during typical business hours.

- *Transit Welcome Package.* Provide all new employees with a Transit Welcome Package (TWP) in addition to holding a Transportation Fair on an annual basis. At a minimum include information regarding the employer/s' arrangements for free or discounted use of the transit system, area bus/rail transit route and connections/transfers information, bicycle facilities (including routes, rental and sales locations, on-site bicycle racks, walking and biking maps), and convenient local services and restaurants within walking distance of the Project.

- *Carpool Program for Employees.* Provide preferential parking within the on-site parking areas for employees who commute to work in registered carpools. An employee who drives to work with at least one other employee to the site may register as a carpool entitled to preferential parking within the meaning of this provision.

- *Public Transit Stop Enhancements.* Work in cooperation with LADOT and other transit agencies to improve the existing bus stop on Vermont Avenue with a shelter and transit information. Enhancements could include enhanced weather/sun protection, lighting, benches, and trash receptacles. These improvements would be intended to make riding the bus a safer and more attractive alternative.

- *Convenient Parking/Amenities for Bicycle Riders.* Consistent with the City's Municipal Code requirements, provide locations at the Project Site for convenient bicycle parking for employees and visitors. Bicycle parking may include bicycle racks, locked cages, or another similar parking area. Provide shower facilities for employees who commute to work via bicycle. Refer to Figure II-4, Site Plan, for a summary of the number of long-term and short-term bicycle parking spaces proposed to be provided by the Project.

- *Local Hiring Program.*When hiring conduct outreach to residents who live in the study area based on satisfaction of other requirements of the available positions.

- *Flexible/Alternative Work Schedules.* Encourage tenants in the building to offer flexible or alternative work schedules, as well as the opportunity to telecommute if feasible.

- *Parking Cash-Out Program*. Require in any lease it executes as landlord for space within the Project that a parking cash-out program be provided if employees are charged for parking. Parking cash-out program refers to an employer-funded program under which an employer offers in-lieu of any parking subsidy, a transit subsidy or cash allowance (for use of alternative modes such as walking and bicycling) of equal or greater value.

9. Project Construction

(1) Timeline

Construction of the proposed Project would commence October 2021 and be completed by the end of July 2022, a duration of approximately 9 months. Opening year is assumed to be 2022.

(2) Haul Route

Approximately 1,000 tons of asphalt demolition would be hauled off-site to a facility in the City of Stanton, while the majority of asphalt demolition debris would be reprocessed on-site. In the Project vicinity, the planned haul routes for loaded trucks to the disposal facility in Stanton will likely include Redondo Beach Boulevard and I-110 Freeway. Export of the approximately 1,000 tons of demolition debris would generate up to a total of 100 one-way truck trips (50 truckloads) during demolition activities.

Following the completion of rough grading, building construction would occur during the remaining seven months, requiring 50 workers and up to 100 one-way vendor delivery-related trips per day. It should be noted that other related construction activities, such as utility trenching, fine grading, paving, architectural coating, and finishing/landscaping would also take place during the building construction phase, and these activities would require an additional four to 15 daily workers and up to four additional one-way vendor delivery-related trips per day.

10. Actions and Approvals

In order to implement the Project; the Project is requesting approval of the following discretionary actions from the City:

1. Major Development Project Conditional Use Permit for the construction of a warehouse with over 250,000 square feet of floor area (LAMC Section 12.24 U.14).

2. Commercial Corner Development Conditional Use Permit to permit the Project to operate between the hours of 11 p.m. and 7 a.m. and to have exterior walls consisting of less than 50 percent window glazing (LAMC Section 12.24 W.27).

3. Site Plan Review for a development which results in an increase of more than 50,000 square feet of non-residential floor area (LAMC Section 16.05).

4. 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 53 feet in lieu of the otherwise permitted 45 feet.

5. Other discretionary and ministerial permits and approvals that may be deemed necessary, including, but not limited to, temporary street closure permits, grading permits, excavation permits, foundation permits, building permits, and sign permits.

This Draft EIR serves as the environmental document for the City's discretionary actions associated with development of the Project, which are listed above. This Draft EIR is also intended to cover all federal, State, regional and/or local government discretionary or ministerial permits or approvals that may be required to develop the Project, whether or not they are explicitly listed above.