

Appendix B

Notice of Preparation (NOP) and NOP Comments



NOTICE OF PREPARATION OF ENVIRONMENTAL IMPACT REPORT AND PUBLIC SCOPING MEETING

February 7, 2020

ENVIRONMENTAL CASE NO.:	ENV-2017-1015-EIR
PROJECT NAME:	Prologis Vermont and Redondo Project
PROJECT APPLICANT:	Prologis L.P.
PROJECT ADDRESS:	15116-15216 South Vermont Avenue and 747-861 West Redondo Beach Boulevard, Los Angeles, CA 90247
COMMUNITY PLAN AREA:	Harbor Gateway
COUNCIL DISTRICT:	15 – Buscaino
PUBLIC COMMENT PERIOD:	February 7, 2020 – March 9, 2020
SCOPING MEETING:	February 19, 2020, 5:00 p.m. - 7:00 p.m. See below for additional information.

The City of Los Angeles (City) intends to prepare an Environmental Impact Report (EIR) for the proposed Prologis Vermont and Redondo Project (Project). In accordance with Section 15082 of the California Environmental Quality Act (CEQA) Guidelines, the City has prepared this Notice of Preparation to provide the public, nearby residents and property owners, responsible agencies, and other interested parties with information regarding the Project and its potential environmental effects. The EIR will be prepared by outside consultants under the supervision of the City of Los Angeles, Department of City Planning.

The City requests your written comments as to the scope and contents of the EIR, including mitigation measures or project alternatives to reduce potential environmental impacts from the Project. Comments must be submitted in writing according to directions below. If you represent a public agency, the City seeks written comments as to the scope and content of the environmental information in the EIR that are germane to your agency's statutory responsibilities in connection with the Project. Your agency may need to use the EIR prepared by the City when considering your permit or other approval for the Project.

A Public Scoping Meeting will be held to receive input as to what environmental topics the EIR should study. No decisions about the Project are made at the Public Scoping Meeting. Additional project details, meeting information, and instructions for public comment submittal are listed below.

PROJECT LOCATION AND EXISTING ON-SITE USES:

The approximately 16-acre Prologis Vermont and Redondo Project site is a vacant site located at the northwest corner of South Vermont Avenue and West Redondo Beach Boulevard in the Harbor Gateway Community Plan Area of the City of Los Angeles. The Harbor Freeway (SR 110) is located approximately 0.13 miles east of the Project site.

The Project Site is located 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 a Hustler

Casino to the southwest. A shopping complex is located to the east across Orchard Avenue; 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, the Kei-Ai Southbay Healthcare Center (rehabilitation facility), and the Memorial Hospital of Gardena (see attached Project Location Map). First Southern Baptist Church and Amestoy Elementary School are located in the vicinity across Vermont Avenue to the northwest.

PROJECT DESCRIPTION:

The Project involves the 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 219 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. The Project site was previously developed with four buildings totaling 505,291 square feet. All above-grade structures were demolished in 2010 and 2011.

Proposed Uses

Proposed Uses	Maximum Sizes
<i>Industrial land uses</i>	
Industrial	310,298 sf
Office	30,000 sf
Total Industrial	340,298 sf

REQUESTED ACTIONS:

1. Major Development Conditional Use Permit for a development which creates over 250,000 square feet or more of warehouse floor area
2. Commercial Corner Development Conditional Use Permit to allow 24-hour operation in lieu of the otherwise permitted 7 a.m. to 11 p.m. and to allow exterior walls consisting of less than 50 percent window glazing
3. Zoning Administrator's Adjustment to allow a maximum building height of 53 feet in lieu of the otherwise permitted 45 feet; and
4. 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.

POTENTIAL ENVIRONMENTAL EFFECTS OF THE PROJECT:

Based on an Initial Study, the proposed project could have potentially significant environmental impacts in the following topic areas, which will be addressed in the EIR:

Air Quality, Cultural Resources, Energy, Geology and Soils (paleontological resources), Greenhouse Gas Emissions, Hazards and Hazardous Materials, Noise, Transportation, and Tribal Cultural Resources.

PUBLIC SCOPING MEETING: A Public Scoping Meeting will be held in **an open house format** to share information regarding the Project and the environmental review process and to receive written public comments regarding the scope and content of the environmental analysis to be addressed in the EIR. City staff, environmental consultants, and project representatives will be available, but no formal presentation is scheduled. You may stop by at any time during the hours listed below to view materials, ask questions, and provide written comments. The City encourages all interested individuals and organizations to attend this meeting. Written comments may be submitted, but there will be no verbal comments or public testimony taken at the Public Scoping Meeting. No decisions about the Project will be made at the Public Scoping Meeting. A separate public hearing for Municipal Code entitlement requests, will be scheduled after the completion of the EIR. The date, time, and location of the Public Scoping Meeting are as follows:

Date: Wednesday, February 19, 2020
Time: 5:00 p.m. – 7:00 p.m.
Location: Dae Hueng Church located at 15411 S. Figueroa St, Gardena, CA 90248

Free Parking is Available at the Scoping Meeting Location (see attached map)

FILE REVIEW AND COMMENTS:

The enclosed materials reflect the scope of the Project. The environmental file is available for public review at the City of Los Angeles, Department of City Planning, 221 N. Figueroa St, Suite 1350, Los Angeles, CA 90012, during office hours Monday - Friday, 9:00 a.m. - 4:00 p.m. To review the file, please contact the Staff Planner listed below to schedule an appointment. A copy of this notice and the Initial Study prepared for the Project may be viewed with the environmental file or online at <http://planning4la.com/development-services/eir>.

The City will consider all written comments regarding the potential environmental impacts of the Project and issues to be addressed in the EIR. If you wish to submit comments, please reference the Environmental Case No. above, and submit them in writing by **Monday March 9, 2020 no later than 4:00 p.m.** Written comments will also be accepted at the Public Scoping Meeting described above.

Please direct your comments to:

Mail: Jivar Afshar
City of Los Angeles, Department of City Planning
221 N. Figueroa St, Suite 1350
Los Angeles, CA 90012

E-mail: jivar.afshar@lacity.org

ACCOMMODATIONS: As a covered entity under Title II of the Americans with Disabilities Act, the City of Los Angeles does not discriminate on the basis of disability. The Public Scoping Meeting facility and its parking are wheelchair accessible. Sign language interpreters, assistive listening devices, or other auxiliary aids and/or services may be provided upon request. Other services, such as translation between English and other languages, may also be provided upon written request submitted a minimum of seven (7) working days in advance to: per.planning@lacity.org. Be sure to identify the language you need English to be translated into, and indicate if the request is for oral or written translation services. If translation of a written document is requested, please include the document to be translated as an attachment to your email.

VINCENT P. BERTONI, AICP
Director of Planning

Jivar Afshar
Major Projects Section
Department of City Planning
(213) 847-3630

Attachments:

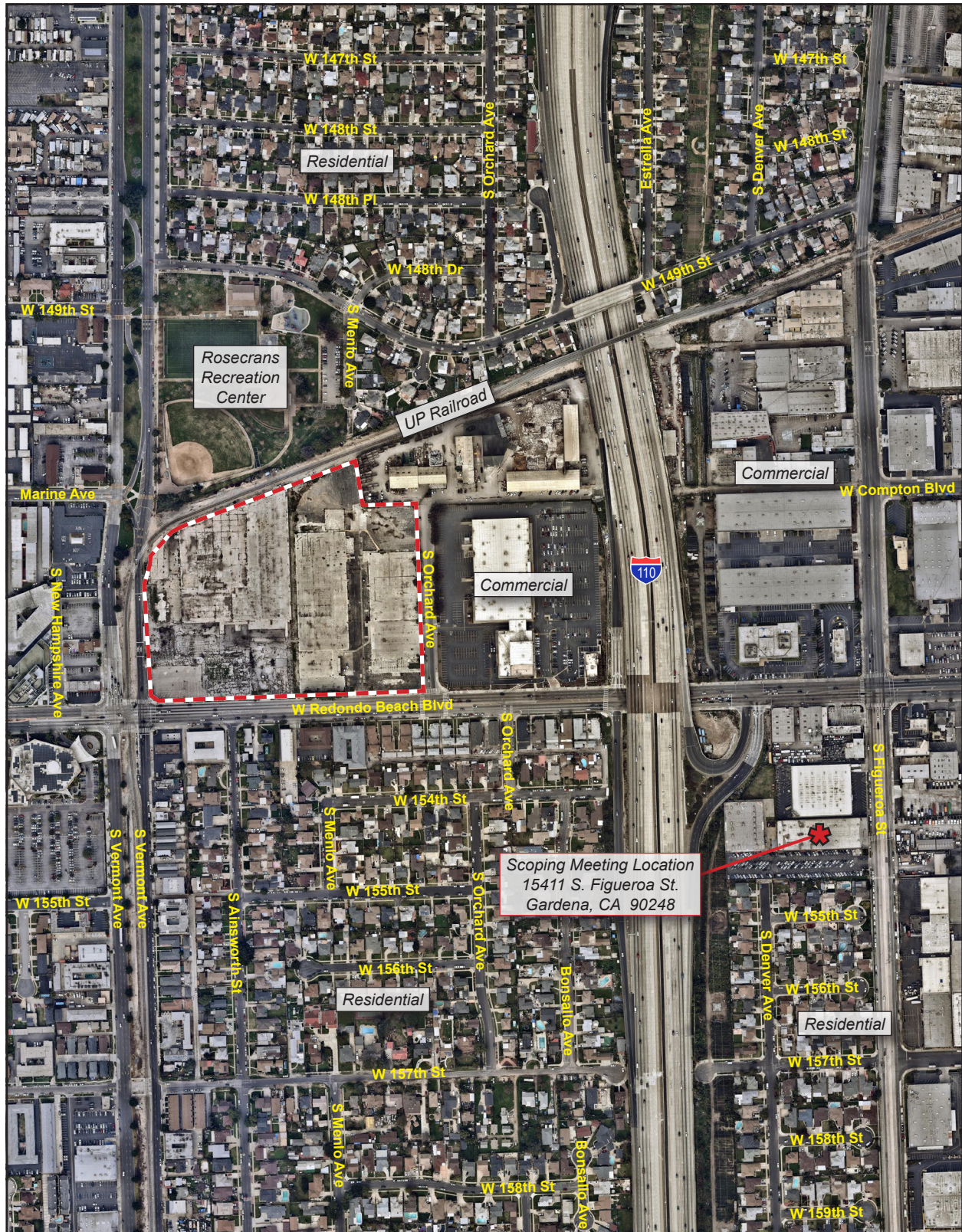
Figure 1 – Project Location Map and Scoping Meeting Location
Figure 2 – Site Plan

Puede obtener información en Español acerca de esta junta llamando al (213) 978-1300.

Para más información llame a Jivar Afshar al (213) 847-3630.

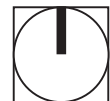
질문이나 정보를 원하시면 Jivar Afshar (지바르)에게 전화주세요 (213) 847-3630.

Figure 2 – Project Location Map and Scoping Meeting Location



--- Project Boundary

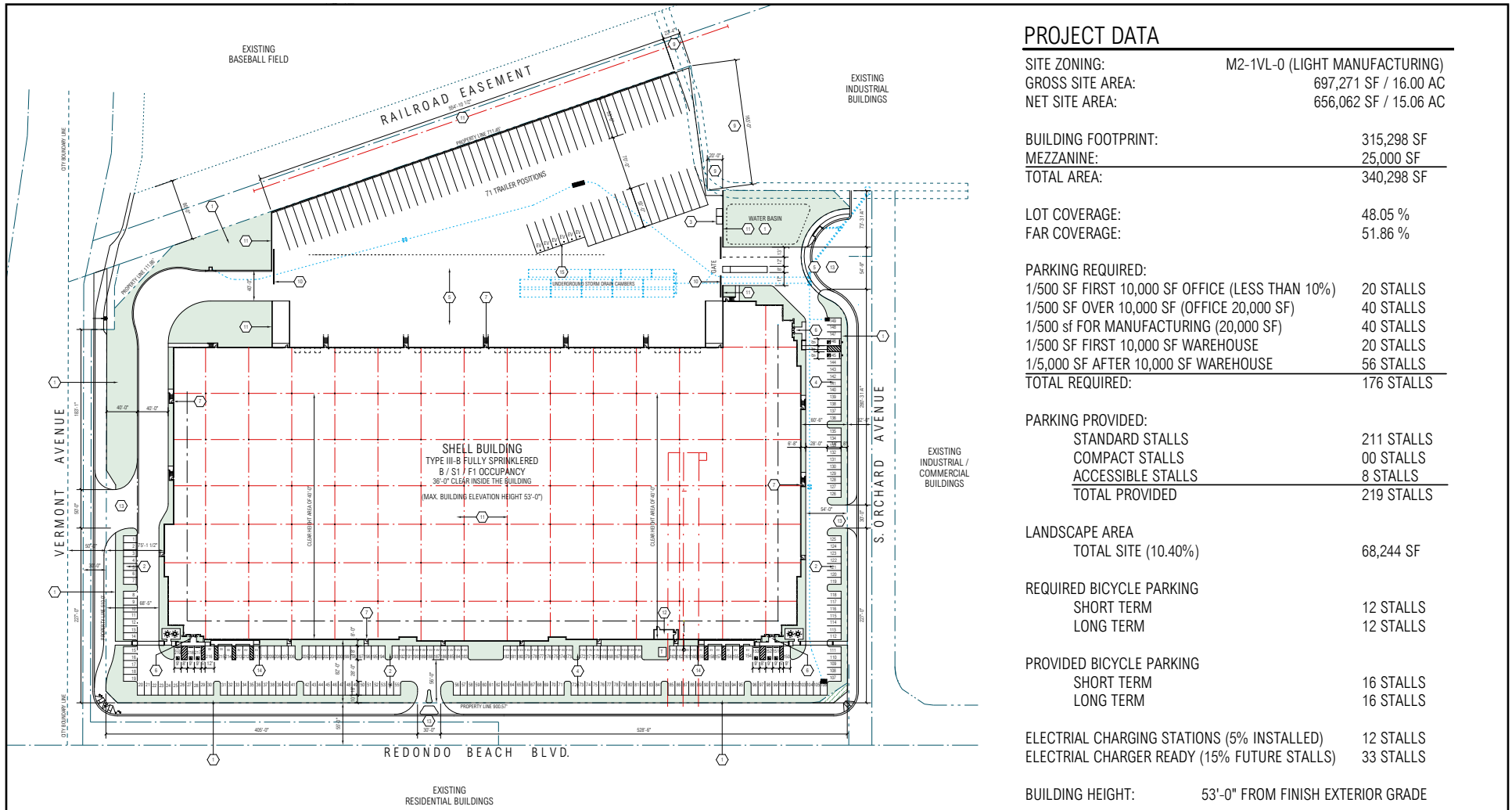
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Scale (Feet)



Source: Nearmap, 2020

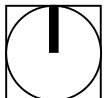
PlaceWorks

Figure 2 -- Site Plan
3. Project Description



Source: RGA, 2019

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Scale (Feet)



DEPARTMENT OF TRANSPORTATION

DISTRICT 7 – Office of Regional Planning
100 S. MAIN STREET, MS 16
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PHONE (213) 897-0475
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March 9, 2020

Jivar Afshar
City of Los Angeles
221 N. Figueroa Street, Suite 1350
Los Angeles, CA 90012

RE: Prologis Vermont and Redondo Project –
Notice of Preparation (NOP)
GTS # 07-LA-2020-03155
SCH # 2017121007
Vic. LA-110/PM: 11.272

Dear Jivar Afshar:

Thank you for including the California Department of Transportation (Caltrans) in the review process for the above referenced NOP. The Prologis Vermont and Redondo Project involves the 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 219 automobile parking spaces and 32 bicycle parking spaces. The project also includes 36 high dock truck loading positions and parking for up to 71 trailers. Currently the project site is vacant. The City of Los Angeles is considered the Lead Agency under the California Environmental Quality Act (CEQA).

The project is located approximately 0.13 miles west of Interstate 110 (I-110) at W Redondo Beach Boulevard, 1.5 miles away from the I-110 and State Route 91 (SR-91) interchange, 2.5 miles away from Interstate 405 (I-405) at Vermont Avenue, and 2.5 miles away from Interstate 105 (I-105) at Vermont Avenue.

In December 2017, Caltrans sent a letter (see attachment) about the Mitigated Negative Declaration (MND) that was originally prepared for this project to the City of Los Angeles. At that time the project was referred to as the South Bay Distribution Center.

In July 2019, the City of Los Angeles adopted a Vehicle Miles Traveled (VMT) metric for transportation analysis in accordance with Senate Bill 743. Caltrans commends the City for its early adoption of the metric that assists the State in meeting its greenhouse gas emissions and air quality targets.

Also since December 2017, the scope of the project has changed. The original project scope was for a 54-foot tall, 466,402 square foot center with a total of 246 automobile parking spaces and 24 bicycle parking spaces. The new project scope is a 53-foot tall, 340,298 square foot center with a total of 219 automobile parking spaces and 32 bicycle parking spaces. The new project scope also includes 36 high dock truck loading positions, and up to 71 parking stalls for truck trailers. In sum, the project scope has experienced decreases in height, square footage, and automobile spaces, an increase in bicycle parking spaces, and the addition of 36 high dock truck loading positions and up to 71 parking stalls for truck trailers.

In addition, the City of Los Angeles has determined that a Draft Environmental Impact Report (DEIR) is required for the proposed project. Caltrans looks forward to receiving the draft EIR for review and to

provide further comments, if warranted.

From reviewing the NOP, Caltrans requests queueing analyses at the following locations:

- I-110 southbound off-ramp at Redondo Beach Boulevard
- I-110 northbound off-ramp at Redondo Beach Boulevard
- Eastbound Redondo Beach Boulevard left-turn lane to the I-110 on-ramp

Caltrans would like to review these analyses to ensure that the project's additional trucking facilities do not cause queues at these ramps, which could then lead to traffic conflicts.

The following information is included for your consideration.

The mission of Caltrans is to provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability. Furthermore, Caltrans encourages the Lead Agency to integrate transportation and land use in a way that reduces VMT and Greenhouse Gas (GHG) emissions, as well as facilitates a high level of non-motorized travel and transit use. Thus, Caltrans supports the Transportation Demand Management (TDM) strategies that this project has incorporated, such as providing bicycle parking and enhancing all unimproved sidewalk areas adjacent to the project site. Additional TDM strategies that the City of Los Angeles may want to consider integrating into this project include:

- Decrease the amount of vehicle parking provided to be no more than required, which would be 176 stalls for this project, according to its site plan. This could be accomplished by offering additional bicycle parking.
- Provide bicycle facilities along W. Redondo Beach Boulevard to connect the bike lanes on S. Figueroa Street and Vermont Avenue.
- Ensure all driveways are safe for pedestrians to cross by setting them back from the sidewalk to increase pedestrian visibility.
- Examine the crosswalk at W. Redondo Beach Boulevard and the I-110 ramps, and consider whether it needs to be restriped in order to increase its visibility as well as pedestrian safety.
- Confirm that sidewalk improvements will meet current ADA standards.

Please make every attempt to reduce VMT.

Finally, as stated when an MND was prepared for this project, any transportation of heavy construction equipment and/or materials which requires use of oversized-transport vehicles on State highways will need a Caltrans transportation permit. Caltrans recommends that the project limit construction traffic to off-peak periods to minimize the potential impact on State facilities. If construction traffic is expected to cause delays on any State facilities, please submit a construction traffic management plan detailing these delays for Caltrans' review.

If you have any questions about these comments, please contact Emily Gibson, the project coordinator, at Emily.Gibson@dot.ca.gov, and refer to 07-LA-2020-03155.

Sincerely,



MIYA EDMONSON
IGR/CEQA Branch Chief
cc: Scott Morgan, State Clearinghouse

DEPARTMENT OF TRANSPORTATION

DISTRICT 7- OFFICE OF REGIONAL PLANNING

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December 22, 2017

Mr. Oliver Netburn
City of Los Angeles
200 N. Spring Street, Room 763
Los Angeles, Ca 90012

RE: South Bay Distribution Center
SCH#2017121007
GTS#07-LA-2017-01258ME-MND

Dear Mr. Netburn:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The proposed project includes the construction, use and maintenance of a new, one story, 54 foot, 466,402 square-foot warehouse center. 246 automobile parking spaces and 24 bicycle spaces will also be included.

After reviewing the Mitigated Negative Declaration, Caltrans has the following comments:

- Based on review of the Mitigated Negative Declaration, Caltrans does not expect project approval to result in a direct adverse impact to the existing State transportation facilities. A queuing analysis for the I-110 SB off- Ramps at Redondo Beach Boulevard and I-110 NB off-ramp at Redondo Beach Boulevard were performed, the queuing lengths do not exceed the existing storage capacity of these ramps. Intersections are projected to operate within acceptable levels of service during peak hours and no significant traffic impacts are forecast.
- Any transporting of heavy construction equipment and/or materials which require the use of oversized-transport vehicles on State highways will require a Caltrans transportation permit. Caltrans recommends that large size truck trips be limited to off-peak commute periods in order to minimize traffic congestion and provide maximum safety to the pedestrians and vehicular traffic on the streets and freeways.

If you have any questions regarding these comments, please contact project coordinator Ms. Miya Edmonson, at (213) 897-6536 and refer to GTS# LA-2017-01258ME

Sincerely,


MIYA EDMONSON
IGR/CEQA Acting Branch Chief

cc: Scott Morgan, State Clearinghouse

March 9, 2020

Jivar Afshar
Senior Planner
City of Los Angeles
221 North Figueroa Street, Suite 1350
Los Angeles, California 90012

Dear Jivar Afshar:

Thank you for providing the California Air Resources Board (CARB) with the opportunity to comment on the Notice of Preparation (NOP) for the Prologis Vermont and Redondo Project (Project) Draft Environmental Impact Report (DEIR), State Clearinghouse No. 2017121007. The Project consists of the construction and operation of 340,298 square-foot manufacturing/high-cube warehouse/distribution center. The Project is proposed within the City of Los Angeles (City), California, which is the lead agency for California Environmental Quality Act (CEQA) purposes.

Freight facilities, such as warehouse and distribution facilities, can result in high daily volumes of heavy-duty diesel truck traffic and operation of on-site equipment (e.g., forklifts and yard tractors) that emit toxic diesel emissions, and contribute to regional air pollution and global climate change.¹ CARB has reviewed the NOP and is concerned about the air pollution and health risk impacts that would result should the City approve the Project to build the manufacturing/high-cube warehouse/distribution center.

I. The Project Would Increase Exposure to Air Pollution in Disadvantaged Communities

The Project, if approved, will expose nearby disadvantaged communities to elevated air pollution. Addressing the disproportionate impacts that air pollution has on disadvantaged communities is a pressing concern across the State, as evidenced by statutory requirements compelling California's public agencies to target these communities for clean air investment, pollution mitigation, and environmental regulation. The following three pieces of legislation need to be considered and included in the DEIR when developing a project like this near disadvantaged communities.

¹ With regard to greenhouse gas emissions from this project, CARB has been clear that local governments and project proponents have a responsibility to properly mitigate these impacts. CARB's guidance, set out in detail in the Scoping Plan issued in 2017, makes clear that in CARB's expert view local mitigation is critical to achieving climate goals and reducing greenhouse gases below levels of significance.

A. Senate Bill 535 (De León, 2012)

Senate Bill 535 (De León, Chapter 830, 2012)² recognizes the potential vulnerability of low-income and disadvantaged communities to poor air quality and requires funds to be spent to benefit disadvantaged communities. The California Environmental Protection Agency (CalEPA) is charged with the duty to identify disadvantaged communities. CalEPA bases its identification of these communities on geographic, socioeconomic, public health, and environmental hazard criteria (Health and Safety Code, section 39711, subsection (a)). In this capacity, CalEPA currently defines a disadvantaged community, from an environmental hazard and socioeconomic standpoint, as a community that scores within the top 25 percent of the census tracts, as analyzed by the California Communities Environmental Health Screening Tool Version 3.0 (CalEnviroScreen).³ This Project falls adjacent to the northern boundary of the Wilmington, Carson, West Long Beach Community. The maximum CalEnviroScreen score for the Wilmington, Carson, West Long Beach community is in the top 2 percent, indicating that the area is home to some of the most vulnerable neighborhoods in the State. The air pollution levels in Wilmington, Carson, West Long Beach routinely exceed State and federal air quality standards. CARB urges the City to ensure that the Project does not adversely impact neighboring disadvantaged communities.

B. Senate Bill 1000 (Leyva, 2016)

Senate Bill 1000 (SB 1000) (Leyva, Chapter 587, Statutes of 2016)⁴ amended Planning and Zoning Law. SB 1000 requires local governments that have identified disadvantaged communities to incorporate the addition of an environmental justice element into their general plans upon the adoption or next revision of two or more elements concurrently on or after January 1, 2018. SB 1000 requires environmental justice elements to identify objectives and policies to reduce unique or compounded health risks in disadvantaged communities. Generally, environmental justice elements will include policies to reduce the community's exposure to pollution through air quality improvement. SB 1000 affirms the need to integrate environmental justice principles into the planning process to prioritize improvements and programs that address the needs of disadvantaged communities.

² Senate Bill 535, De León, K., Chapter 800, Statutes of 2012, modified the California Health and Safety Code, adding § 39711, § 39713, § 39715, § 39721 and § 39723.

³ "CalEnviroScreen 3.0." Oehha.ca.gov, California Office of Environmental Health Hazard Assessment, June 2018, <https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-30>.

⁴ Senate Bill 1000, Leyva, S., Chapter 587, Statutes of 2016, amended the California Health and Safety Code, § 65302.

C. Assembly Bill 617 (Garcia, 2017)

The State of California has emphasized protecting local communities from the harmful effects of air pollution through the passage of Assembly Bill 617 (AB 617) (Garcia, Chapter 136, Statutes of 2017).⁵ AB 617 requires new community-focused and community-driven action to reduce air pollution and improve public health in communities that experience disproportionate burdens from exposure to air pollutants. In response to AB 617, CARB established the Community Air Protection Program with the goal of reducing exposure in communities heavily impacted by air pollution. The Wilmington, Carson, West Long Beach Community is 1 of 10 statewide communities chosen for inclusion in the first year of the Community Air Protection Program.

The Wilmington, Carson, West Long Beach Community was selected for both community air monitoring and the development of an emissions reduction program due to its high cumulative exposure burden, the presence of a significant number of sensitive populations (children, elderly, and individuals with pre-existing conditions), and the socioeconomic challenges experienced by its residents.

Health-harming emissions, including particulate matter (PM), toxic air contaminants, and diesel PM generated during the construction and operation of the Project may negatively impact the community, which is already disproportionately impacted by air pollution from the existing port and other freight operations as well as stationary sources of air pollution. Part of the AB 617 process required CARB and the South Coast Air Quality Management District (SCAQMD) to create a highly-resolved inventory of air pollution sources within this community. CARB would be more than happy to share this community emissions inventory with the City and applicant to aid in the DEIR's cumulative impact analysis.

II. The DEIR Should Quantify and Discuss the Potential Cancer Risks at Residential and Other Sensitive Receptors in the Vicinity of the Proposed Industrial Building

Since the Project description in the NOP did not explicitly state that the proposed 340,298 square-foot manufacturing/high-cube warehouse/distribution center would not include cold storage space, there is a possibility that trucks and trailers visiting the Project site would be equipped with transport refrigeration units (TRU).⁶

TRUs on trucks and trailers can emit large quantities of diesel exhaust while operating within the Project site. Residences and other sensitive receptors (e.g., daycare facilities, senior care facilities, and schools) located near where these TRUs could be

⁵ Assembly Bill 617, Garcia, C., Chapter 136, Statutes of 2017, modified the California Health and Safety Code, amending § 40920.6, § 42400, and § 42402, and adding § 39607.1, § 40920.8, § 42411, § 42705.5, and § 44391.2.

⁶ TRUs are refrigeration systems powered by integral diesel engines that protect perishable goods during transport in an insulated truck and trailer vans, rail cars, and domestic shipping containers.

operating, would be exposed to diesel exhaust emissions that would result in significant cancer risk. CARB urges the applicant and City to clearly define the final use of the Project in the DEIR so the public can fully understand the potential environmental effects of the Project on their communities.⁷

If the Project will not be used for cold storage, CARB urges the City to include one of the following design measures in the DEIR:

- A Project design measure requiring contractual language in tenant lease agreements that prohibits tenants from operating TRUs within the Project site; or
- A condition requiring a restrictive covenant over the parcel that prohibits the applicant's use of TRUs on the property unless the applicant seeks and receives an amendment to its conditional use permit allowing such use.

If the City does allow TRUs within the Project site, CARB urges the City to model air pollutant emissions from on-site TRUs in the DEIR, as well as prepare a health risk assessment (HRA) that shows the potential health risks. The DEIR should also include the air pollutant reduction measures listed in Attachment A.

In addition to the health risks associated with operations, construction health risks should be included in the air quality section of the DEIR and the Project's HRA. Construction of the Project would result in short-term diesel emissions from the use of both on-road and off-road diesel equipment. The Office of Environmental Health Hazard Assessment's (OEHHA) guidance recommends assessing cancer risks for construction projects lasting longer than two months. Since construction would very likely occur over a period lasting longer than two months, the HRA prepared for the Project should include health risks for existing residences near the Project site during construction.

The HRA prepared in support of the Project should be based on the latest OEHHA guidance (2015 Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments),⁸ and the South Coast Air Quality Management District's CEQA Air Quality Handbook.⁹ The HRA should evaluate and present the existing baseline (current conditions), future baseline (full build-out year, without the Project),

⁷ Project descriptions "must include (a) the precise location and boundaries of the proposed project, (b) a statement of the objectives sought by the proposed project, (c) a general description of the project's technical, economic and environmental characteristics, and (d) a statement briefly describing the intended use of the EIR." (*stopthemillenniumhollywood.com v. City of Los Angeles* (2019) 39 Cal.App.5th 1, 16.) "This description of the project is an indispensable element of both a valid draft EIR and final EIR." (*Ibid.*) Without explicit acknowledgment in the project description that the proposed project will not include cold storage facilities, the current project description fails to meet the bare minimum of describing the project's technical and environmental characteristics.

⁸ Office of Environmental Health Hazard Assessment (OEHHA). Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments. February 2015. Accessed at: <https://oehha.ca.gov/media/downloads/cmr/2015guidancemanual.pdf>.

⁹ SCAQMD's 1993 Handbook can be found at: <http://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook>.

and future year with the Project. The health risks modeled under both the existing and the future baselines should reflect all applicable federal, state, and local rules and regulations. By evaluating health risks using both baselines, the public and City planners will have a complete understanding of the potential health impacts that would result from the Project.

III. Conclusion

To reduce the exposure of toxic diesel emissions in disadvantaged communities already disproportionately impacted by air pollution, the final design of the Project should include all existing and emerging zero-emission technologies to minimize diesel and NO_x emission exposure to all neighboring communities, as well as the greenhouse gases that contribute to climate change. CARB encourages the City and applicant to implement the measures listed in Attachment A of this comment letter to reduce the Project's construction and operational air pollution emissions.

Given the breadth and scope of projects subject to CEQA review throughout California that have air quality and greenhouse gas impacts coupled with CARB's limited staff resources to substantively respond to all issues associated with a project, CARB must prioritize its substantive comments here based on staff time, resources, and its assessment of impacts. CARB's deliberate decision to substantively comment on some issues does not constitute an admission or concession that it substantively agrees with the lead agency's findings and conclusions on any issues on which CARB does not substantively submit comments.

CARB appreciates the opportunity to comment on the NOP for the Project and can provide assistance on zero-emission technologies and emission reduction strategies, as needed. Please include CARB on your State Clearinghouse list of selected State agencies that will receive the DEIR as part of the comment period. If you have questions, please contact Stanley Armstrong, Air Pollution Specialist, at (916) 440-8242 or via email at stanley.armstrong@arb.ca.gov.

Sincerely,

A handwritten signature in blue ink that reads "Richard Boyd".

Richard Boyd, Chief
Risk Reduction Branch
Transportation and Toxics Division

Attachment

cc: See next page.

cc: State Clearinghouse
P.O. Box 3044
Sacramento, California 95812

Morgan Capilla
NEPA Reviewer
U.S. Environmental Protection Agency
Air Division, Region 9
75 Hawthorne Street
San Francisco, California 94105

Carlo De La Cruz
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P.O. Box 33124
Riverside, California 92519

Stanley Armstrong
Air Pollution Specialist
Risk Analysis Section
Transportation and Toxics Division

ATTACHMENT A

Recommended Air Pollution Emission Reduction Measures for Warehouses and Distribution Centers

The California Air Resources Board (CARB) recommends developers and government planners use all existing and emerging zero to near-zero emission technologies during project construction and operation to minimize public exposure to air pollution. Below are some measures, currently recommended by CARB, specific to warehouse and distribution center projects. These recommendations are subject to change as new zero-emission technologies become available.

Recommended Construction Measures

1. Ensure the cleanest possible construction practices and equipment are used. This includes eliminating the idling of diesel-powered equipment and providing the necessary infrastructure (e.g., electrical hookups) to support zero and near-zero equipment and tools.
2. Implement, and plan accordingly for, the necessary infrastructure to support the zero and near-zero emission technology vehicles and equipment that will be operating on site. Necessary infrastructure may include the physical (e.g., needed footprint), energy, and fueling infrastructure for construction equipment, on-site vehicles and equipment, and medium-heavy and heavy-heavy duty trucks.
3. In construction contracts, include language that requires all off-road diesel-powered equipment used during construction to be equipped with Tier 4 or cleaner engines, except for specialized construction equipment in which Tier 4 engines are not available. In place of Tier 4 engines, off-road equipment can incorporate retrofits such that emission reductions achieved equal or exceed that of a Tier 4 engine.
4. In construction contracts, include language that requires all off-road equipment with a power rating below 19 kilowatts (e.g., plate compactors, pressure washers) used during project construction be battery powered.
5. In construction contracts, include language that requires all heavy-duty trucks entering the construction site, during the grading and building construction phases be model year 2014 or later. All heavy-duty haul trucks should also meet CARB's lowest optional low-NO_x standard starting in the year 2022.¹

¹ In 2013, CARB adopted optional low-NO_x emission standards for on-road heavy-duty engines. CARB encourages engine manufacturers to introduce new technologies to reduce NO_x emissions below the current mandatory on-road heavy-duty diesel engine emission standards for model year 2010 and later. CARB's optional low-NO_x emission standard is available at: <https://www.arb.ca.gov/msprog/onroad/optionnox/optionnox.htm>.

6. In construction contracts, include language that requires all construction equipment and fleets to be in compliance with all current air quality regulations. CARB staff is available to assist in implementing this recommendation.

Recommended Operation Measures

1. Include contractual language in tenant lease agreements that requires tenants to use the cleanest technologies available, and to provide the necessary infrastructure to support zero-emission vehicles and equipment that will be operating on site.
2. Include contractual language in tenant lease agreements that requires all loading/unloading docks and trailer spaces be equipped with electrical hookups for trucks with transport refrigeration units (TRU) or auxiliary power units. This requirement will substantially decrease the amount of time that a TRU powered by a fossil-fueled internal combustion engine can operate at the project site. Use of zero-emission all-electric plug-in TRUs, hydrogen fuel cell transport refrigeration, and cryogenic transport refrigeration are encouraged and can also be included in lease agreements.²
3. Include contractual language in tenant lease agreements that requires all TRUs entering the project site be plug-in capable.
4. Include contractual language in tenant lease agreements that requires future tenants to exclusively use zero-emission light and medium-duty delivery trucks and vans.
5. Include contractual language in tenant lease agreements requiring all TRUs, trucks, and cars entering the Project site be zero-emission.
6. Include contractual language in tenant lease agreements that requires all service equipment (e.g., yard hostlers, yard equipment, forklifts, and pallet jacks) used within the project site to be zero-emission. This equipment is widely available.
7. Include contractual language in tenant lease agreements that requires all heavy-duty trucks entering or on the project site to be model year 2014 or later, expedite a transition to zero-emission vehicles, and be fully zero-emission beginning in 2030.

² CARB's Technology Assessment for Transport Refrigerators provides information on the current and projected development of TRUs, including current and anticipated costs. The assessment is available at: https://www.arb.ca.gov/msprog/tech/techreport/tru_07292015.pdf.

8. Include contractual language in tenant lease agreements that requires the tenant be in, and monitor compliance with, all current air quality regulations for on-road trucks including CARB's Heavy-Duty (Tractor-Trailer) Greenhouse Gas Regulation,³ Periodic Smoke Inspection Program (PSIP),⁴ and the Statewide Truck and Bus Regulation.⁵
9. Include contractual language in tenant lease agreements restricting trucks and support equipment from idling longer than five minutes while on site.
10. Include contractual language in tenant lease agreements that limits on-site TRU diesel engine runtime to no longer than 15 minutes. If no cold storage operations are planned, include contractual language and permit conditions that prohibit cold storage operations unless a health risk assessment is conducted and the health impacts fully mitigated.
11. Include rooftop solar panels for each proposed warehouse to the extent feasible, with a capacity that matches the maximum allowed for distributed solar connections to the grid.

³. In December 2008, CARB adopted a regulation to reduce greenhouse gas emissions by improving the fuel efficiency of heavy-duty tractors that pull 53-foot or longer box-type trailers. The regulation applies primarily to owners of 53-foot or longer box-type trailers, including both dry-van and refrigerated-van trailers, and owners of the heavy-duty tractors that pull them on California highways. CARB's Heavy-Duty (Tractor-Trailer) Greenhouse Gas Regulation is available at: <https://www.arb.ca.gov/cc/hdghg/hdghg.htm>.

⁴. The PSIP program requires that diesel and bus fleet owners conduct annual smoke opacity inspections of their vehicles and repair those with excessive smoke emissions to ensure compliance. CARB's PSIP program is available at: <https://www.arb.ca.gov/enf/hdvp/hdvp.htm>.

⁵. The regulation requires that newer heavier trucks and buses must meet particulate matter filter requirements beginning January 1, 2012. Lighter and older heavier trucks must be replaced starting January 1, 2015. By January 1, 2023, nearly all trucks and buses will need to have 2010 model year engines or equivalent. CARB's Statewide Truck and Bus Regulation is available at: <https://www.arb.ca.gov/msprog/onrdiesel/onrdiesel.htm>.

March 9, 2020

Ref. DOC 5563228

Mr. Jivar Afshar
Department of City Planning
City of Los Angeles
221 North Figueroa Street
Suite 1350
Los Angeles, CA 90012

Dear Mr. Afshar:

NOP Response for Prologis Vermont and Redondo Project

The Sanitation Districts of Los Angeles County (Districts) received a Notice of Preparation of a Draft Environmental Impact Report (NOP) for the subject project on February 10, 2020. The proposed project is located within the jurisdictional boundary of District No. 5. We offer the following comments regarding sewerage service:

1. The wastewater flow originating from the proposed project will discharge to a local sewer line, which is not maintained by the Districts, for conveyance to either or both the Districts' Gardena Pump Relief Trunk Sewer Section 3, located in Vermont Avenue at Redondo Beach Boulevard, or Redondo Beach Boulevard Extension Trunk Sewer, located in Redondo Beach Boulevard at Vermont Avenue. The Districts' 21-inch diameter Gardena Pump Relief Trunk Sewer Section 3 has a capacity of 3.8 million gallons per day (mgd) and conveyed a peak flow of 1.2 mgd when last measured in 2016. The Districts' 15-inch diameter Redondo Beach Boulevard Extension Trunk Sewer has a capacity of 1.6 mgd and conveyed a peak flow of 0.1 mgd when last measured in 2016.
2. The wastewater generated by the proposed project will be treated at the Joint Water Pollution Control Plant located in the City of Carson, which has a capacity of 400 mgd and currently produces an average flow of 261.1 mgd.
3. The expected average wastewater flow from the project site, described in the document as a 340,298 square-foot warehouse that includes up to 30,000 square feet of office space, is 13,757 gallons per day. For a copy of the Districts' average wastewater generation factors, go to www.lacsd.org, under Services, then Wastewater Program and Permits, select Will Serve Program, and scroll down to click on the Table 1, Loadings for Each Class of Land Use link.
4. The Districts are empowered by the California Health and Safety Code to charge a fee for the privilege of connecting (directly or indirectly) to the Districts' Sewerage System for increasing the strength or quantity of wastewater discharged from connected facilities. This connection fee is a capital facilities fee that is imposed in an amount sufficient to construct an incremental expansion

of the Sewerage System to accommodate the proposed project. Payment of a connection fee will be required before this project is permitted to discharge to the Districts' Sewerage System. For more information and a copy of the Connection Fee Information Sheet, go to www.lacsd.org, under Services, then Wastewater (Sewage) and select Rates & Fees. In determining the impact to the Sewerage System and applicable connection fees, the Districts will determine the user category (e.g. Condominium, Single Family home, etc.) that best represents the actual or anticipated use of the parcel(s) or facilities on the parcel(s) in the development. For more specific information regarding the connection fee application procedure and FEES, the developer should contact the Districts' Wastewater Fee Public Counter at (562) 908-4288, extension 2727.

5. In order for the District to conform to the requirements of the Federal Clean Air Act (CAA), the capacities of District wastewater treatment facilities are based on the regional growth forecast adopted by the Southern California Association of Governments (SCAG). Specific policies included in the development of the SCAG regional growth forecast are incorporated into clean air plans, which are prepared by the South Coast and Antelope Valley Air Quality Management Districts in order to improve air quality in the South Coast and Mojave Desert Air Basins as mandated by the CCA. All expansions of District facilities must be sized and service phased in a manner that will be consistent with the SCAG regional growth forecast for the counties of Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial. The available capacity of District treatment facilities will, therefore, be limited to levels associated with the approved growth identified by SCAG. As such, this letter does not constitute a guarantee of wastewater service, but is to advise the developer that the District intends to provide this service up to the levels that are legally permitted and to inform the developer of the currently existing capacity and any proposed expansion of District facilities.

If you have any questions, please contact the undersigned at (562) 908-4288, extension 2717.

Very truly yours,



Adriana Raza
Customer Service Specialist
Facilities Planning Department

AR:ar

cc: A. Schmidt
A. Howard

SENT VIA USPS AND E-MAIL:

March 3, 2020

jivar.afshar@lacity.org

Jivar Afshar, Planning Assistant
City of Los Angeles, Planning Department
221 N. Figueroa Street, Suite 1350
Los Angeles, CA 90012

**Notice of Preparation of Environmental Impact Report for the Proposed
Prologis Vermont and Redondo Project¹**

South Coast Air Quality Management District (South Coast AQMD) staff appreciates the opportunity to comment on the above-mentioned document. South Coast AQMD staff's comments are recommendations regarding the analysis of potential air quality impacts from the Proposed Project that should be included in the Environmental Impact Report (EIR). Please send South Coast AQMD a copy of the EIR upon its completion and public release. Note that copies of the EIR that are submitted to the State Clearinghouse are not forwarded to South Coast AQMD. Please forward a copy of the EIR directly to South Coast AQMD at the address shown in the letterhead. **In addition, please send with the EIR all appendices or technical documents related to the air quality, health risk, and greenhouse gas analyses and electronic versions of all air quality modeling and health risk assessment files². These include emission calculation spreadsheets and modeling input and output files (not PDF files). Without all files and supporting documentation, South Coast AQMD staff will be unable to complete our review of the air quality analyses in a timely manner. Any delays in providing all supporting documentation will require additional time for review beyond the end of the comment period.**

Air Quality Analysis

South Coast AQMD adopted its California Environmental Quality Act (CEQA) Air Quality Handbook in 1993 to assist other public agencies with the preparation of air quality analyses. South Coast AQMD recommends that the Lead Agency use this Handbook as guidance when preparing its air quality analysis. Copies of the Handbook are available from South Coast AQMD's Subscription Services Department by calling (909) 396-3720. More guidance developed since this Handbook is also available on South Coast AQMD's website at: [http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/ceqa-air-quality-handbook-\(1993\)](http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/ceqa-air-quality-handbook-(1993)). South Coast AQMD staff also recommends that the Lead Agency use the CalEEMod land use emissions software. This software has recently been updated to incorporate up-to-date state and locally approved emission factors and methodologies for estimating pollutant emissions from typical land use development. CalEEMod is the only software model maintained by the California Air Pollution Control Officers Association (CAPCOA) and replaces the now outdated URBEMIS. This model is available free of charge at: www.caleemod.com.

South Coast AQMD has also developed both regional and localized significance thresholds. South Coast AQMD staff requests that the Lead Agency quantify criteria pollutant emissions and compare the results to South Coast AQMD's CEQA regional pollutant emissions significance thresholds to determine air

¹ The Proposed Project would include construction of a 340,298-square-foot warehouse on 16 acres.

² Pursuant to the CEQA Guidelines Section 15174, the information contained in an EIR shall include summarized technical data, maps, plot plans, diagrams, and similar relevant information sufficient to permit full assessment of significant environmental impacts by reviewing agencies and members of the public. Placement of highly technical and specialized analysis and data in the body of an EIR should be avoided through inclusion of supporting information and analyses as appendices to the main body of the EIR. Appendices to the EIR may be prepared in volumes separate from the basic EIR document, but shall be readily available for public examination and shall be submitted to all clearinghouses which assist in public review.

quality impacts. South Coast AQMD's CEQA regional pollutant emissions significance thresholds can be found here: <http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf>. In addition to analyzing regional air quality impacts, South Coast AQMD staff recommends calculating localized air quality impacts and comparing the results to localized significance thresholds (LSTs). LSTs can be used in addition to the recommended regional significance thresholds as a second indication of air quality impacts when preparing a CEQA document. Therefore, when preparing the air quality analysis for the Proposed Project, it is recommended that the Lead Agency perform a localized analysis by either using the LSTs developed by South Coast AQMD staff or performing dispersion modeling as necessary. Guidance for performing a localized air quality analysis can be found at: <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/localized-significance-thresholds>.

The Lead Agency should identify any potential adverse air quality impacts that could occur from all phases of the Proposed Project and all air pollutant sources related to the Proposed Project. Air quality impacts from both construction (including demolition, if any) and operations should be calculated. Construction-related air quality impacts typically include, but are not limited to, emissions from the use of heavy-duty equipment from grading, earth-loading/unloading, paving, architectural coatings, off-road mobile sources (e.g., heavy-duty construction equipment) and on-road mobile sources (e.g., construction worker vehicle trips, material transport trips). Operation-related air quality impacts may include, but are not limited to, emissions from stationary sources (e.g., boilers), area sources (e.g., solvents and coatings), and vehicular trips (e.g., on- and off-road tailpipe emissions and entrained dust). Air quality impacts from indirect sources, such as sources that generate or attract vehicular trips, should be included in the analysis.

Operation of the Proposed Project generates or attracts heavy-duty diesel-fueled vehicles. It is recommended that the Lead Agency perform a mobile source health risk assessment. Guidance for performing a mobile source health risk assessment ("*Health Risk Assessment Guidance for Analyzing Cancer Risk from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis*") can be found at: <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/mobile-source-toxics-analysis>. An analysis of all toxic air contaminant impacts due to the use of equipment potentially generating such air pollutants should also be included.

In addition, guidance on siting incompatible land uses (such as placing homes near freeways) can be found in the California Air Resources Board's *Air Quality and Land Use Handbook: A Community Health Perspective*, which can be found at: <http://www.arb.ca.gov/ch/handbook.pdf>. CARB's Land Use Handbook is a general reference guide for evaluating and reducing air pollution impacts associated with new projects that go through the land use decision-making process. Guidance³ on strategies to reduce air pollution exposure near high-volume roadways can be found at: https://www.arb.ca.gov/ch/rd_technical_advisory_final.PDF.

South Coast AQMD staff is concerned about potential public health impacts of siting warehouses within close proximity of sensitive land uses, especially in communities that are already heavily affected by the existing warehouse and truck activities. The South Coast AQMD's Multiple Air Toxics Exposure Study (MATES IV), completed in May 2015, concluded that the largest contributor to cancer risk from air pollution is diesel particulate matter (DPM) emissions, and that the Los Angeles County has the greatest cancer risk at 415 in one million, and individual communities could have higher risks than the average if

³ In April 2017, CARB published a technical advisory, *Strategies to Reduce Air Pollution Exposure Near High-Volume Roadways: Technical Advisory*, to supplement CARB's *Air Quality and Land Use Handbook: A Community Health Perspective*. This technical advisory is intended to provide information on strategies to reduce exposures to traffic emissions near high-volume roadways to assist land use planning and decision-making in order to protect public health and promote equity and environmental justice. The technical advisory is available at: <https://www.arb.ca.gov/ch/landuse.htm>.

they are located near emission sources⁴. Operation of warehouses generates and attracts heavy-duty diesel-fueled trucks that emit DPM. When the health impacts from the Proposed Project are added to those existing impacts, residents living in the communities surrounding the Proposed Project will possibly face an even greater exposure to air pollution and bear a disproportionate burden of increasing health risks. Thus, cumulative impacts from warehouse projects in communities with existing industrial sources should be evaluated and disclosed.

Trip Rates for High Cube Warehouse Projects

The Proposed Project will include, among others, construction of two warehouses totaling 1,373,449 square feet on 94.7 acres. South Coast AQMD staff recommends the use of truck trip rates from the Institute of Transportation Engineers (ITE) for high cube warehouse projects located in South Coast AQMD (i.e. 1.68 average daily vehicle trips per 1,000 square feet and 0.64 average daily truck trips per 1,000 square feet). Consistent with CEQA Guidelines, the EIR for the Proposed Project may use a non-default trip rate if there is substantial evidence supporting another rate is more appropriate for the air quality analysis.

Mitigation Measures

In the event that the Proposed Project generates significant adverse air quality impacts, CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized during project construction and operation to minimize these impacts. Pursuant to CEQA Guidelines Section 15126.4 (a)(1)(D), any impacts resulting from mitigation measures must also be discussed. Several resources are available to assist the Lead Agency with identifying potential mitigation measures for the Proposed Project, including:

- Chapter 11 “Mitigating the Impact of a Project” of South Coast AQMD’s *CEQA Air Quality Handbook*. South Coast AQMD’s CEQA web pages available here: <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/mitigation-measures-and-control-efficiencies>
- South Coast AQMD’s Rule 403 – Fugitive Dust, and the Implementation Handbook for controlling construction-related emissions and Rule 1403 – Asbestos Emissions from Demolition/Renovation Activities
- South Coast AQMD’s Mitigation Monitoring and Reporting Plan (MMRP) for the 2016 Air Quality Management Plan (2016 AQMP) available here (starting on page 86): <http://www.aqmd.gov/docs/default-source/Agendas/Governing-Board/2017/2017-mar3-035.pdf>
- California Air Pollution Control Officers Association (CAPCOA)’s *Quantifying Greenhouse Gas Mitigation Measures* available here: <http://www.capcoa.org/wp-content/uploads/2010/11/CAPCOA-Quantification-Report-9-14-Final.pdf>

Additional mitigation measures for operational air quality impacts from mobile sources that the Lead Agency should consider in the EIR may include the following:

- Require zero-emissions or near-zero emission on-road haul trucks such as heavy-duty trucks with natural gas engines that meet the CARB’s adopted optional NOx emissions standard at 0.02 grams per brake horsepower-hour (g/bhp-hr), if and when feasible. At a minimum, require that vendors, contractors, and/or haul truck operators commit to using 2010 model year⁵ trucks (e.g.,

⁴ South Coast AQMD. May 2015. *Multiple Air Toxics Exposure Study in the South Coast Air Basin*. Accessed at: <http://www.aqmd.gov/docs/default-source/air-quality/air-toxic-studies/mates-iv/mates-iv-final-draft-report-4-1-15.pdf>.

⁵ The CARB adopted the statewide Truck and Bus Regulation in 2010. The Regulation requires diesel trucks and buses that operate in California to be upgraded to reduce emissions. Newer heavier trucks and buses must meet particulate matter filter requirements beginning January 1, 2012. Lighter and older heavier trucks must be replaced starting January 1, 2015. By

material delivery trucks and soil import/export) that meet CARB's 2010 engine emissions standards at 0.01 g/bhp-hr of particulate matter (PM) and 0.20 g/bhp-hr of NOx emissions or newer, cleaner trucks⁶. Include environmental analyses to evaluate and identify sufficient power available for zero emission trucks and supportive infrastructures in the Energy and Utilities and Service Systems Sections in the CEQA document, where appropriate. The Lead Agency should include the requirement of zero-emission or near-zero emission heavy-duty trucks in applicable bid documents, purchase orders, and contracts. Operators shall maintain records of all trucks associated with project construction to document that each truck used meets these emission standards, and make the records available for inspection. The Lead Agency should conduct regular inspections to the maximum extent feasible to ensure compliance.

- Have truck routes clearly marked with trailblazer signs, so that trucks will not enter residential areas.
- Limit the daily number of trucks allowed at the Proposed Project to levels analyzed in the Final CEQA document. If higher daily truck volumes are anticipated to visit the site, the Lead Agency should commit to re-evaluating the Proposed Project through CEQA prior to allowing this land use or higher activity level.
- Should the Proposed Project generate significant regional emissions, the Lead Agency should require mitigation that requires accelerated phase-in for non-diesel powered trucks. For example, natural gas trucks, including Class 8 HHD trucks, are commercially available today. Natural gas trucks can provide a substantial reduction in health risks, and may be more financially feasible today due to reduced fuel costs compared to diesel. In the Final CEQA document, the Lead Agency should require a phase-in schedule for these cleaner operating trucks to reduce any significant adverse air quality impacts. South Coast AQMD staff is available to discuss the availability of current and upcoming truck technologies and incentive programs with the Lead Agency.
- Provide electric vehicle (EV) Charging Stations (see the discussion below regarding EV charging stations).
- Trucks that can operate at least partially on electricity have the ability to substantially reduce the significant NOx impacts from this project. Further, trucks that run at least partially on electricity are projected to become available during the life of the project as discussed in the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016-2040 RTP/SCS)⁷. It is important to make this electrical infrastructure available when the project is built so that it is ready when this technology becomes commercially available. The cost of installing electrical charging equipment onsite is significantly cheaper if completed when the project is built compared to retrofitting an existing building. Therefore, South Coast AQMD staff recommends the Lead Agency require the Proposed Project and other plan areas that allow truck parking to be constructed with the appropriate infrastructure to facilitate sufficient electric charging for trucks to plug-in. Similar to the City of Los Angeles requirements for all new projects, South Coast AQMD staff recommends that the Lead Agency require at least five percent of all vehicle parking spaces (including for trucks) include EV charging stations⁸. Further, electrical hookups should be

January 1, 2023, nearly all trucks and buses will need to have 2010 model year engines or equivalent. More information on the CARB's Truck and Bus Regulation is available at: <https://www.arb.ca.gov/msprog/onrdiesel/onrdiesel.htm>.

⁶ Based on a review of the California Air Resources Board's diesel truck regulations, 2010 model year diesel haul trucks should have already been available and can be obtained in a successful manner for the project construction California Air Resources Board. March 2016. Available at: <http://www.truckload.org/tca/files/ccLibraryFiles/Filename/000000003422/California-Clean-Truck-and-Trailer-Update.pdf> (See slide #23).

⁷ Southern California Association of Governments. Accessed at: <http://scagrtpscsc.net/Pages/FINAL2016RTPSCS.aspx>.

⁸ City of Los Angeles. Accessed at:

http://ladbs.org/LADBSWeb/LADBS_Forms/Publications/LAGreenBuildingCodeOrdinance.pdf.

provided at the onsite truck stop for truckers to plug in any onboard auxiliary equipment. At a minimum, electrical panels should be appropriately sized to allow for future expanded use.

- Design the Proposed Project such that entrances and exits are such that trucks are not traversing past neighbors or other sensitive receptors.
- Design the Proposed Project such that any check-in point for trucks is well inside the Proposed Project site to ensure that there are no trucks queuing outside of the facility.
- Design the Proposed Project to ensure that truck traffic within the Proposed Project site is located away from the property line(s) closest to its residential or sensitive receptor neighbors.
- Restrict overnight parking in residential areas.
- Establish overnight parking within the Proposed Project where trucks can rest overnight.
- Establish area(s) within the Proposed Project site for repair needs.
- Develop, adopt and enforce truck routes both in and out of city, and in and out of facilities.
- Create a buffer zone of at least 300 meters (roughly 1,000 feet), which can be office space, employee parking, greenbelt, etc. between the Proposed Project and sensitive receptors.

Additional mitigation measures for operational air quality impacts from other area sources that the Lead Agency should consider in the EIR may include the following:

- Maximize use of solar energy including solar panels.
- Install the maximum possible number of solar energy arrays on the building roofs and/or on the project site to generate solar energy for the facility and/or EV charging stations.
- Maximize the planting of trees in landscaping and parking lots.
- Use light colored paving and roofing materials.
- Utilize only Energy Star heating, cooling, and lighting devices, and appliances.
- Require use of electric or alternatively fueled sweepers with HEPA filters.
- Use of water-based or low VOC cleaning products that go beyond the requirements of South Coast AQMD Rule 1113.

Alternative

In the event that the Proposed Project generates significant adverse air quality impacts, CEQA requires the consideration and discussion of alternatives to the project or its location which are capable of avoiding or substantially lessening any of the significant effects of the project. The discussion of a reasonable range of potentially feasible alternatives, including a “no project” alternative, is intended to foster informed decision-making and public participation. Pursuant to CEQA Guidelines Section 15126.6(d), the EIR shall include sufficient information about each alternative to allow meaningful evaluation, analysis, and comparison with the Proposed Project.

Permits and South Coast AQMD Rules

In the event that implementation of the Proposed Project requires a permit from South Coast AQMD, South Coast AQMD should be identified as a Responsible Agency for the Proposed Project. The assumptions in the air quality analysis in the certified Final EIR will be the basis for permit conditions and limits. For more information on permits, please visit South Coast AQMD’s webpage at: <http://www.aqmd.gov/home/permits>. Questions on permits can be directed to South Coast AQMD’s Engineering and Permitting staff at (909) 396-3385.

Data Sources

South Coast AQMD rules and relevant air quality reports and data are available by calling South Coast AQMD’s Public Information Center at (909) 396-2001. Much of the information available through the Public Information Center is also available at South Coast AQMD’s webpage at: <http://www.aqmd.gov>.

South Coast AQMD staff is available to work with the Lead Agency to ensure that project air quality and health risk impacts are accurately evaluated and mitigated where feasible. If you have any questions regarding this letter, please contact me at lsun@aqmd.gov.

Sincerely,

Lijin Sun

Lijin Sun, J.D.

Program Supervisor, CEQA IGR

Planning, Rule Development & Area Sources

LS

LAC200211-04

Control Number



8650 California Avenue
South Gate, Ca 90280
Phone: (323) 563-9526

February 12, 2020

Jivar Afshar
City of Los Angeles, Department of City Planning
221 N. Figueroa St, Suite 1350
Los Angeles, CA 90012

RE: Notice of Preparation of an Environmental Impact Report (EIR) and Public Scoping Meeting for the Prologis Vermont and Redondo Project ENV-2017-1015-EIR

Dear Mr. Afshar,

Thank you for the opportunity to comment on the above referenced document. On behalf of the City of South Gate, I am providing this letter to inform that we have no comments, project alternatives or mitigation measures regarding the environmental impacts and issues concerning the Prologis Vermont and Redondo Project.

Please continue to keep us informed of this project and any future developments that could potentially impact the City of South Gate. If you have any questions or need to contact us, please do not hesitate to call Candida Neal at (323)-563-9526

Sincerely,

Yesenia Hernandez
Community Development
City of South Gate

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

RECEIVED
CITY OF LOS ANGELES

FEB 21 2020

CITY PLANNING DEPT
EXECUTIVE OFFICE

DATE: February 12, 2020

TO: Vincent P. Bertoni, Director of Planning
Department of City Planning

Attn: Jivar Afshar, City Planner
Department of City Planning

FROM: Ali Poosti, Division Manager
Wastewater Engineering Services Division
LA Sanitation and Environment



SUBJECT: PROLOGIS VERMONT AND REDONDO PROJECT - NOTICE OF PREPARATION OF ENVIRONMENTAL IMPACT REPORT AND PUBLIC SCOPING MEETING

This is in response to your February 7, 2020 letter requesting a review of the proposed mixed-use project located at 15116-15216 South Vermont Avenue and 747-861 West Redondo Beach Boulevard, Los Angeles, CA 90247. The project will consist of a warehouse and an office. LA Sanitation has conducted a preliminary evaluation of the potential impacts to the wastewater and stormwater systems for the proposed project.

WASTEWATER REQUIREMENT

LA Sanitation, Wastewater Engineering Services Division (WESD) is charged with the task of evaluating the local sewer conditions and to determine if available wastewater capacity exists for future developments. The evaluation will determine cumulative sewer impacts and guide the planning process for any future sewer improvement projects needed to provide future capacity as the City grows and develops.

Projected Wastewater Discharges for the Proposed Project:

Type Description	Average Daily Flow per Type Description (GPD/UNIT)	Proposed No. of Units	Average Daily Flow (GPD)
<i>Proposed</i>			
Warehouse	30 GPD/ 1000 SQ.FT	310,298 SQ.FT	9,309
Office	120 GPD/1000 SQ.FT	3,000 SQ.FT	3,600
Total			12,909 GPD

SEWER AVAILABILITY

The sewer infrastructure in the vicinity of the proposed project includes an existing 15-inch line on Vermont Ave. The sewage from the existing 15-inch line feeds into a 21-inch line on Vermont Ave before discharging into Gardena sewers. Figure 1 shows the details of the sewer system

within the vicinity of the project. The current flow level (d/D) in the 15-inch line and the 21-inch line cannot be determined at this time without additional gauging.

The current approximate flow level (d/D) and the design capacities at d/D of 50% in the sewer system are as follows:

Pipe Diameter (in)	Pipe Location	Current Gauging d/D (%)	50% Design Capacity
15	Vermont Ave.	*	775,319 GPD
15	Vermont Ave.	*	775,319 GPD
21	Vermont Ave.	*	1.71 MGD

* No gauging available

Based on estimated flows, it appears the sewer system might be able to accommodate the total flow for your proposed project. However, the developer is to notify the County of Gardena for discharging additional flow into the Gardena sewer. Further detailed gauging and evaluation will be needed as part of the permit process to identify a specific sewer connection point. A final approval for their sewer capacity and connection permit will be made at that time. If the public sewer lacks sufficient capacity, then the developer will be required to build sewer lines to a point in the sewer system with sufficient capacity. Ultimately, this sewage flow will be conveyed to the Gardena lines.

All sanitary wastewater ejectors and fire tank overflow ejectors shall be designed, operated, and maintained as separate systems. All sanitary wastewater ejectors with ejection rates greater than 30 GPM shall be reviewed and must be approved by LASAN WESD staff prior to other City plan check approvals. Lateral connection of development shall adhere to Bureau of Engineering Sewer Design Manual Section F 480.

If you have any questions, please call Christopher DeMonbrun at (323) 342-1567 or email at chris.demonbrun@lacity.org.

STORMWATER REQUIREMENTS

LA Sanitation, Stormwater Program is charged with the task of ensuring the implementation of the Municipal Stormwater Permit requirements within the City of Los Angeles. We anticipate the following requirements would apply for this project.

POST-CONSTRUCTION MITIGATION REQUIREMENTS

In accordance with the Municipal Separate Storm Sewer (MS4) National Pollutant Discharge Elimination System (NPDES) Permit (Order No. R4-2012-0175, NPDES No. CAS004001) and the City of Los Angeles Stormwater and Urban Runoff Pollution Control requirements (Chapter VI, Article 4.4, of the Los Angeles Municipal Code), the Project shall comply with all mandatory provisions to the Stormwater Pollution Control Measures for Development Planning (also known as Low Impact Development [LID] Ordinance). Prior to issuance of grading or building permits, the applicant shall submit a LID Plan to the City of Los Angeles, Public Works, LA Sanitation, Stormwater Program for review and approval. The LID Plan shall be prepared consistent with the requirements of the Planning and Land Development Handbook for Low Impact Development.

Current regulations prioritize infiltration, capture/use, and then biofiltration as the preferred stormwater control measures. The relevant documents can be found at: www.lacitysan.org. It is advised that input regarding LID requirements be received in the preliminary design phases of the project from plan-checking staff. Additional information regarding LID requirements can be found at: www.lacitysan.org or by visiting the stormwater public counter at 201 N. Figueroa, 2nd Fl, Suite 280.

GREEN STREETS

The City is developing a Green Street Initiative that will require projects to implement Green Street elements in the parkway areas between the roadway and sidewalk of the public right-of-way to capture and retain stormwater and urban runoff to mitigate the impact of stormwater runoff and other environmental concerns. The goals of the Green Street elements are to improve the water quality of stormwater runoff, recharge local ground water basins, improve air quality, reduce the heat island effect of street pavement, enhance pedestrian use of sidewalks, and encourage alternate means of transportation. The Green Street elements may include infiltration systems, biofiltration swales, and permeable pavements where stormwater can be easily directed from the streets into the parkways and can be implemented in conjunction with the LID requirements. Green Street standard plans can be found at: www.eng2.lacity.org/techdocs/stdplans/

CONSTRUCTION REQUIREMENTS

All construction sites are required to implement a minimum set of BMPs for erosion control, sediment control, non-stormwater management, and waste management. In addition, construction sites with active grading permits are required to prepare and implement a Wet Weather Erosion Control Plan during the rainy season between October 1 and April 15. Construction sites that disturb more than one-acre of land are subject to the NPDES Construction General Permit issued by the State of California, and are required to prepare, submit, and implement the Storm Water Pollution Prevention Plan (SWPPP).

If there are questions regarding the stormwater requirements, please call WPP's plan-checking counter at (213) 482-7066. WPD's plan-checking counter can also be visited at 201 N. Figueroa, 2nd Fl, Suite 280.

GROUNDWATER DEWATERING REUSE OPTIONS

The Los Angeles Department of Water and Power (LADWP) is charged with the task of supplying water and power to the residents and businesses in the City of Los Angeles. One of the sources of water includes groundwater. The majority of groundwater in the City of Los Angeles is adjudicated, and the rights of which are owned and managed by various parties. Extraction of groundwater within the City from any depth by law requires metering and regular reporting to the appropriate Court-appointed Watermaster. LADWP facilitates this reporting process, and may assess and collect associated fees for the usage of the City's water rights. The party performing the dewatering should inform the property owners about the reporting requirement and associated usage fees.

On April 22, 2016 the City of Los Angeles Council passed Ordinance 184248 amending the City of Los Angeles Building Code, requiring developers to consider beneficial reuse of groundwater as a conservation measure and alternative to the common practice of discharging groundwater to the storm drain (SEC. 99.04.305.4). It reads as follows: "Where groundwater is being extracted and discharged, a system for onsite reuse of the groundwater, shall be developed and constructed. Alternatively, the groundwater may be discharged to the sewer."

Groundwater may be beneficially used as landscape irrigation, cooling tower make-up, and construction (dust control, concrete mixing, soil compaction, etc.). Different applications may require various levels of treatment ranging from chemical additives to filtration systems. When onsite reuse is not available the groundwater may be discharged to the sewer system. This allows the water to be potentially reused as recycled water once it has been treated at a water reclamation plant. If groundwater is discharged into the storm drain it offers no potential for reuse. The onsite beneficial reuse of groundwater can reduce or eliminate costs associated with sewer and storm drain permitting and monitoring. Opting for onsite reuse or discharge to the sewer system are the preferred methods for disposing of groundwater.

To help offset costs of water conservation and reuse systems, LADWP offers Technical Assistance Program (TAP), which provides engineering and technical assistance for qualified projects. Financial incentives are also available. Currently, LADWP provides an incentive of \$1.75 for every 1,000 gallons of water saved during the first two years of a five-year conservation project. Conservation projects that last 10 years are eligible to receive the incentive during the first four years. Other water conservation assistance programs may be available from Metropolitan Water District of Southern California. To learn more about available water conservation assistance programs, please contact LADWP Rebate Programs 1-888-376-3314 and LADWP TAP 1-800-544-4498, selection "3".

For more information related to beneficial reuse of groundwater, please contact Greg Reed, Manager of Water Rights and Groundwater Management, at (213)367-2117 or greg.reed@ladwp.com.

SOLID RESOURCE REQUIREMENTS

The City has a standard requirement that applies to all proposed residential developments of four or more units or where the addition of floor areas is 25 percent or more, and all other development projects where the addition of floor area is 30 percent or more. Such developments must set aside a recycling area or room for onsite recycling activities. For more details of this requirement, please contact LA Sanitation Solid Resources Recycling hotline 213-922-8300.

CD/AP: sa

Attachment: Figure 1 - Sewer Map

c: Kosta Kaporis, LASAN
Cyrus Gilani, LASAN
Christopher DeMonbrun, LASAN

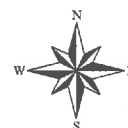


Wastewater Engineering Services Division
Bureau of Sanitation
City of Los Angeles



Figure 1
Prologis Vermont & Redondo Project
Sewer Map

Thomas Brother Data reproduced with permission granted by THOMAS BROS MAP



0 62.5 125 250 375 500 Feet

DATE: March 09, 2020

TO: Jivar Afshar Dpt. City Planning 221 N. Figueroa St., Suite 1350 Los Angeles, CA 90012
(jivar.afshar@lacity.org)

CC: David Matthews, Chair, Harbor Gateway North Neighborhood Council
Mayor Eric Garcetti (eric.garcetti@lacity.org), City Attorney Mike Feuer, Councilmember Joe Buscaino (Council District 15, joe.buscaino@lacity.org), Aksel Palacios, Planning Deputy (CD15, aksel.palacios@lacity.org), Xavier Becerra, Attorney General of California (xavier.beccera@oag.ca.gov christie.vosburg@oag.ca.org), California Air Resources Board, South Coast Air Quality Management District (Planning, Rule Development and Area Source, Warehouse Indirect Source Rule and WAIRE Points, ClerkOfBoard@aqmd.gov)

FROM: Dr. Tom Williams, Senior Technical Adviser, Citizens Coalition for A Safe Community
323-528-9682 ctwilliams2012@yahoo.com Los Angeles, Ca. 90032-1712

SUBJECT: ENV-2017-1015-EIR SCH # 2017121007 Notice of Preparation DEIR
Prologis Vermont and Redondo Project, 15116-15216; 747-861 W. Redondo Beach Blvd.)

RE: Public Scoping Comments, including Alternatives, Assessments, and Mitigation

Thank you for the opportunity to comment on the scope and contents of the Draft Environmental Impact Report for the proposed project, SCH# 2017121007 and the Notice of Preparation. Scoping involves public submittal of comments regarding environmental sectors, mitigation, and alternatives which includes the following pages of this submittal.

Scoping comments regarding alternatives is limited by the absence of any meaningful Project objectives which form the basis of the Project development and its current elements.

Provide quantifiable Goals, Objectives, and Policies (and physical measures) for Project and quantified comparisons for all alternatives.

Project Objectives have been provided by the applicant for a similar Project and EIR (Prologis EIR Moreno 2014 http://www.moreno-valley.ca.us/prologis/Prologis_12-9-14/Attachment26.pdf): "The purpose of the proposed project is to provide a new facility specializing in warehouse distribution services. Upon development, the proposed project will achieve the following:

- Provide industrial warehouse facilities that meet the **substantial and unmet demands** of businesses located in the City and County;
- Provide new industrial development that is attractive and minimizes conflicts with the surrounding existing uses;
- Provide a variety of **new employment opportunities** for the citizens of Moreno Valley and surrounding communities;
- **Encourage** warehouse distribution services that take advantage of the area's close proximity to various freeways and transportation corridors;
- Cluster industrial warehouse uses near access points to the state highway system to reduce traffic congestion on surface streets and to reduce air pollutant emissions from vehicle sources;
- Encourage new development consistent with the **capacity and municipal service capabilities**;
- Provide infrastructure improvements to meet **phased project needs** in an **efficient and cost-effective manner**;
- Develop land uses that provide the City with a **positive revenue/cost ratio** and provide needed infrastructure in a timely fashion;
- Address community circulation, both vehicular and pedestrian, **utilizing available capacity within the existing circulation system**, and
- Provide **fair share improvements to various future-year deficient intersection or road segments**; and
- Reduce peak hour vehicle trips, energy and water consumption compared to existing General Plan land uses"

Based on these anticipated similar objectives, the DEIR for the proposed Project must include the following scope elements:

Provide warehouse/Project needs, analyses, and assessments for LA County.

Provide employment projections and related to SCAG's projections for identical Transportation Analyses Zones (TAZs) within 1250feet of the Project.

Provide current and projected services' and utilities' capacities and capabilities.

Provide any phasing of the Project, including conversion of car and truck-trailer parking areas.

Provide quantitative definitions and analyses for efficient and cost-effective "manner".

Provide revenue and cost projections and ratios for the Project and for the City.

Provide quantitative and graphic analyses of circulations and available capacity for 18-Wheeled rigs with 53-foot trailers with existing and projected buses, and passenger cars / shuttles and general circulation and loads.

Provide cost/construction sharing agreements/plans for deficient streets, intersections, interchanges, and parking.

Provide quantitative reviews and assessment for General Plan/Community Plan for LOS, VMT, and Peak Hour usage, with and without Project.

Other comments and requests:

Provide adequate, thorough, numerical/quantified, and comprehensive studies, evaluations, and assessment regarding all areas where significant impacts may occur.

Estimates of the significance of impacts must be consistent with current epidemiological studies regarding the effects of pollution and various kinds of environmental stress (including noise and disruption of sleep) on public health.

Alternatives

Provide Reduced Operating Hours Alternative which restricts operations to fewer hours per day including 7am-7pm.

Provide small commercial-business park configuration would be more compatible with the residential surroundings, and could provide much needed employment opportunities to the community. Such an Alternative should be considered in the EIR.

Provide for mixed use commercial with ground floor commercial and R3-R5 residential above with appropriate onsite public open space (e.g., 25% of total site area) and integrated/shared parking for commercial and residential residents/users.

public green space and housing for a portion of the property as an additional Alternative.

Recommended alternatives for comparison of impacts, provide the following:

- No project
- Project without entrance/exit on Vermont Ave.
- Reduced Operations Project with 12-hr (7am-7pm) Truck/Trailer operations
- Mixed Use Apartments with affordable units, commercial on ground floor, plus open space
- Mixed Use Frontages on South, East, and West with Warehouse core in center and north, shared parking and shuttles
- Mixed Use Frontage – plus Center/north Educational (or Medical) Core
- Half area Warehouse, fully robotic, 36 trailer parking spaces for drop-off/pickup, onsite ZE shuttles
- Re-location of warehouse/manufacturing/high-cube warehouse/distribution center to Figueroa Street industrial corridor east of the I-110 and north of Rosecrans Avenue

Provide Draft Mitigation, Monitoring and Reporting Plan including monthly community updates and online video (3 camera points) streaming of site during surveys through construction, with 24-hr dumps to storage.

Provide setting, assessment, mitigation, and alternative considerations for the following environmental sectors which were excluded in the Initial Study from scoping of the DEIR. Provide as “Potentially Significant Impact” for: Cultural Resources, Hydrology/Water Quality, Physical Land Use / Planning, Population/Housing, Utilities/Service Systems, Roads/Transit, Energy, Public Services, Recreation, and Mineral Resources (including oil and gas beneath the site and zoning for drilling wells on the Project site).

Mitigation Measures

Provide clear and quantified Mitigation, Monitoring and Reporting Measures and included in a Draft MMR-Plan, all trucks using the site must zero emission (Battery Electric Vehicle or hydrogen fuel cell).

Project Details

Provide details of any and all proposed future use of the project, clearly articulated and numerical/quantified throughout the EIR process.

EIR Contents/Editing

Provide all references, citations, and footnotes in a single section with clear, direct linkages to websites and appendices which can be directly accessed by the public without costs or subscriptions.

Provide dictation of all “personal communications” in DEIR appendices.

Environmental sector/topics for analysis, assessment and mitigations:

Aesthetics

Provide ground level views of proposed structures along with trailered containers from all major intersections and adjacent public areas, including the northerly view from the Recreational Center, easterly view from the shopping center, southerly views from multi-family dwelling, and westerly views from Gardena medical facilities.

Provide alternative warehouse height same as general elevations of the easterly shopping center buildings, about 48 feet height.

Provide strongly oriented lighting of westerly, southerly, and northerly sides of Project within site and prohibit lighting and glare from affecting northerly and southerly residential areas and sensitive uses to the west of site.

Provide thorough graphic and quantified renditions of the proposed Project lighting and glare.

Provide mitigative walls and screens to eliminate glare 7pm-7am.

Air Quality

Provide impacts of fine particulate matter from 860+ diesel truck trips per day on the health of those living, working, and recreating nearby, including increases to asthma, decreased lung function, cardiovascular disease, cancers, and Type-2 diabetes.

Cultural Resources

In conjunction with Hazardous Materials reviews and assessments, conduct and provide review of all historic aerial (1923-48, EDR) and ground-level photographs for the site and vicinity.

Provide and coordinate workshops for all community historians and related organizations, including City Library sources.

Review, locate, conduct trial excavations, and provide all information and accounts regarding potential sites of historic “rubbish pits”, foundations, and “privies”/latrines.

Provide mitigative monitoring surveys and inspections of all ground disturbance.

Provide historic review of site before 1950.

Geology and Soils – Bedrock and Seismicity –

Conduct and provide borings and geophysical surveys to establish depths to competent formations and groundwater levels.

Assess and provide assessment of potential for site/structure soil liquefaction.

Assess and provide site and structural response to seismic events of >7 RM at <one mile distance.

Assess and provide assessment for potential for encountering paleontological resources and during foundation excavations, provide appropriate mitigation with onsite monitoring and mitigation for paleontological resources.

Greenhouse Gas Emissions

Provide impact assessment, mitigation and compensations for the additional daily 860+ diesel truck trips per day (36 x 12 = 864 trips in and out of site).

Provide graphic Traffic (Transportation) - Circulation for 53ft 18-wheeler T-T Rigs as to their turning radius, especially for right turns onto/off of I-110 and Orchard Street, from the I-110 Freeway to/from site and measures required to contain truck impacts into single lane width of 12-14 foot widths.

Conduct and provide CH₄/Methane monitoring of all borings and ground excavations and provide estimates of total aerial release of ground gases during the construction period.

Provide compensatory mitigation for such releases within the southern LA County area.

Provide mitigatory compensation for operation with full roof-top solar-voltaic panel arrays, electric charging stations for Zero-Emission (ZE) trucks, passenger vehicles, and site-tractors for moving trailers.

Hazards and Hazardous Materials

In conjunction with Cultural Resources reviews and assessments conduct and provide review of all historic aerial and ground-level photographs for the site and vicinity for structures with potential for hazardous contamination of the site and soils

Conduct and provide GPR and Magnetic surveys for the entire site to locate tanks, barrels, septic tanks, and piping, especially for the 8 vertical above ground storage tanks that were “removed in 2010 (provide inventory of tank contents 1995-2010).

Provide all documentation, reports, permits, and clearance for site demolitions 2005-2015.

Coordinate and provide compilations of all surveys with those boring and surveys for geology

Review all provided information and accounts regarding potential sites of “rubbish” and “privies”/latrines.

Provide historic alignments for all railroad tracks, spurs, switches, and loading/offloading points and include soil sampling to at alternating 20-ft interval >3ft depths and analyses for all toxic materials, including dioxin from RR brake fluids.

Provide historic records of all fluid chemical storages along/adjacent to the RR facilities and their transfer systems (e.g., pumps, spigots, hoses, and tanks).

Hydrology

Provide for full Low Impact Development rainfall collection, storage, on-site irrigation, and adjacent Recreational Center irrigation and recharge.

Provide contoured ground levels for entire site and relate to adjacent sites groundwater tables and regional flows.

IS 53/1 The Project would be required to comply with the NPDES standards and the City’s Stormwater and Urban Runoff Pollution Control regulations (Ordinance No. 172, 176 and No. 173,494) to ensure pollutant loads from the Project site are minimized for downstream receiving waters. The Stormwater and Urban Runoff Pollution Control Ordinances contain requirements for construction activities and operation of development and redevelopment projects to integrate **low impact development practices and standards** for stormwater pollution mitigation, and **maximize** open, green and pervious space on all developments and redevelopments **consistent** with the City’s landscape ordinance and other related requirements in the City’s Development BMPs Handbook.

Provide direct links to webpages or DEIR appendices.

Provide specific, quantified, and defined physical measures and operational requirements, not vague general terms without definition.

Define and quantify “maximize” and “consistent”.

IS 54/3 Less Than Significant Impact. Refer to Section X. Hydrology and Water Quality, (a). The City’s Stormwater and Urban Runoff Pollution Control regulations (Ordinance No. 172,176 and No. 173,494) contain **requirements** for construction activities and operation of development and redevelopment projects to integrate low impact development practices and standards for stormwater and other related **requirements** in the City’s Development BMPs Handbook. Such regulations and practices are designed in consideration of **existing and planned stormwater drainage systems**. Conformance **would be ensured** during the permitting process with the Department of Building & Safety and impacts would remain less than significant. **This issue will not be addressed further in the EIR.**

Provide direct links to webpages or DEIR appendices.

Provide specific, quantified, and defined physical measures and operational requirements, not vague general terms without definition.

Define “would be ensured” and provide Draft Mitigation Monitoring and Reporting Plan.

IS 69/2 a. The City’s Stormwater and Urban Runoff Pollution Control regulations (Ordinance No. 127,176 and No. 173,493) contain requirements for construction activities and operation of development and redevelopment projects to integrate **low impact development practices** and standards for stormwater and other related requirements in the City’s Development BMPs Handbook. Such regulations and practices are designed in consideration of existing and planned stormwater drainage systems. Conformance would be ensured during the permitting process with the Department of Building & Safety. Therefore, surface water would not exceed available capacity of existing or planned drainage systems and would not require the expansion of or construction of any offsite facilities as part of the Project.

Provide a complete and quantified section for Low Impact Development collection, detention, and onsite/near-site use and recharges.

IS FN17 Thienes Engineering, Inc. (Thienes). 2019, September 6. Low Impact Development (LID) for South Bay Industrial Center, N/E Corner of Redondo Beach Boulevard and Vermont Avenue, Los Angeles, California, 90247, APNs: 6120-001-013 & 6120-002-001, -002
Provide linkage and public access in appendices.

IS Land Uses / Planning

The Project will impact and differs markedly from surrounding land use, creating incompatible land uses and reflect poor land use planning for the City and for the proposed Project.

R1 within 130ft (S) and 150ft (N) of Site

OS within 150ft (N) of site, PF within 500-700ft (N)

200-400ft (W) to Gardena Prof. Medical KeiAi -So Bay Health Care

600ft NW Amestoy STEAM Academy (Elementary School)

City of Los Angeles is attempting to recover from poor housing and planning developments and the proposed Project area could provide suitable areas for Affordable Housing in Transit Priority Area / Oriented Communities.

Provide quantitative and graphic assessment and comparisons of Mixed Warehouse/Affordable Housing Alternative (with >100 dwelling units).

IS Mineral Resources

Oil and gas are produced from wells within one mile of the Project site.

Provide Top/Bottom of well plots for any well which may pass beneath the site at the current time.

Remove ALL "O" Conditions from all parcels of the Site. M2-1VL-O

IS 57/1 Mineral Resources

a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? No Impact.

According to the City of Los Angeles General Plan Conservation Element, the Project site is not identified in a Mineral Resource Zone-2 (MRZ-2)... Additionally, the Project site is not identified by the City as being located in a state designated oil field or within an **oil drilling district**. Therefore, the Project would not result in the loss of availability of mineral resources. No impact would occur; this impact will not be analyzed in the EIR.

As the proposed Project site is zoned for oil drilling and development, unlike the area south of Redondo Beach Blvd., revise and provide for setting/assessment and mitigation for oil development on the Project site. Wells are within one mile of the site. Development of the Project would physically limit oil drilling which is permitted by right within the zoned parcels.

IS Noise

Conduct thorough quantitative assessment and modeling for all noise and especially for 3 - 10-minute intervals at night (7pm-7am).

Provide relocation of Trailer storage to east side and avoid truck and shuttling noises from reaching northerly, westerly, and southerly sides adjacent – line-of-sight to residential and sensitive uses.

Provide for onsite electric/zero-noise/emissions shuttle transfers for all trailers along Orchard Av. and require incoming trucks to drop trailer for electrical shuttle vehicles to park or load/unload.

Provide prohibition of all idling (>3 minutes) of any Project-related diesel engines within 500ft of site boundary, prohibit any waiting of trucks offsite on public streets.

Provide prohibition of all chilled and refrigerated containers.

Provide noise absorbing exterior coverings/coating for any structures >12ft high on northerly, westerly and southerly walls.

Assess off-site (e.g., intersections/interchanges) traffic noise level increases near (<300ft) sensitive users and provide mitigation measures to assure noise impacts are reduced to less than significant (<3 dBA increase over current levels, at 1-, 10, and 30-minute intervals).

Sound level measurements must be conducted and assessed/mitigated prior to construction.

Mitigation measures must be designed to reduce noise impacts to less than significant for noise-sensitive receptors, such as apartments, homes, nursing homes, schools, and outdoor sports fields/walking paths in Rosecrans Recreation Center.

IS Transportation

Provide traffic impacts assessments, mitigation and compensation for I-110 freeway on and off ramps and intersections of Redondo Beach Blvd/Vermont Avenue; Rosecrans Avenue/Vermont Avenue, and Artesia Blvd./Vermont Avenue.

Provide Traffic impacts assessments using both Vehicle-Miles-Traveled (VMT) and Level of Services (LOS) along with Peak Hour congestion.

Provide Circulation routes and specific turning diagrams for all intersections into/from Project site.

Provide Transportation Mitigation Measures:

Employee Shuttles to/from Rapid Transit Stations along I-110

Prohibition of all Project truck traffic on Vermont Av.

Provide circulation assessment including: detailed circulation patterns for passenger vehicles, buses, and trucks for the proposed Project, 18+ wheeler tractor/trailers including 53+ft containers, especially for: 700-1200ft w of I-110 ramps RBBld., NBd L&R Turns inbound for Orchard Av., and SBd L&R Turns outbound.

IS 64/3 Transportation c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

...Instead, the existing surrounding roadway circulation system would be maintained, and no substantial changes or significant congestion would occur that would affect the ability of emergency vehicles to continue to serve all areas of the Project site.

Provide definitions and quantifications for “substantially” and “hazards” (= 53-foot trailer swings).

Provide graphic illustrated portrayal of truck/trailer circulation from I-110 to/from site.

IS 64/4 The City has also adopted roadway design standards (e.g., design speed, lane dimensions, turning radius, setbacks, and sight distance) that **preclude the construction of any unsafe design features**. All future roadway system improvements associated with the Project, including the...65/1... proposed driveways on Vermont and Orchard Avenues, would be designed in accordance with the established roadway design standards. Additionally, standard City protocol requires all engineered street plans to be reviewed and approved by the City's Department of Transportation prior to any construction occurring, thereby further preventing the construction of any unsafe design features and ensuring that emergency access is provided. Furthermore, where applicable, circulation and design features associated with the Project would be required to meet LAFD's design and development standards, as applicable, and would be subject to review by LAFD. Adherence to the design and development standards would ensure that safe and efficient movement of vehicles and pedestrians is provided.

Provide review of transportation routes from I-110 to Orchard entry to site with regard to hazards of the trailer swings for a 53-foot trailer.

Provide assessment of turning requirements for truck to/from the Project. Streets were not designed for the longer trailers (designed for 3-axle box and perhaps 4-5 axle 40-foot trailers).

65/2 Finally, the Project does not propose to introduce new incompatible uses (e.g., farm equipment) into the City's circulation system. Based on the preceding, development of the Project would not result in a substantial increase in hazards due to a geometric design feature or incompatible use. **No significant impacts are anticipated, and this topic will not be further analyzed in the EIR.**

Provide thorough, quantified, and graphical assessment of truck-trailer movements to/from Project and I-110.

Revise and provide complete assessment and mitigation for truck-trailer transportation impacts; a 53-foot trailer requires three clear lanes for a right turn onto Orchard and onto ramps to I-110.

Provide assessment and mitigation to render the Project consistent and compliant with the SCAQMD's current efforts related to Warehouse Indirect Source Rule and WAIRE Points for Warehouse related traffic.

Alternatives 15083. EARLY PUBLIC CONSULTATION.... Scoping will be necessary when preparing an EIR/.... (a) Scoping has been helpful...in identifying the range of actions, alternatives, mitigation measures, and significant effects to be analyzed in depth in an EIR....

IS and PROJECT DESCRIPTION

CEQA Guidelines Section 15126.6(a) requires “describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives...but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives.”

No mention of Project's basic or any objectives and thereby the basis for recommending reasonable Alternatives to the proposed Project.

IS p.5/3 The California Environmental Quality Act...; (3) to prevent significant, avoidable damage to the environment by requiring changes in projects through the use of **feasible alternatives or mitigation measures**;....

Provide quantitative definitions of feasible, practical, and reasonable.

Based on IS –

Provide setting, assessment, mitigation, and alternative considerations for the following sectors which through the Initial Study were excluded from the DEIR:

“Potentially Significant Impacts” as indicated by the checklist on the following pages.

<i>ADD</i>	<i>Cultural Resources</i>	<i>Hydrology / Water Quality</i>		
	<i>Land Use / Planning</i>	<i>Population / Housing</i>		
	<i>Utilities/Service Systems</i>	<i>Energy</i>	<i>Public Services</i>	<i>Recreation</i>
	<i>Mineral Resources</i>	<i>Transportation</i>		

References/Citations

Provide immediate and direct access to the public for all referenced or cited materials either in appendices, or linkages

Any internet materials that are cited as “accessed on...” must be provided with copies of the actual pages accessed on the specific day/time of accessing.

No personal communication can be used unless such are provided through dictation – hard copies of such information and in appendices.

David Matthews – Chairperson
Franz Rodriguez - Vice Chairperson
Rosalie Preston - Recording Secretary
La Juana Mitchell - Treasurer
John Ward – District 1 Representative
Joan Jacobs - District 2 Rep.
Reynaldo Paduani - District 3 Rep.
Betty Hawkins - District 4 Rep.
Llewyn Fowlkes - District 5 Rep.



Jackie Jackson - District 6 Rep.
Vanessa Johnson - District 7 Rep.
Angela Springs - District 8 Rep.
Larry Morrison –Community Org. Rep.
Richard Lee -Youth Advocate
Youth Representative - vacant
Janet Mitchell – Outreach Representative
Eva Cooper-Pace - At-Large Rep.

HARBOR GATEWAY NORTH NEIGHBORHOOD COUNCIL

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March 11, 2020

Jivar Afshar
Department of City Planning
221 N. Figueroa Street, Suite 1350
Los Angeles, CA 90012

Re: Scoping Comments on ENV-2017-1015-EIR (Notice of Preparation-DEIR Prologis Vermont and Redondo Project, 15116-15216; 747-861 W. Redondo Beach Blvd.)

Dear Ms. Afshar:

On March 10, 2020, our Board voted 10-0-0 to submit the following comments for the scope of the Environmental Impact Report for the Prologis Vermont and Redondo Project at 15116-15216; 747-861 W. Redondo Beach Blvd. including alternatives and topics for assessment and mitigation.

We ask that the following be studied and evaluated as to their impact as compared to the proposed project for the construction, use and maintenance of a 53 foot tall, 340,298 foot square-foot warehouse/manufacturing/high-cube warehouse/distribution center with office mezzanine and a total of 219 automobile parking spaces and 32 bicycle parking spaces, with 36 dock high truck loading positions and parking for up to 71 trailers, as well as 24-hour operation, seven days a week.

RECOMMENDED ALTERNATIVES FOR COMPARISON OF IMPACTS:

- No project and evaluation of negative impact of having no project on the property
- Project without entrance/exit onto Vermont Avenue
- Project without 24-hour operation
- Mixed Use Apartments with affordable units, commercial on ground floor, plus open space
- Mixed Use Frontages on South, East, and West with Warehouse core in center and north, shared parking and shuttles
- Mixed Use Frontage – plus center/north Educational (or Medical) Core, or LAPD Station, L. A. Fire station, public library, Los Angeles County Department of Public Social

Services, opioid addiction/ rehabilitation treatment center//housing, Rosecrans Park expansion

- Location of the warehouse/manufacturing/high-cube warehouse/distribution center to the Figueroa Street industrial corridor east of the I-110 and north of Rosecrans Avenue

ENVIRONMENTAL CATEGORIES FOR ANALYSIS

Aesthetics – Provide ground level views of proposed structures along with trailered containers from all major intersections and adjacent public areas, including the northerly view from the Recreational Center, easterly view from the shopping center, southerly views from multi-family dwelling, and westerly views from Gardena medical facilities

The 54 foot height of the Project building would be out of character with the predominantly one and two-story buildings surrounding the site thereby substantially degrading the existing visual character of the site and its surroundings.

The lighting necessary to light the truck loading docks and parking spaces on the north side of the Project and building during 24-hour operation will create a new source of significant light and glare impacting the residents living north and west of the Project. These impacts and their potential mitigation programs need to be fully evaluated in the DEIR.

Air Quality – The project area is currently out of attainment for both ozone and PM10 particulate matter. The surrounding community is an environmental justice community because more than 85% of the impacted residents are Hispanic or African American according to recent Census data. The income level of a majority of those living in the apartments along Redondo Beach Blvd. is below the median. Provide impacts of fine particulate matter from 600+ diesel truck trips per day and idling of trucks and all other autos at the traffic lights on the health of those living, working, and playing nearby, including increases to asthma, decreased lung function, cardiovascular disease, cancers, and type 2 diabetes.

Include study of near-zero and zero-emissions vehicles and truck trips in alignment with new standards being proposed by the South Coast Air Quality Management District.

Cultural Resources – In conjunction with Hazardous materials reviews and assessments, conduct and provide review of all historic aerial and ground-level photographs for the site and vicinity.

Geology and Soils – Bedrock and Seismicity –

Conduct and provide borings and geophysical surveys to establish depths to competent formations and groundwater levels

Assess and provide assessment of potential for site/structure soil liquefaction

Assess and provide site and structural response to seismic events of >7 RM at <one mile distance

Assess and provide assessment for potential for encountering paleontological resources– during foundation excavations and appropriate mitigation with onsite monitoring and mitigation for paleontological resources

Greenhouse Gas Emissions – Evaluate the impact of an additional 600+ diesel truck trips per day from the proposed Project on the 2019 City of Los Angeles Green New Deal goals for cutting Greenhouse Gas Emissions

Evaluate and assess Greenhouse Gas Emissions generated by operations, as well as subterranean methane gas at this site and methods for monitoring and mitigating any methane gas releases, such as an approved Methane Control System consistent with the site's "O" (Oil) zoning (M2-1VL-0).

Conduct and provide CH₄/Methane monitoring of all borings and ground excavations
Provide mitigatory compensation with full roof-top solar-voltaic panel arrays, electric charging stations for Zero-Emission trucks and refrigeration units, passenger vehicles, and site-tractors for moving trailers

Hazards and Hazardous Materials – In conjunction with Cultural Resources, conduct review of all historic aerial and ground-level photographs for the site and vicinity for structures with potential for hazardous contamination of the site and soils

Conduct and provide GPR and Magnetic surveys for the entire site to locate tanks, barrels, septic tanks, and piping, especially for the 8 vertical above ground storage tanks that were "removed in 2010 (provide inventory of tank contents 1995-2010).

Provide all documentation, permits, and clearance for site demolitions 2005-2015.
Coordinate and provide compilations of all surveys with those boring and surveys for geology

Review all information and accounts regarding potential sites of "rubbish" and "privies"/latrines.

Provide historic alignments for all railroad tracks, spurs, switches, and loading/offloading points and include soil sampling to at alternating 20-ft interval >3ft depths and analyses for all toxic materials, including dioxin from railroad brake fluids.

Provide historic records of all fluid chemical storages along/adjacent to the railroad facilities and their transfer systems (e.g., pumps, spigots, hoses, and tanks)

Hydrology – Provide for full Low Impact Development rainfall collection, storage, on-site irrigation, and adjacent Recreational Center irrigation and recharge.

Provide contoured ground levels for entire site and relate to adjacent sites groundwater tables and regional flows.

Land Uses and Development - The Project will impact and differs markedly from surrounding land use, creating incompatible land uses. In terms of General Plan consistency, the Harbor Gateway Community Plan states, "Wherever possible, industrial uses should be concentrated in industrial parks." The Prologis leased property at 15116-15216 and 747-761 W. Redondo Beach Blvd. is not part of an industrial park.

Examples of sensitive uses around the project are:

R1 and R3 within 130ft (S) and 150ft (N) of Site
Open Space within 150ft (N) of site; Public Facility (Rosecrans Recreation Center) within 500-700ft (N)
Kei-Ai South Bay Health Care, Gardena Convalescent Center, and Gardena Retirement Center within 200-400 ft (W)
Amestoy Elementary School, 1048 W. 149th Street, within 600 ft. NW
UEI College, 661 W. Redondo Beach Blvd. within 150 ft.
First Southern Baptist Church, 1025 Marine Avenue; Truth of Life Center, 14527 S. Vermont Avenue

Mineral Resources – Oil and gas are produced from wells within one mile of the Project site. Provide top and bottom of hole (well) plots for any well which may pass beneath the site at the current time

Remove ALL “O” Conditions from all parcels of the Site.

Noise Evaluate possible relocation of trailer loading and storage to east side and avoid truck and shuttling noises from reaching northerly, westerly, and southerly sides adjacent – line-of-sight to residential and sensitive uses

Evaluate the impact of low level vibrations caused by truck traffic on the neighborhood and specifically on possible sleep disruption and subsequent health effects of impacted residents.

Evaluate for onsite electric/zero-noise/emissions shuttle transfers for all trailers onsite.

Evaluate possible restrictions of all idling (>3 minutes) of any Project-related diesel engines within 500 ft of site boundary

Evaluate possible restrictions of all chilled and refrigerated containers

Evaluate noise absorbing exterior coverings/coating for any structures >12ft high on northerly, westerly and southerly walls

Evaluate a mitigatory 40 ft solid acoustic sound wall installed on the north side of the property with textured noise-absorbing surface and trees planted on both sides of the wall to absorb sound waves.

Provide operational noise assessment of the facility, including trucks entering/leaving, if open 24 hours and if closed as mitigation after 11 p.m. at night and provide noise monitoring and alerts for one and ten-minute noises for 11 pm to 7 am.

Evaluate and assess off-site (e.g. intersections/interchanges) traffic noise level increases near (<300ft) sensitive uses and provide mitigation measures to assure noise impacts are reduced to less than significant (<3 dBA increase over current levels, at 1, 10, and 30-minute intervals)

Monitor all sound levels and assess/mitigate prior to construction.

Design/implement mitigation measures must be designed to reduce noise impacts to less than significant for noise-sensitive receptors, such as apartments, homes, nursing homes, schools, and outdoor sports fields/walking paths in Rosecrans Recreation Center.

Transportation – Provide traffic impacts assessments, mitigation and compensation for I-110 freeway on and off ramps and intersections of Redondo Beach Blvd/Vermont Avenue; Rosecrans Avenue/Vermont Avenue, and Artesia Blvd./Vermont Avenue.

Provide Traffic impacts assessments using both Vehicle-Miles-Travelled (VMT) and Level of Services (LOS) along with Peak Hour congestion. (A,B,C,D,E,F)

Provide circulation assessment including: detailed circulation patterns for passenger vehicles, buses, and trucks for the proposed Project, including 53-foot container 18- wheeler tractor/trailers as to their turning radius, especially for: 700-1,200 ft west of I-110 ramps onto Redondo Beach Blvd., northbound left and right turns inbound for Orchard Avenue and southbound left and right turns outbound as well as right turn onto Vermont Avenue from Redondo Beach Blvd. and right turn onto Vermont Avenue from the Project site.

Evaluate the possible negative effect to road conditions and surrounding infrastructure.

Provide Transportation Mitigation Measures:

- Employee Shuttles to/from Rapid Transit Stations along I-110

- Prohibition of all Project truck traffic north of Vermont and Redondo Beach Blvd.

- Provide a video simulation of the traffic at “all” hours for residents to see the impact of the truck and auto traffic to/from the Project

Sincerely,



David Matthews, Chairperson
Harbor Gateway North Neighborhood Council

cc: Mayor Eric Garcetti

- City Attorney Mike Feuer

- Councilmember Joe Buscaino – Council District 15

- Aksel Palacios, Planning Deputy – Council District 15

- Xavier Becerra, Attorney General of California

- California Air Resources Board

- South Coast air Quality Management District, Planning, Rule Development and Area Source Warehouse Indirect Source Rule and WAIRE Points

- Scott Mulkay, Vice President, Regional Construction and Development Manager - Western Region Prologis

- Damon Austin, Senior Vice President, Capital Deployment – Southwest Region Prologis



INTERNATIONAL LONGSHORE & WAREHOUSE UNION SOUTHERN CALIFORNIA DISTRICT COUNCIL

350 W. 5th Street, Suite 208, San Pedro, CA 90731 • (310) 521-8796 • FAX: (310) 521-8798

March 7, 2020

Mr. Jivar Afshar
221 North Figueroa Street, Suite 1350
Los Angeles, CA 90012

**RE: Project Name: Prologis Vermont and Redondo Project
ENV-2017-1015-EIR**

Dear Mr. Afshar:

I write on behalf of the International Longshore and Warehouse Union Southern California District Council regarding the above referenced project.

I write because our delegates have voted to OPPOSE the Prologis Vermont and Redondo Project. Our members feel that it will be devastating to their community with increased congestion and pollution from trucks coming and going to the facility.

In your Notice of Preparation of Environmental Impact Report and Public Scoping Meeting Notice under the POTENTIAL ENVIRONMENTAL EFFECTS OF THE PROJECT it states, "Based on an Initial Study, the proposed project could have potentially significant environmental impacts in the following topic areas, which will be addressed in the EIR:

Air quality, Cultural Resources, Energy, Geology and Soils, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Noise, Transportation, and Tribal Cultural Resources.

Our members' quality of life is already decreased from congestion and pollution and to build another warehouse in their community would just decrease their quality of life even more.

We hope that you will consider our OPPOSITION to this project as you move forward with this project.

Sincerely,

A handwritten signature in black ink that reads "Cathy Familathe".

Cathy Familathe
President
ILWU SCDC



Palos Verdes- South Bay Group / Angeles Chapter

ENVIRONMENTAL CASE NO.: ENV-2017-1015-EIR

PROJECT NAME: Prologis Vermont and Redondo Project

March 8, 2020

Jivar Afshar
Major Projects Section
Department of City Planning
City of Los Angeles,
221 N. Figueroa St, Suite 1350
Los Angeles, CA 90012

By email to: jivar.afshar@lacity.org

Dear Ms. Afshar:

The Palos Verdes-South Bay Regional Group of the Sierra Club represents a large area of southwestern Los Angeles County, including the Harbor Gateway area where the Prologis Vermont and Redondo Project is proposed to be built.

The Sierra Club is very concerned about a number of significant environmental impacts that may result from this project. We are particularly concerned about the potential health impacts to residents in the surrounding neighborhoods from air pollution from trucks. We are also concerned about project impacts including noise, lighting, traffic, and greenhouse gases. Cumulative impacts are especially important to consider in this situation.

Existing Conditions and Contamination

A meticulous investigation of the current contamination on the site must be conducted before any project development is allowed to occur. Any on-site contamination must be thoroughly mitigated before any ground disturbance for construction is permitted.

We look forward to the opportunity to review the findings of the various studies and evaluations that are proposed in the Initial Study (IS).

The Environmental Impact Report (EIR) must include adequate, thorough and comprehensive studies and evaluations regarding all areas where significant impacts may occur. The study conclusions must be well-documented, measurable and defensible. Estimates of the significance of impacts must be consistent with current epidemiological studies regarding the effects of pollution and various kinds of environmental stress (including noise and disruption of sleep) on public health.

Alternatives

Please add an Alternative which restricts operations to fewer hours per day.

Please consider how the zoning of the project site might be modified to better reflect actual needs of the community, the City of Los Angeles and the State of California. We are not aware of any pressing need for a massive warehouse. However, more and better housing is a real and compelling need. In that context, LA should be striving to make existing residential neighborhoods more livable - not exacerbating existing neighborhood environmental problems.

Although the project site is zoned as Light Industrial, it is in close proximity to dense residential areas. Perhaps some sort of small business park configuration would be more compatible with the residential surroundings, and could provide much needed employment opportunities to the community. Such an Alternative should be considered in the EIR.

Depending on the outcome of studies for pre-existing contamination on the project site, it might also be reasonable to consider a mixed use, small business configuration with some public green space and housing for a portion of the property as an additional Alternative.

Mitigation Measures

Mitigation Measures must be effective and enforceable. Every effort must be made to incorporate modern technology in the Mitigation Measures. For example, a requirement that all trucks using the site be zero emission (Battery Electric Vehicle or hydrogen fuel cell) would both reduce/eliminate air pollution impacts and CO2 emissions and would also significantly reduce noise impacts.

Project Details

The details of any proposed future use of the project must be clearly articulated in the EIR process and should not be deferred to a later date.

Thank you for the opportunity to submit scoping comments. We look forward to reviewing and commenting to the EIR.

Sincerely,

s/

Alfred Sattler
Vice Chair, Executive Committee
Palos Verdes-South Bay Regional Group
Sierra Club

LUETTA WATSON

12603 Ainsworth Street
Los Angeles, CA. 90044
{323} 756-2348

March 8, 2020

Ms Jivar Afsharm
Major Projects Section
Department of City Planning
221 North Figueroa Street – Suite 1350
Los Angeles, CA. 90012

Re: **Scoping Comments**: ENV-2017-1015-EIR; **Prologis Vermont & Redondo Project** 15116-15216 South Vermont Avenue & 747-861 West Redondo Beach Boulevard, Los Angeles, CA. 90247

Ms Afsharm:

I am a Stakeholder of the **Harbor Gateway North Neighborhood Council (HGNNC)**. I request that the EIR environmental analysis include the environmental and potential significant and cumulative environmental impacts of the Prologis Project; **and**, set forth mitigation measures to be undertaken to address (a) Air Quality; (b) Greenhouse Gas Emissions; (c) Hazards and Hazardous Materials; (d) Transportation; and, (e) Noise impacts upon the community, specifically upon:

Sensitive receptors within 80 – 700 feet of the Project, namely :

- (1) Single and multi-family homes to the north, east, south and west;
 - (2) Kei-Ai South Bay Health Center **directly** across the street at 15115 S, Vermont;
 - (3) Rosecrans Recreation Center (public park with outdoor sports fields) at 840 W. 149th Street;
 - (4) Gardena Convalescent Center at 14819 S. Vermont;
 - (5) Gardena Retirement Center (facility for the elderly) at 14741 S, Vermont;
 - (6) First Southern Baptist Church at 1025 Marine Avenue;
 - (7) Truth of Life Center (church) at 14527 S. Vermont;
 - (8) Gardena Memorial Hospital (Emergency Room Hospital) at 1145 W. Redondo Beach Blvd;
 - (9) Amestoy Elementary School at 1048 W, 149th Street;
- And**
- (10) UEI College at 661 W. Redondo Beach Blvd.

AIR QUALITY IMPACTS:

- (1) Mitigation measures as mandated by AB 617 (Garcia, 2017).
- (2) Mitigation measures as mandated by the California Air Resources Board *Community Air Protection Program* {CAPP}.
- (3) *Mitigation measures for/of concern set forth specifically in **Attachment** pages 3;4; 5 of the 12/19/17 letter from **SCAQMD** addressed to Oliver Netburn, City Planner.
- (4) *Page 5: *A. The City Neglects to Analyze . . .* set forth in the 9/5/18 letter from Xavier Becerra, Attorney General, State of California, addressed to the L.A. City Attorney, Attn: Managing Senior Assistant Attorney.

GREENHOUSE GAS EMISSIONS; HAZARDS & HAZARDOUS MATERIALS; TRANSPORTATION; NOISE:

- (1) Review AB 617 (Garcia, 2017).
- (2) Review CAPP.
- (3) *Review letter dated 12/19/17 from **SCAQMD** to Oliver Netburn, City Planner.
- (4) *Review letter dated 01/23/18 from California Air Resources Board to Oliver Netburn, City Planner.
- (5) *Review letter dated 9/5/18 from Xavier Becerra, Attorney General, to the Managing Senior Assistant Attorney – L.A. City Atty’s Office.

* Refer to **CF 18-0279**.

Sincerely,

/s/

LUETTA {Lu} WATSON,
Stakeholder

cc: Councilman Joe Busciano, CD 15
Attn: A. Palacios, Planning Deputy
Xavier Becerra, Attorney General, State of California
Attn: Supervising Deputy Attorney General
California Air Resources Board
Attn: Chief, Risk Reduction Branch
Transportation and Toxics Division
South Coast Air Quality Management District
Attn: Program Supervisor, CEQA IGR
Planning, Rule Development & Area Sources
{Control #LAC171201-01}

e-Mail copy to: J. Afsharm----3/8/20

“Hard” copy, via U.S. mail, to: J. Afsharm----3/9/20

From: **Naomi Duprez** <naomidupz@gmail.com>
Date: Mon, Mar 9, 2020 at 7:20 AM
Subject: Harbor Gateway Prologis Disaster
To: jivar.afshar@lacity.org <jivar.afshar@lacity.org>

Dear Jivar,

I have lived on S. Vermont Avenue in Gardena, Ca for my entire life. My family's business has served the local community and surrounding cities for 10yrs.

I am 21 yrs old now.

I have witnessed local stores in my area close, and watched new establishments grow from the ground. I am not against new opportunities for my city, believe me; I want my hometown to thrive, grow, learn and lead in a healthy way, for my neighbors and for the Planet.

While reading your notice, i nearly spit out my coffee. This Prologis Proposition does not lead Gardena on a path to a healthy future. In fact, it does so much harm that it will affect the life span of my family and my future children in ways that should be illegal.

I am offended that anyone would think a 400,000 sqft warehouse with 70 diesel truck docks, would be a good idea for this location.

I ask respectfully, are you kidding me?

Things defenders may say:

"But the jobs opportunity".

"This will bring tremendous growth for Gardena"

"Prologis will make huge profits"

At what expense? Apparently, my 4 yr old sisters health. She attends Amestoy elementary school, with direct view of "Prologis". Her and her friends play everyday in their schoolyard. I drive down Vermont and take a left on Marine to pick her up everyday. My neighbors play at rosecrans park adjacent to your warehouse.

Now when they are outside playing and learning they are unknowingly breathing in particles from Prologis that could decrease their lung function or eventually give them cancer.

There are also about three elementary schools, a college, a retirement center, a hospital, apartments, and a railway in the area. How will 600+ big rigs driving up and down Redondo Blvd help the flow of traffic?

Will there be a specific truck lane for your trucks or will they be thrown in with the rest of us?

As you may know, Gardena is also known as the "Freeway City". What comes along with that nickname? Already increased amounts of pollution and traffic. So yes, you could not have found a more terrible location. Redondo Beach Blvd and Vermont Avenue are already congested. Now imagine 600+ big rigs driving up and down local streets and neighborhoods at all hours of day, 7 days a week.

Imagine how 600+ combustion engines running a day will affect our air quality.

No body can say with a straight face that this wont disproportionately affect Gardena residents in an unfair way, while deepening the pockets of Prologis executives and their customers.

But i get it...

Its an ideal location for your company. Even though you already have several Prologis locations in Los Angeles County. But still, there's easy access to many freeways, not too far away from the ports. I know this because there are about 20+ distribution centers or logistics warehouses in the area. On Alondra, Fig, Broadway, Main, Avalon, & San Pedro St.
I see more shipping containers than i do trees.

So i dont think we have a shortage of warehouses or distribution centers. But, we do have a shortage of affordable housing. That giant lot has been empty for my entire life that i have lived here as a Gardena native. Probably because whatever is built there, will disrupt the current population. So if we are going to be disrupted, i would rather it be for people to have a roof over their heads.

Aside from my right to FAIR health, what is Prologis' plan to offset your greenhouse gas emissions? And will your warehouse be energy efficient? Solar Powered? Will you be offsetting at least HALF of what you are emitting? Considering we are in a Climate Crisis.

This is an unequal, unfair, and inconsiderate proposition that will affect my community demonstrably. Please reconsider. Re-evaluate and find a place that is less populated, and less congested. Instead, put affordable housing units with parking. Make housing for veterans. Anything but a 400,000sqft distribution center.

If anyone actually reads this and makes it this far to the end, i ask that you invest in a healthy equal society, not one in which company profits are more important than our health and livelihoods.

Sincerely,
Naomi Duprez

From: **Pat Heineman** <pheineman@gmail.com>

Date: Sun, Mar 8, 2020 at 10:05 PM

Subject: ENV-2017-1015-EIR

To: <jivar.afshar@lacity.org>

Mr. Afshar,

I am writing you today about the Prologis Vermont and redondo project. I have been living on Ainsworth St, Gardena for over 50yrs. I have seen the Harbor freeway add the Redondo Beach offramp and apartments being built on Redondo Beach Blvd and Ainsworth (2 apt. Buildings). With each new addition, there has been added people, cars and noise. Building Prologis across the street from my house would add more traffic to my area. This area is not a factory area. There would be more traffic and more pollution. Prologis would cause more pollution and more cars racing down my street. Cars come racing down my street now trying to avoid traffic on Redondo Beach blvd. Parking is at a minimum now with people who don't even live in the area parking on our street. Noise would be so loud. Right now we have the freeway(car noise), Hustler (loud speaker system during the night), and adding Prologis which would add work noise, truck noise and employees coming going at all hours. Also, Prologis wants to build a building 53 ft. Tall as opposed to the 45 ft. Building. I would be surrounded by noise from Prologis, noise from the freeway and Hustler Speaker broadcasts. Plus my view would be blocked by the Prologis building.

I have enough problems getting on the freeway. With trucks using the redondo beach freeway entrance how long will it take before we get on the freeway? How much more traffic will be coming down Ainsworth St.?

Please consider these problems before making a decision.

Patricia Heineman

Sent from my iPhone

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Jivar Afshar
Major Projects
Los Angeles City Planning

221 N. Figueroa St., Room 1350
Los Angeles, CA. 90012
Planning4LA.org
T: (213) 847-3630 | E: jivar.afshar@lacity.org

From: **MacBookAir** <jej8735@gmail.com>

Date: Mon, Mar 9, 2020 at 4:45 PM

Subject: Prologis Vermont and Redondo Project ENVIRONMENTAL CASE NO.: ENV-2017-1015-EIR

To: <jivar.afshar@lacity.org>

Dear Jivar Afshar

We are totally opposed to the Prologis project for good reasons.

First, as Prologis itself admitted, pollution will be increased in an area, next to a freeway, immediately surrounded by residents (homes and apartments), a park, a hospital, homes for the affirmed and aged, and a shopping center. (Also, the site of the proposal has not had a sufficient environmental assessment)

Second, the traffic situation, already bad, will worsen, especially on the poorly designed Redondo Beach Boulevard. Again, Prologis itself admits that they will inundate our heavily used streets with Diesel trucks.

Third, the proposed area could be put to better use for the benefit of the community. Think Environmental Discrimination!

Finally, aesthetics, I have seen pictures of the Prologis proposal: a vast, ugly, soulless building. Here is just one better ideas: a museum dedicated to the history of California, including this immediate area; it could be great!

Thanks,
John Jacobs
656 W. 157th St.
Gardena, CA 90247
310-951-0049

From: **John Jacobs** <jrcn1114@att.net>

Date: Mon, Mar 9, 2020 at 4:59 PM

Subject: from Joan Jacobs, resident re: Prologis Vermont and Redondo Project

To: jivar.afshar@lacity.org <jivar.afshar@lacity.org>

I am against this project secondary to its deleterious effect on this neighborhood of residents, business employees, schoolchildren, park users (sports which require deep breathing from the participants who are children of all ages), infirm and elderly and sick who use the hospital and care homes in thie vicinity of this proposed project.

Deleterious effects due to pollutants from the diesel trucks which will be using this facility. Research has proved the resulting degrading of health due to noise, air and increased traffic congestion.

Joan Jacobs, 656 W 157th St 90247

From: **lois** <studiofx@email.com>

Date: Mon, Mar 9, 2020 at 12:31 PM

Subject: RE: Case #ENV-2017-1015-EIR, Prologis Vermont and Redondo Project

To: <jivar.afshar@lacity.org>

Dear Mr. Jivar Afshar,

Re: Case #ENV-2017-1015-EIR, Prologis Vermont and Redondo Project

My husband and I are stakeholders in the Harbor Gateway North Neighborhood Council (District 1) and would like to comment on the proposed Prologis Project.

To become knowledgeable about this Project (Lot) we attended the Public Scoping Meeting, many Harbor Gateway North Board Meetings, read your Notice of Preparation of the EIR and the letter from CA Attorney General Xavier Becerra (dated September 2018) to the LA City Attorney's office. We have read many comments on the nextdoor.com website and have heard the loud complaints from members of the Neighborhood Council, stakeholders and their grassroots movement called, "Friends of the Air, Earth, and Water".

Ideally speaking, there could have been many great possibilities for the Lot, including a Police Station or a Library. Unfortunately, no solution materialized in all the years the Lot was available. We don't know if any steps were taken by the Harbor Gateway North Neighborhood Council Planning and Land Use Committee in the past but we have been left with a vacant Lot for too many years. We appreciate that a company has stepped forward to improve the situation.

It's true that Harbor Gateway North has more than it's fair share of air, noise and soil pollution. It's part of the consequence of bordering the 110 Freeway and light manufacturing regulations in the past. Obviously, to increase the pollution would be undesirable, however, we recognize that there is a longstanding toxic land issue, which is also undesirable. We look forward to a thorough Environmental Study for present and future impact along with Historic (archeological) Tribal and other Cultural Resource consideration. Road maintenance for heavy load vehicles should be assessed, since the adjacent streets (Vermont, Redondo Beach Blvd, and Figueroa) are already in disrepair with cracks and potholes. Once the EIR is done, if there are ways Prologis is willing to minimize the pollution impact, we would be in favor of this Project to proceed.

In 2019, there was a large homeless encampment on the Lot. We were fortunate that the Neighborhood Council Chairman, David Matthews, coordinated a social services/law enforcement/hazmat resource crew to provide services and clear the Lot. This is an example of why we would prefer to have a business occupy the space than have the Lot dormant for another decade.

Though the future occupant of this facility is unknown, if it is a 24-hour trailer truck operation we are optimistic with the anticipation (and hope) that the future of import products from overseas will taper off, leading to less containers arriving at the Port of LA. Container loads are already being diverted to Prince Rupert Port Authority, BC, Canada. Also, with California being an environmentally-conscientious state, this year the California Air Resource Board (CARB) will only allow heavy-duty diesel vehicles that reduce toxic air contaminants (TACs) emissions from their exhaust to be registered by the DMV. This will reduce much of the diesel exhaust responsible for cancer risk from airborne toxics.

After looking at the Prologis building design, our personal suggestion would be to recommend a wider public sidewalk perimeter (because sharing sidewalks with pedestrians and scooters is too

crowded). It would also be less obtrusive if this oversized building was set back from the street and not as close to the sidewalk. There are similar warehouses with this design along Western Avenue (between 190th Street and Del Amo Blvd.) across from the old Toyota Headquarters in Torrance.

Prologis sounds like they would be a considerate and sensitive partner with this neighborhood. We look forward to the results of the EIR as a step towards getting the Lot occupied by a thoughtful and neighborly occupant.

We would greatly appreciate the content of this letter be kept confidential because, sadly, we fear there are angry and aggressive parties who would not hesitate to retaliate against us and our opinion.

Thank you for your time and kind attention regarding this important neighborhood project.

Respectfully submitted,

Lois and Craig Kusunoki
17306 S. Hoover Street
Gardena, CA 90247
studiofx@email.com

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LOS ANGELES
CITY PLANNING Jiv

Jivar Afshar
Major Projects
Los Angeles City Planning

221 N. Figueroa St., Room 1350
Los Angeles, CA. 90012

Planning4LA.org

T: (213) 847-3630 | E: jivar.afshar@lacity.org

March 9, 2020

Jivar Afshar
City of Los Angeles, Department of City Planning
221 N. Figueroa Street, Suite 1350
Los Angeles, CA 90012

RE: ENV-2017-1015-EIR (Notice of Preparation-DEIR Prologis Vermont and Redondo Project, 15116-15216; 747-861 W. Redondo Beach Blvd.)

Dear Ms. Afshar:

I am suggesting the following alternatives for study in the Environmental Impact Report for proposed Prologis warehouse (Vermont and Redondo Project), 15116-15216, 747-861 W. Redondo Beach Blvd., as well as comments on a number of the topic areas.

RECOMMENDED ALTERNATIVES FOR COMPARISON OF IMPACTS:

- No project
- Project without entrance/exit onto Vermont Avenue
- Project without 24-hour operation
- Mixed Use Apartments with affordable units, commercial on ground floor, plus open space
- Mixed Use Frontage – plus Community Center/Educational or Medical facility core
- Location of the warehouse/manufacturing/high-cube warehouse/distribution center to the Figueroa Street industrial corridor east of the I-110 and north of Rosecrans Avenue

ENVIRONMENTAL TOPICS FOR ANALYSIS

Aesthetics - The 54 foot height of the Project building would be out of character with the predominantly one and two-story buildings surrounding the site thereby substantially degrading the existing visual character of the site and its surroundings.

Air Quality – The project area is currently out of attainment for both ozone and PM10 particulate matter. The surrounding community is an environmental justice community because more than 85% of the impacted residents are Hispanic or African American according to recent Census data. Provide impacts of fine particulate matter from 600+ diesel truck trips per day on the health of those living, working, and playing nearby, including increases to asthma, decreased lung function, cardiovascular disease, cancers, and type 2 diabetes.

Greenhouse Gas Emissions – Evaluate the impact of an additional 600+ diesel truck trips per day from the proposed Project on the 2019 City of Los Angeles Green New Deal goals for cutting

Greenhouse Gas Emissions

Land Uses and Development - The Project will impact and differs markedly from surrounding land use, creating incompatible land uses. In terms of General Plan consistency, the Harbor Gateway Community Plan states, “Wherever possible, industrial uses should be concentrated in industrial parks.” The Prologis leased property at 15116-15216 and 747-761 W. Redondo Beach Blvd. is not part of an industrial park.

Examples of sensitive uses around the project are:

R1 and R3 within 130ft (S) and 150ft (N) of Site

Open Space within 150ft (N) of site; Public Facility (Rosecrans Recreation Center) within 500-700ft (N)

Kei-Ai South Bay Health Care, Gardena Convalescent Center, and Gardena Retirement Center within 200-400 ft (W)

Amestoy Elementary School, 1048 W. 149th Street, within 600 ft. NW

UEI College, 661 W. Redondo Beach Blvd. within 150 ft.

First Southern Baptist Church, 1025 Marine Avenue; Truth of Life Center, 14527 S. Vermont Avenue

Noise - Evaluate possible relocation of trailer loading and storage to east side and avoid truck and shuttling noises from reaching northerly, westerly, and southerly sides adjacent – line-of-sight to residential and sensitive uses due to the health impacts of noise on people’s ability to obtain uninterrupted sleep. There are long-term impacts to health from sleep disturbances due to noise.

Provide restrictions of all idling (>3 minutes) of any Project-related diesel engines within 500 ft of site boundary

Provide for onsite electric/zero-noise/emissions shuttle transfers for all trailers

Design/implement mitigation measures must be designed to reduce noise impacts to less than significant for noise-sensitive receptors, such as apartments, homes, nursing homes, schools, and outdoor sports fields/walking paths in Rosecrans Recreation Center.

Transportation – Provide traffic impacts, assessments, mitigation and compensation for I-110 freeway on and off ramps and intersections of Redondo Beach Blvd/Vermont Avenue; Rosecrans Avenue/Vermont Avenue, and Artesia Blvd./Vermont Avenue.

Provide circulation assessment including: detailed circulation patterns for passenger vehicles, buses, and trucks for the proposed Project, including 53-foot container 18- wheeler tractor/trailers as to their turning radius, especially for: 700-1,200 ft west of I-110 ramps onto Redondo Beach

Blvd., northbound left and right turns inbound for Orchard Avenue and southbound left and right turns outbound as well as right turn onto Vermont Avenue from Redondo Beach Blvd. and right turn onto Vermont Avenue from the Project site.

Provide Transportation Mitigation Measures, such as employee shuttles to/from rapid transit stations along the I-110 (particularly at Rosecrans Avenue and the Harbor Gateway Transit Center at 182nd Street and nearby Green Line stations) and prohibition of all Project truck traffic north of Vermont and Redondo Beach Blvd.

Evaluate and provide mitigation for the impact of 600+ tractor/trailer trips per day on the road surfaces of Redondo Beach Blvd. and other impacted road surfaces, including Orchard Avenue.

Rosalie Preston
15913 S. Menlo Avenue
Gardena, CA 90247

From: **Dorothy McCloud** <demcccloud@sbcglobal.net>

Date: Mon, Mar 9, 2020 at 3:56 PM

Subject: Sierra Club!!

To: <jivar.afshar@lacity.org>

This is in response to the email that i received from, Rosalie Preston, Coordinator Redondo Alondra Neighborhood.

My comments has not changed from my previous statement. Please consider the people in this community. We already live in an area that the City of Los Angeles has forgotten about. I say the "bottom". Please do do not put the warehouse that close to us.

Dorothy McCloud

February 25, 2020

To: Jivar Afshar,

City of Los Angeles, Department of City Planning, E-mail: jivar.afshar@lacity.org

RE: 15116-15216 S. Vermont Ave. & 747-861 W. Redondo Beach Blvd., Los Angeles, CA 90247,
ENV-2017-1015-EIR

Jivar,

I understand that in addition to identifying environmental concerns another purpose is to consider alternative uses of the property as part of the environmental report.

Two important environmental concerns to me are:

1. Existing contamination containment / removal. (MOST IMPORTANT)
2. Traffic, with consideration to existing and future clean air requirements for diesel trucks and trucks. (MODERATE IMPORTANCE)

Please consider the following alternative uses of the property in your environmental report. (These are not in any priority order and stated miles are based on Google Maps.)

- LAPD Police Station. Harbor Gateway North's two nearest stations are LAPD South East which is located 4.1 miles from the corner of Vermont and Redondo Beach Blvd.
- LA Fire Station. Station 79 is 1.7 miles from the property and Station 4 is 4.0 miles away.
- LA County Library. Harbor Gateway North does not have a County Library; the nearest LA County Library is located 1.6 miles away in the City of Gardena.
- LA County Department of Public Social Services, the nearest is 5.2 miles away.
- Low Income / Homeless Housing.
- Opioid addiction rehabilitation treatment center/housing.
- Roosevelt City Park expansion.

I believe these public alternatives should be included in the environmental analysis.

Respectfully,

Frederick Nichols

Frederick Nichols, San Pedro & Harbor Gateway North Stakeholder

Trustee / Property Owner for: Gardena 734 W. Gardena Blvd, 739 West Blvd and 16427 South Orchard Ave, Gardena, CA 90247 Plus properties in San Pedro and in Harbor Gateway South

From: **A. Powell** <apowell1646@yahoo.com>
Date: Fri, Mar 6, 2020 at 8:38 AM
Subject: Prologis Vermont and Redondo
To: jivar.afshar@LAcity.org <jivar.afshar@lacity.org>

Greetings

I am a constituent in the Harbor Gateway area

I am opposed to having a manufacturing company in a residential area it is not needed at this corner.

I would suggest that some other types of business be placed at this site. Also next door, someone mentioned that the lot possibly has some contamination from the previous company. Was it cleaned up?

Is there an updated environmental impact study done? I am requesting another report I am requesting a meeting be held at a public place such as a school with an auditorium or at a park. Who was the one who chose the site for February on Figueroa? The title on the flyer Public Scoping Meeting. To me I was expecting much more information a meeting type, not with posters and people responding I don't know that's not my department and then was directed to place a comment this is not a meeting no fact no explanation and untruths were told from what I read on the report online.

Who are the other people on this project please send me their emails and telephone number whom can we contact to get this information?

From: **Rebecca Rodriguez** <rebeccarodriguez0210@gmail.com>

Date: Fri, Mar 6, 2020 at 12:11 AM

Subject: Proposed Warehouse in Harbor Gateway Vermont/Redondo Beach Blvd.

To: <jivar.afshar@lacity.org>

Hello Ms.Afshar,

I am writing to you as a resident and concerned citizen of Harbor Gateway North regarding the proposed warehouse project at Vermont and Redondo Beach Blvd. This project should NOT be allowed to move forward. Our families lives and health are already impacted by our close proximity to the 110 fwy. Did you know that this community already has high levels of residents with asthma, cancer, and babies with low birth rates, etc.? Our pollution levels are some of the highest in the state. Placing a warehouse with excessive amounts of daily truck traffic is only going exacerbate the problem. We need to protect our neighbors, our seniors, and our kiddos playing in the park and attending school- all within 80-500 ft of this site.

Please help in not allowing our communities of color to be victims of environmental racism. This site needs extensive clean-up and is highly contaminated. There is evidence of harmful chemical releases from the site including heavy metals, and leakage from underground storage tanks. This project would not happen in a more affluent community. The owners of this property need to clean up the site first and then go back to the drawing board and come up with a better, cleaner, healthier alternative so that businesses and residents can thrive together. I hope the city and your department will stand up and do what's right for our community, especially for it's most vulnerable citizens. I appreciate your time and consideration in resolving this matter.

Sincerely,
Rebecca Rodriguez

From: **Emily Noguchi** <emily.noguchi@hotmail.com>
Date: Wed, Feb 12, 2020 at 2:49 PM
Subject: prologis
To: jivar.afshar@lacity.org <jivar.afshar@lacity.org>

Mr. Afshar,

I am a nearby resident of the proposed Prologis warehouse site, located at 747 W. Redondo Beach Blvd.

I am very much opposed to this proposal as it will produce negative impacts on air quality, area traffic and those caused by greenhouse gas emissions.

We would like you to strongly consider recommended alternatives, such as:

- *NO PROJECT
- *APARTMENTS PLUS OPEN SPACE
- *LOCATION OF THE WAREHOUSE TO THE FIGUEROA STREET INDUSTRIAL CORRIDOR NORTH OF ROSECRANS AVENUE
- *MIXED USE PLUS COLLEGE
- *MIXED USE PLUS SMALL WAREHOUSE

Thank you for your consideration.

Thank you,
Emily Noguchi

From: **Dorothy McCloud** <demcccloud@sbcglobal.net>
Date: Sun, Feb 16, 2020 at 2:02 PM
Subject: Prologis warehouse
To: jivar.afshar@lacity.org <jivar.afshar@lacity.org>

Dear Jivar Afshar,

I am emailing my concerns regarding the propose warehouse. It seems awful large to me for this area.. We already have a heavy traffic load the noise and the smell of the trucks and buses. We also have the motor homes in the area with there filth along with the homeless encampment. Some want the warehouse because it would rid that area of the homeless encampment. I feel it will push them more into the neighborhood.

If the city want revenue what about a warehouse that closes at night. That 24-7 business scare me with trucks. My bedroom window faces Figueroa Street it is noises enough as it is. But,at night its less traffic.

I don't believe the trucks will stay on Vermont Ave, I know they will change there route and use Figueroa Street especially if they need to go south.

I vote NO FOR THE WAREHOUSE on the vacant lot at Vermont and Redondo Beach Blvd

Dorothy McCloud
45 year resident of Harbor Gateway

From: **juxtapoze** <juxtapoze@gmail.com>
Date: Tue, Feb 18, 2020 at 12:13 PM
Subject: Proposed Prologis Warehouse
To: <jivar.afshar@lacity.org>

Dear Sir or Madam,

I would like to comment on and request an alternative to the proposed warehouse on Redondo Beach Bl. I think a better use of that lot would be a mixed-use commercial and residential building. Please do not allow a warehouse to be built there because I am very concerned about additional diesel fumes, the resulting poor air quality and environmental impact. Increased traffic is also a concern of mine.

Thank you for your time and consideration,
Elia DeCunto
PO Box 3766, Gardena, CA 90247
(213) 207-6902

From: **Sharrell** <sharrellm@aol.com>
Date: Tue, Feb 18, 2020 at 12:15 PM
Subject: Objection to the Prologis warehouse
To: <jivar.afshar@lacity.org>

Hi my name is Sharrell & I've been a resident of Gardena since 1995. I've seen tremendous growth in this city since I moved here & I would hate to see it decline by placing a trucking company right dab in the middle of a residential area.

The quality of air would be detrimental to everyone in the area. There's a park where children run and play right next door. There's apartment buildings right across the street. This would be a hazard for all of the tenants in those buildings. Just think...you open your window for a burst of fresh morning air & instead you get nothing but pollution from the trucks traveling just a short distance from your building.

Think of all the children with asthma or the elderly who already have compromised circulatory systems. This is not right...there's definitely tons of open land and space around California & away from residents. This company should not be allowed to come into a residential neighborhood & put so many lives at risk. I say no to the opening of Prologis warehouse!

Sharrell

From: <gnak4@aol.com>
Date: Wed, Feb 19, 2020 at 4:06 PM
Subject: harbor gateway warehouse at redondo beach blvd and vermony
To: <jivar.afshar@lacity.org>

I oppose building warehouses at Redondo beach blvd and Vermont. Both streets are heavily travelled so it would cause major traffic disruptions. There is a major residential area next to Redondo beach blvd. Major warehouse facilities should not be built near major residential area. This is why I oppose this project.

From: **Peter Talaro** <ptalaro@pacbell.net>
Date: Mon, Feb 24, 2020 at 11:15 AM
Subject: Comment on Proposed Prologis Warehouse, Redondo Beach Blvd. and Vermont Ave.
To: <jivar.afshar@lacity.org>

The City of Los Angeles should not allow a warehouse to be built in a neighborhood that is already severely burdened by air and noise pollution. This project will affect the health of residents, most of whom are minorities and low-income earners. This proposed project is a travesty! This warehouse would not be allowed in an affluent neighborhood like Beverly Hills.

Jean Talaro

From: **Jenna Yip** <mrsjennayip@gmail.com>
Date: Fri, Feb 28, 2020 at 7:31 PM
Subject: Comments re: proposed project at 747 W. Redondo Beach Blvd./15116 S. Vermont Avenue
To: <jivar.afshar@lacity.org>

TO: Jivar Afshar
Department of City Planning – City of Los Angeles
221 N. Figueroa Street, Suite 1350
Los Angeles, CA 90012

Dear Jivar,

As a resident of Harbor Gateway North, I am writing to suggest alternative uses be studied for the proposed project at 747 W. Redondo Beach Blvd./15116 S. Vermont Avenue. I recommend that the following alternative uses be studied:

- No project
- Apartments with affordable units and commercial on ground floor (mixed use), plus open space
- Location of the warehouse to the Figueroa Street industrial corridor north of Rosecrans Avenue
- Mixed use plus college
- Mixed use plus small warehouse

I also request that the following environmental impacts to be studied:

- Air Quality (impacts of the fine particulate matter from 600+ diesel trucks per day on the health of those living, working, playing nearby, including increases to asthma, decreased lung function, cardiovascular disease, cancers, and type 2 diabetes)
- Greenhouse Gas Emissions (from the additional 600+ diesel truck trips per day)
- Transportation (traffic impact on 110 freeway on and off ramps and intersection of Redondo Beach Blvd/Vermont Avenue; Rosecrans Avenue/Vermont Avenue, and Artesia Blvd./Vermont Avenue)

I hope that all steps will be taken to ensure the health and safety of the residents of our neighborhood in the study of this proposed project. Thank you so much for your consideration.

Jenna Yip
mrsjennayip@gmail.com
310-745-3549

From: **Peter Talaro** <jtalaro@pacbell.net>
Date: Thu, Mar 5, 2020 at 12:47 PM
Subject: Proposed Prologis Warehouse in Gardena
To: <jivar.afshar@lacity.org>

I oppose the proposed Prologis warehouse on the corner of Redondo Beach Blvd. and Vermont Avenue, Gardena, but would support the following alternative to minimize environmental impacts on our neighborhood:

- * Apartments with affordable units and commercial on ground floor (mixed use) plus open space

Also, additional studies on air quality, greenhouse gas emissions and transportation effects would help mitigate adverse impacts on our neighborhood.

Thank you,
Jean Talaro

ENVIRONMENTAL ISSUES & IMPACTS

CEQA requires consideration of the following topics:

- Aesthetics
- Agriculture and Forestry Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Energy
- Geology/Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology/Water Quality
- Land Use and Planning
- Mineral Resources
- Noise
- Population/Housing
- Public Services
- Recreation
- Traffic/Transportation
- Tribal Cultural Resources
- Utilities/Service Systems
- Wildfire

Note: Any identifying information provided will become part of the public record and, as such, must be released to any individual upon request.

Written Comment Form

Use the space below to comment on areas of concern regarding the scope and content of the Draft EIR, and offer potential alternatives and/or measures to avoid or reduce environmental impacts.

On any given day the corner of Vermont Rte 260 Beth Blvd is HORRIBLE! IT does not matter the time day or evening! To suggest to have trucks coming in and out of that location would be disastrous! The business in that area would be severely affected, plus the quality of life for the residents in the area would be adversely impacted!

CONTACT INFORMATION (Optional, please print clearly)

Name: Jesse Owens Representing Agency or Organization: _____

Address: _____ City/State/Zip: 90248

Los Angeles
Department of City Planning



Public Scoping Meeting

Project Name: Prologis Vermont and Redondo

Planning Dept Case No.: ENV-2017-1015-EIR

State Clearinghouse No: 2017121007

Project Location: 15116-15216 South Vermont Avenue and 747-861 West

Redondo Beach Boulevard, Los Angeles, CA 90247

Community Planning Area: Harbor Gateway

Council District: 15 - Buscaino

Due Date for Public Comments: March 9, 2020

The Notice of Preparation is available at: <http://planning4la.com/development-services/eir>

S. Oryenachi (via President)
417 E. DARLAW ST.
GARDENA, CA 90248

Attn: Jivar Afshar, Environmental Review Coordinator

RE: ENV-2017-1015-EIR

Department of City Planning

City of Los Angeles

221 N Figueroa St, Suite 1350

Los Angeles, CA 90012

We need your input!

Please take a few minutes to provide your comments and return the completed form to the Department of City Planning.

The purpose of the scoping process is to identify public and agency concerns, define the issues that will be examined in the Environmental Impact Report (EIR), and help to identify project impacts, alternatives, and mitigation measures that can lessen the negative impacts from both temporary construction activities and long-term operation of the proposed Project. Comments must be provided in writing and can be submitted either at the scoping meeting, by mail or e-mail to jivar.afshar@lacity.org.

The deadline for submitting preliminary comments is Thursday, March 9, 2020. All written comments submitted will be considered during preparation of the Draft EIR, which will be available for public review at a later date. The Initial Study is available for review at the Dept of City Planning, 221 N. Figueroa St, Suite 1350, LA, CA 90012.

Thank you for your participation!

ENVIRONMENTAL ISSUES & IMPACTS

CEQA requires consideration of the following topics:

- Aesthetics
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- Biological Resources
- Cultural Resources
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- Geology/Soils
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- Hazards and Hazardous Materials
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- Traffic/Transportation
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- Wildfire

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Written Comment Form

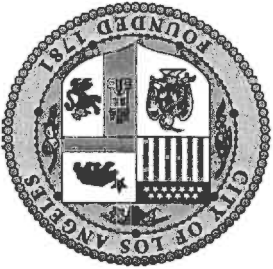
Use the space below to comment on areas of concern regarding the scope and content of the Draft EIR, and offer potential alternatives and/or measures to avoid or reduce environmental impacts.

Too much TRAFFIC IS A HOGE CONCERN
BECAUSE THE FREEWAY ENTRANCE
AND EXIT IS THERE ALREADY.
REDONDO BEACH IS ALREADY VERY
BECAUSE CAUSING TRAFFIC TO BE MULEH
AND MANY CAR ACCIDENTS ALSO.
~~WHAT~~ WHAT TYPE OF POLLUTIONS WILL
BE RELEASE INTO THE ENVIRONMENT?
WHAT ARE THE BENEFITS OF US
HAVING THE BUSINESS IN THIS LOCATION?
HOW WILL WE PREVENT WILDFIRE
FROM DESTROYING EVERYTHING?
INCREASE IN CAR ACCIDENTS RESULTING IN
DEATHS WILL OCCUR DUE TO IMPATIENT
DRIVERS WITH ROAD RAGE. "WE SAY NO TO THIS PROJECT"

CONTACT INFORMATION (Optional, please print clearly)

Name: Sidona Onyiah Representing Agency or Organization: EAST CALIFORNIA ASSOCIATE
Address: 417 E. SAN AN ST City/State/Zip: GARDENA CA 90248

Los Angeles
Department of City Planning



Public Scoping Meeting

Project Name: Prologis Vermont and Redondo

Planning Dept Case No.: ENV-2017-1015-EIR

State Clearinghouse No: 2017121007

Project Location: 15116-15216 South Vermont Avenue and 747-861 West Redondo Beach Boulevard, Los Angeles, CA 90247

Community Planning Area: Harbor Gateway

Council District: 15 - Buscaino

Due Date for Public Comments: March 9, 2020

The Notice of Preparation is available at: <http://planning4la.com/development-services/eir>

SONYENACH (Vice President)
417 E. DAVILA ST
GARDENA, CA 90248

Attn: Jivar Afshar, Environmental Review Coordinator

RE: ENV-2017-1015-EIR

Department of City Planning

City of Los Angeles

221 N Figueroa St, Suite 1350

Los Angeles, CA 90012

We need your input!

Please take a few minutes to provide your comments and return the completed form to the Department of City Planning.

The purpose of the scoping process is to identify public and agency concerns, define the issues that will be examined in the Environmental Impact Report (EIR), and help to identify project impacts, alternatives, and mitigation measures that can lessen the negative impacts from both temporary construction activities and long-term operation of the proposed Project. Comments must be provided in writing and can be submitted either at the scoping meeting, by mail or e-mail to jivar.afshar@lacity.org.

The deadline for submitting preliminary comments is Thursday, March 9, 2020. All written comments submitted will be considered during preparation of the Draft EIR, which will be available for public review at a later date. The Initial Study is available for review at the Dept of City Planning, 221 N. Figueroa St., Suite 1350, LA, CA 90012.

Thank you for your participation!

Tape Here

ENVIRONMENTAL ISSUES & IMPACTS

CEQA requires consideration of the following topics:

- Aesthetics
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- Hazards and Hazardous Materials
- Hydrology/Water Quality
- Land Use and Planning
- Mineral Resources
- Noise
- Population/Housing
- Public Services
- Recreation
- Traffic/Transportation
- Tribal Cultural Resources
- Utilities/Service Systems
- Wildfire

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Written Comment Form

Use the space below to comment on areas of concern regarding the scope and content of the Draft EIR, and offer potential alternatives and/or measures to avoid or reduce environmental impacts.

Traffic on Redondo Beach is a huge concern. On School days traffic is very heavy during 6:30 am - 9 am. Delivers should be scheduled for from 9 am - 1 pm Morning schedule. 7 pm - 10 pm Night schedule. No delivers after 10 pm depending on noise to residents. We are saying "No" to this project. Our streets are a concern because of wear and tear on the Roads. Too many pot holes. ~~Population~~ pollution from trucks. Air quality is in question. More car accidents resulting in deaths will occur due to impatient drivers with road rage.

CONTACT INFORMATION (Optional, please print clearly)

Name: Sidona Onyeachi Representing Agency or Organization: EAST GARDENA ASSOCIATION
Address: 417 E. DARLAN ST. City/State/Zip: GARDENA, CA. 90248
NEV Vice president

ENVIRONMENTAL ISSUES & IMPACTS

all

CEQA requires consideration of the following topics:

- ☒ Aesthetics
- ☒ Agriculture and Forestry
- ☒ Resources
- ☒ Air Quality
- ☒ Biological Resources
- ☒ Cultural Resources
- ☒ Energy
- ☒ Geology/Soils
- ☒ Greenhouse Gas Emissions
- ☒ Hazards and Hazardous Materials
- ☒ Hydrology/Water Quality
- ☒ Land Use and Planning
- ☒ Mineral Resources
- ☒ Noise
- ☒ Population/Housing
- ☒ Public Services
- ☒ Recreation
- ☒ Traffic/Transportation
- ☒ Tribal Cultural Resources
- ☒ Utilities/Service Systems
- ☒ Wildfire

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Written Comment Form

Use the space below to comment on areas of concern regarding the scope and content of the Draft EIR, and offer potential alternatives and/or measures to avoid or reduce environmental impacts.

An alternative:

- 1) Relocate to industrial corridor of Rosecrans,
- 2) mixed use and college and for years we have been asking for a police substation but have not received one, traffic is a problem so with the substation we will get some protection and this problem will be address,

CONTACT INFORMATION (Optional, please print clearly)

Name: _____ Representing Agency or Organization: _____

Address: _____ City/State/Zip: _____

ENVIRONMENTAL ISSUES & IMPACTS

CEQA requires consideration of the following topics:

- Aesthetics
- Agriculture and Forestry Resources
- Air Quality
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Written Comment Form

Use the space below to comment on areas of concern regarding the scope and content of the Draft EIR, and offer potential alternatives and/or measures to avoid or reduce environmental impacts.

As a neighbor who has recently moved to the city. It might be beneficial if this proposal of commercial building can be more environmentally friendly as well as the well-being of our fellow neighbors. I as a resident would like to see this vacant lot thrive with the promotion of healthy life style. Such as a healthy neighborhood market like Trader Joe's or Sprouts Market, along with a smoothie shop or a yoga studio. I recently went to Sender One indoor rock climbing gym over in City of Hawthorne. The place was amazing inside a high ceiling commercial space - seeing both children and adults thriving inside the wonderful gym really made me think twice about a commercial space. I believe an indoor rock climbing gym with a focus on stores surrounding its area would make a great impact on our Gardena residents. I believe it's time to change the past of this city for the positive future. Thank you.

CONTACT INFORMATION (Optional, please print clearly)

Name: Young Kim Representing Agency or Organization: Neighbor
Address: 14907 S. Mariposa Ave City/State/Zip: Gardena CA 90247

Suggested alternatives to the proposed warehouse, for comparison in the environmental study:

- ~~NO~~ • No project **EXCEPT BELOW -**
- ~~NO~~ • Apartments with affordable units and commercial on ground floor (mixed use), plus open space
- ~~NO~~ • Location of the warehouse to the Figueroa Street industrial corridor east of the I-1120 and north of Rosecrans Avenue
- ~~NO~~ • Mixed use plus college
- ~~NO~~ • Mixed use plus small warehouse
- YES • COMMUNITY CTR. FOR SENIORS, YOUTH, ART, MUSIC, DANCE PROJECTS, FILM-CHILD CARE AFTER SCHOOL ACTIVITIES, PLUS PARKING FOR ALL USES ABOVE.**

Environmental impacts to study:

- Air Quality (impacts of the fine particulate matter from 600+ diesel trucks per day on the health of those living, working, playing nearby, including increases to asthma, decreased lung function, cardiovascular disease, cancers, and type 2 diabetes)
- Greenhouse Gas Emissions (from the additional 600+ diesel truck trips per day)
- Transportation (traffic impact on 110 freeway on and off ramps and intersection of Redondo Beach Blvd/Vermont Avenue; Rosecrans Avenue/Vermont Avenue, and Artesia Blvd/Vermont Avenue **TRAFFIC CONGESTION, ON ALL ABOVE & 110 FWY, ORCHARD, & MORE -**)
- Noise

ENVIRONMENTAL ISSUES & IMPACTS

CEQA requires consideration of the following topics:

- Aesthetics
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Written Comment Form

Use the space below to comment on areas of concern regarding the scope and content of the Draft EIR, and offer potential alternatives and/or measures to avoid or reduce environmental impacts.

No project

This will affect our neighborhood with a lot of more traffic in Redondo Blvd. Air pollution will impact my daughter that has asthma more and more. Those trucks will destroy ^{or damage} our streets more than what they're already are. Noise 24 hours ^{day} that will be a disaster.

Suggestions

We need a Market or a Walmart. That will give more value to our houses.

CONTACT INFORMATION (Optional, please print clearly)

Name: Marina Uribe Representing Agency or Organization: Home Owner

Address: 503 W 155th St City/State/Zip: Gardena CA 90248

ENVIRONMENTAL ISSUES & IMPACTS

CEQA requires consideration of the following topics:

- Aesthetics
- Agriculture and Forestry Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Energy
- Geology/Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology/Water Quality
- Land Use and Planning
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- Public Services
- Recreation
- Traffic/Transportation
- Tribal Cultural Resources
- Utilities/Service Systems
- Wildfire

Note: Any identifying information provided will become part of the public record and, as such, must be released to any individual upon request.

Written Comment Form

Use the space below to comment on areas of concern regarding the scope and content of the Draft EIR, and offer potential alternatives and/or measures to avoid or reduce environmental impacts.

(NO) project.

I have two daughters and this project affects allot to wredp me famili I dont want the project,

CONTACT INFORMATION (Optional, please print clearly)

Name: Miguel Uribe Representing Agency or Organization: Home owner

Address: 503 W 155th City/State/Zip: Gordena C.A 90248

ENVIRONMENTAL ISSUES & IMPACTS

CEQA requires consideration of the following topics:

- Aesthetics
- Agriculture and Forestry Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Energy
- Geology/Soils
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Note: Any identifying information provided will become part of the public record and, as such, must be released to any individual upon request.

Written Comment Form

Use the space below to comment on areas of concern regarding the scope and content of the Draft EIR, and offer potential alternatives and/or measures to avoid or reduce environmental impacts.

My areas of concern are:

1. Building this Warehouse will increase pollution due to all the truck traffic. Diesel is said to cause cancer.
2. Due to the noise of the trucks and rambling, peoples sleep will be impacted. We wont be able to sleep due to all the noise.
3. As it is now Redondo Beach Blvd, and Figueroa streets are filled with potholes and they never get fixed. With the increased traffic, especially trucks the street surface will get even worse and our cars will be impacted significantly, wearing out faster.
4. Potential for hazardous waste spillage due to all the truck traffic.
5. Peoples lives will be impacted for the worse ~~due~~ due to all the gas emissions from all the Truck traffic.

CONTACT INFORMATION (Optional, please print clearly)

Name: _____ Representing Agency or Organization: _____

Address: _____ City/State/Zip: _____

ENVIRONMENTAL ISSUES & IMPACTS

CEQA requires consideration of the following topics:

- Aesthetics
- Agriculture and Forestry Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Energy
- Geology/Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology/Water Quality
- Land Use and Planning
- Mineral Resources
- Noise
- Population/Housing
- Public Services
- Recreation
- Traffic/Transportation
- Tribal Cultural Resources
- Utilities/Service Systems
- Wildfire

Note: Any identifying information provided will become part of the public record and, as such, must be released to any individual upon request.

Written Comment Form

Use the space below to comment on areas of concern regarding the scope and content of the Draft EIR, and offer potential alternatives and/or measures to avoid or reduce environmental impacts.

*I will get back to you - when there is
real information.*

CONTACT INFORMATION (Optional, please print clearly)

Name: _____ Representing Agency or Organization: _____

Address: _____ City/State/Zip: _____

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Written Comment Form

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I am opposed to this project.
It is not the highest and best use land
for this property. A better use would
a mixed use residential + retail

CONTACT INFORMATION (Optional, please print clearly)

Name: Paulette Francis Representing Agency or Organization: Gardena Resident
Address: PO Box 1462 City/State/Zip: Gardena, Ca 90249

ENVIRONMENTAL ISSUES & IMPACTS

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Written Comment Form

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DRAFTS WITH AFFORDABLE HOUSING
& COMMERCIAL

MIXED
USE
ALTERNATIVE

② EIR FOCUS:

AIR QUALITY / GREENHOUSE GAS
EMISSIONS RE STAKEHOLDERS
USING PARK, SCHOOLS, HOSPITALS;
CONVALESCENT

CONTACT INFORMATION (Optional, please print clearly)

Name: LU WATSON Representing Agency or Organization: STAKEHOLDER

Address: 12603 PINE WORTH City/State/Zip: L.A. 90044

ENVIRONMENTAL ISSUES & IMPACTS

CEQA requires consideration of the following topics:

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- Air Quality
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Written Comment Form

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~~Nice~~ ~~but~~ Nice building. Could ~~it~~ the property be divided into sections as to one part retail stores one part housing. one part manufacturing. It would be nice if it were explained meaning what types of manufacturing is intended. one we don't need truckings to come & go. This large property could be utilized & used well for everyone if the plan could put all pieces together to help shelter 2. jobs 3. economic stability. Do not want companies that harm environment produce waste products harm environment

CONTACT INFORMATION (Optional, please print clearly)

Name: A. Powell Representing Agency or Organization: _____

Address: _____ City/State/Zip: Gardena, CA 90247

ENVIRONMENTAL ISSUES & IMPACTS

CEQA requires consideration of the following topics:

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- Air Quality
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Written Comment Form

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Please have consideration for people living w/in 100 FT from the building:
- School & Nursing home & Park & neighborhoods w/in 100 FT from logistic building.

Pls do not operate 24/7 & stop ^{ALL} operations 8:56 AM
Trucks noise keeping backup sounds will be loud echo in the night. Truck idling sounds and loading & unloading sounds sure will be louder at night. ALSO, Truck pollution

People living around logistic building needs sleep so they can go to work & support their family- PLEASE HAVE SOME SYMPATHY for ours life and not blinded by \$
8/8/17

CONTACT INFORMATION (Optional, please print clearly)

Name: ERICA payne Representing Agency or Organization: _____

Address: 14932 S. Menlo Ave City/State/Zip: GARDENA, CA 90247

ENVIRONMENTAL ISSUES & IMPACTS

CEQA requires consideration of the following topics:

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Written Comment Form

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I am not satisfied with what I have learned about this project tonight (2/19/20). This project is to massive for this heavily populated corridor that is already plagued with traffic issues that are as far reaching as 120th St. I am concerned about the safety of the residents, employees, nursing facilities + especially the park that is right behind the proposed site. I'm also concerned about the air quality, noise factor, traffic congestion + over all safety of the community. Any project that is environmentally safe + that preserves the integrity of the community will be accepted. But not this current plan.

CONTACT INFORMATION (Optional, please print clearly)

Name: _____ Representing Agency or Organization: _____

Address: _____ City/State/Zip: _____

ENVIRONMENTAL ISSUES & IMPACTS

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Written Comment Form

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We are excited for the lot being occupied. We stopped taking daughter to the park nearby because of the unsafe environment in that lot. Bringing in a company to occupy the lot brings us joy as parents to a 3 year old and 3 month old. Having the lot filled will help avoid issues with homeless, cleanliness, fires, shootings, prostitution, etc.

*Please review soil safety prior to building !!

CONTACT INFORMATION (Optional, please print clearly)

Name: Chrystal Alvarez Representing Agency or Organization: _____
Address: 524 W. 159th St
Gardena, CA 90248 City/State/Zip: Gardena, CA 90248

ENVIRONMENTAL ISSUES & IMPACTS

CEQA requires consideration of the following topics:

- Aesthetics
- Agriculture and Forestry Resources

⑥ Air Quality

- Biological Resources
- Cultural Resources
- Energy
- Geology/Soils

⑦ Greenhouse Gas Emissions

⑧ Hazards and Hazardous Materials IN AIR & GROUND

- Hydrology/Water Quality

⑨ Land Use and Planning

- Mineral Resources

⑩ Noise

- Population/Housing
- Public Services

⑪ Recreation

⑫ Traffic/Transportation

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Written Comment Form

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I LIVE ON A STREET IN THE HARBOR GATEWAY. WHEN I MOVED TO THE AREA THE AREA WAS CLEAR OF TRUCK TRAFFIC, THE AIR WAS CLEAN ^{THEN} W/OUT ^{THE CURRENT} DIESEL PARTICULATE MATTER, RUBBER PARTICULATE MATTER, CANCER, DIABETES, COPD & ASTHMA, IS RAMPANT, I CANNOT KEEP MY HOUSE CLEAN, FOUR ADULTS ON MY BLOCK DIED OF CANCER, MY FOUR DOGS DIED, 3 OF CANCER, 1 OF CANCER & DIABETES, MY A/C FILTERS NOW MUST BE REPLACED EVERY 3 WEEKS FROM PARTICULATE MATTER IN THE AIR FROM STREET & FREEWAY TRAFFIC. SAMPLES OF POLLUTION AVAILABLE. CHILDREN PLAY IN THE PARK & CROSS VERMONT IT IS DANGEROUS, ORCHARD IS TOO NARROW FOR TRUCKS, MANY PEDISTRIANS, RICH BLVD HAS POTHOLES

CONTACT INFORMATION (Optional, please print clearly)

Name:

LUISA GRATZ

Representing Agency or Organization:

NEIGHBOR HOOD
HEALTH & SAFETY

Address:

City/State/Zip:

GARDENA, CA 90247

Meeting: August 22, 2019

Good Evening Committee Members and Guests of the Harbor Gateway Scoping meeting:

My name is Fred Nichols; I am the trustee for 4 properties in Harbor Gateway, two in Harbor Gateway North and two in Harbor Gateway South. I grew up in Lawndale but have a 50 plus year history in Gardena Valley. I attended Gardena Valley Christian Union Academy in 1963. I had two apartments in Gardena while in the Coast Guard and stationed in San Pedro from 1968 to 1970. I purchased my first home in Gardena in 1972. I worked as a welder on Broadway in 1971 after I was discharged from the United States Coast Guard, I married my late wife Sonia at Saint Anthony's in 1972. I am a graduate of El Camino College and later taught business at El Camino. For over 20 years I was on the Pacific District Eagle Scout Character Board for over 20 years that meets at the Japanese Cultural Institute in Gardena.

I remarried and my wife and I now own property in the Miraleste Canyon Estates in San Pedro.

My brother John has been on the Gardena Blvd since 1977, he and his wife previously volunteered on the Police Advisory Board. Our late father, late brother Robert and brother Joe all worked on the boulevard for decades. My family and I are committed Stakeholders in the Gardena Valley, especially the Harbor Gateway and San Pedro.

I am a volunteer with the Harbor Gateway North Community Council chaired by David Matthews. I, along with other business owners / stakeholders am personally funding street cleaning on Gardena Blvd and am working hard to create Chamber of Commerce to involve more business owners.

We have many issues in Los Angeles. Significant are the illegal marijuana shops, the out-of-control homeless situation, and daily illegal trash-dumping. However, tonight I would like to address development.

Some may remember when Harvey Aluminum was on the South East Corner of Western Ave and 190th Street. In the late 1960's Harvey Aluminum was running three shifts and provided many jobs, as it had since WW II. They may not have been the cleanest of jobs, but they were jobs, lots of jobs. My girlfriend's father at that time raised a family of 5 kids by working at Harvey Aluminum. Harvey Aluminum closed and the property stayed vacant for some time. It was an eyesore and a gathering place for gangs and crime. Drive by now. The development from 190th to Francisco, from Western to Normandie represents hundreds perhaps many hundreds of jobs. This is the kind of development we need.

In stark contrast, the former Pacific Electric Cord property stays empty, inviting crime, prostitution, homelessness and trash dumping. Pacific Electric Cord provided jobs, lots of jobs. We now have an eyesore that, in my personal opinion, creates safety hazards for our residents. This is next door to the Rosecrans Recreational Center. It is not safe for our children and grand-children to play in this park. Thoughtful decisions need to be made. Please, work to provide responsible development.

I speak from my experience, after Western and 190th was developed; I had no trouble renting my units in the Harbor Gateway South. I and other property owners began doing improvements on their property; new units were, and continue to be built in the gateway. In contrast, I have always had trouble in Harbor Gateway North renting a single family house I own on Gardena Blvd & Orchard. Likewise I had trouble renting portions of my commercial building. When the house became vacant in January of this year I considered selling it. After meeting and getting involved with the Harbor Gateway North Neighborhood Council I realized we have passionate stakeholders and homeowners. I changed my mind, decided not to sell spent a few thousand dollars upgrading my 1906 property and now have a wonderful family in the house. I am now investing in my commercial building. I am hopeful.

Thank you for listening.

FREDERICK C. NICHOLS

MANAGEMENT CONSULTANT

ORGANIZATIONAL EFFECTIVENESS HUMAN RESOURCES EXECUTIVE COACHING

Revised August 27, 2019

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