

FINDINGS

Conditional Use - Major Development Project and Commercial Corner Development

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

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

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

Major Development Project

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

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

Commercial Corner Development

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

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

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

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

Major Development Project

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

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

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

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

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

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

Commercial Corner Development

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Objective 1: Consider Neighborhood Context and Compatible Design of Uses

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

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

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

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

Objective 3: Create Active Pedestrian and Employee Amenities

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

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

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

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

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

Objective 6: Improve the Streetscape Experience by Reducing Visual Clutter

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Zoning Administrator’s Adjustment

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

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

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

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

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

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

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

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

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

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

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

Site Plan Review

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

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

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

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

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

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

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

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

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

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

Environmental Findings

- 15. Environmental Findings.** The decision-maker found, in its independent judgment, after consideration of the whole of the administrative record, including the Mitigated Negative Declaration No. ENV-2017-1015-MND, as circulated on October 26, 2017, and all comments received, with the imposition of mitigation measures, there is no substantial evidence that the project will have a significant effect on the environment.
- 16. Flood Insurance.** The National Flood Insurance Program rate maps, which are a part of the Flood Hazard Management Specific Plan adopted by the City Council by Ordinance No. 172,081, have been reviewed and it has been determined that this project is located in Flood Zone X, areas determined to be outside the 0.2% annual chance floodplain. Currently, there are no flood zone compliance requirements for construction in these zone.