

## FINDINGS

### General Plan/Charter Findings

1. **General Plan Land Use Designation.** The Project Site, 1420 North Coil Avenue, is located within the Wilmington-Harbor City Community Plan. The site is relatively flat and irregularly-shaped and is comprised of 18 lots totaling approximately 747,302 square feet. The site is designated for Light Industrial, and Heavy Industrial land uses<sup>1</sup>. The Light Industrial land use designation corresponds to the MR2, M2 and P zones, and the Heavy Industrial land use designation corresponds to the M3 and P zones. The site is zoned [Q]M3-1VL-CUGU and [Q]MR2-1VL-CUGU which is consistent with the land use designations. Height District No. 1VL limits the Floor Area Ratio ("FAR") to 1.5:1 and building height to three (3) stories and 45 feet.

As recommended, the General Plan Amendment would amend Footnote No. 10 of the Community Plan Map to allow 65 feet. The recommended Height District Change to Height District 1L would be consistent with the recommended Plan Amendment and would be in substantial conformance with the purpose, intent, and provisions of the General Plan as it is reflected within the Wilmington-Harbor City Community Plan, as further discussed in Finding Nos. 3, and 5 through 7. Furthermore, the request is consistent with the planned Community Plan Update which will allow unlimited building height.

2. **Charter Finding – City Charter Finding 555.** The General Plan may be amended in its entirety, by subject elements or parts of subject elements, or by geographic areas, provided that the part or area involved has significant social, economic, or physical identity.

The project site is located in the Wilmington-Harbor City Community Plan at the northeastern corner of the intersection of Drumm Avenue and Pacific Coast Highway. The site is relatively flat and irregularly-shaped, and is comprised of 18 lots totaling approximately 747,302 square feet (17.16 acres). The subject site is in an urbanized area surrounded primarily by industrial, manufacturing, and single-family residential uses.

The site is currently improved with an existing one-story, 42-foot tall, 221,496 square-foot cold storage facility, distribution of products and office space. The warehouse portion of the building is comprised of covered loading docks, air conditioned docks, and freezer area totaling 212,249 square-feet. There are two stories of office space, totaling 9,247 square feet. The existing office building is located on the east side of the property off Alameda Street. The existing railroad spurs are located on the northwest side of the property. The primary site entrance is at the end of Coil Street, intersecting O Street, where there is currently a guardhouse. Truck parking stalls are located all along the building perimeter. There is also truck parking along the tail end of the property, ending on Pacific Coast Highway. Car parking spaces are located all along the property line perimeter, concentrated along O Street and Alameda Street. There are two emergency fire access driveways along Drumm Avenue, however, no other vehicular access is allowed from Drumm Avenue.

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<sup>1</sup> The site is designated as Light Industrial and Heavy Industrial in the Wilmington – Harbor City Community Plan Map which was last updated in 1999. Although ZIMAS identifies the site as being within Light Manufacturing and Heavy Manufacturing, the City of Los Angeles Department of City Planning does not guarantee the accuracy or reliability of the information transmitted from this website. Therefore, the Community Plan Map land use designations shall prevail.

The General Plan Amendment, Height District Change, Zoning Administrator Determination, and Waiver of Dedication and Improvements would allow development of the site with the expansion of the cold storage facility with 267,960 square feet and a total 0.36:1 FAR, as proposed. As described in Finding Nos. 1, 3, and 5 through 7, the amendment would allow the expansion of the cold storage facility, consistent with the objectives and policies of the 1999 Community Plan.

3. **Charter Finding – City Charter Finding 556.** When approving any matter listed in Section 558, the City Planning Commission and the Council shall make findings showing that the action is in substantial conformance with the purposes, intent and provisions of the General Plan. If the Council does not adopt the City Planning Commission's findings and recommendations, the Council shall make its own findings.

The project site is in the Wilmington-Harbor City Community Plan. The site is designated for Light Industrial, and Heavy Industrial land uses. The Light Industrial land use designation corresponds to the MR2, M2 and P zones, and the Heavy Industrial land use designation corresponds to the M3 and P zones. The site is zoned [Q]M3-1VL-CUGU and [Q]MR2-1VL-CUGU which is consistent with the land use designations. Height District No. 1VL limits the Floor Area Ratio ("FAR") to 1.5:1 and building height to three (3) stories and 45 feet.

The site is subject to Footnotes Nos. 5, 10, 11, and 12 of the Community Plan. Footnote No. 5, prohibits new billboard signs within 300 feet of any lot zoned A or R. Footnote No. 10 of the Community Plan Map restricts the site height to three (3) stories and 45 feet from adjacent grade and a maximum FAR of 1.5:1. Footnote No. 11, limits height to three (3) stories and 45 feet from adjacent grade and maximum FAR of 3:1 within the Wilmington Industrial Park; which the site is not located within its boundary. Footnote No. 12, clarifies that areas proposed for MR1 and MR2 zoning classifications are specifically identified on the Plan Map, which the site is identified as MR2. The site is subject to Qualified "Q" Conditions established under Ordinance No. 177243 (Subareas 40, 50,60), which has certain limitations for open storage uses.

Furthermore, the site is subject to the provisions of LAMC Section 12.21.1.A.10 for Transitional Height. Transitional Height restricts height for portions of buildings on a C or M zoned lot when located within specified distances from the RW1 or more restrictive zone. In this instance, building portions 50 to 99 feet from the R1 zone are limited to a height of 33 feet, and building portions 100 to 199 feet from the R1 zone are limited to a height limit of 61 feet.

The project site is in the Clean Up Green Up (CUGU) Supplemental Use District. The purpose of the CUGU District is to reduce cumulative health impacts from industrial land-uses and on-road vehicle travel corridors in close proximity to sensitive uses. Furthermore, the site is located in the State Enterprise Zone (ZI File No. 2130), Transit Priority Area (ZI File No. 2452), Environmental Protection Measures for Housing Developments in proximity of oil wells (ZI File No. 2536) and is subject to the Trucking-Related Use Regulations Ordinance (ZI File No. 2514).

The applicant has requested a General Plan Amendment to amend Footnote No. 10 of the Community Plan Map, as well as a Height District Change to allow the building height of 65-feet for the expansion of the cold storage facility. As recommended, the proposed building height would be consistent with the planned Wilmington-Harbor City Community Plan Update. As described in Finding Nos. 3, and 5 through 7, the amendment would allow the development of the site with the expansion of the cold storage facility, consistent with the objectives and policies of the 1999 Community Plan.

The subject site is in an urbanized area surrounded primarily by industrial, manufacturing, and single-family residential uses. To the north and east, the subject property is directly adjacent to train tracks in the [Q]M3-1VL-CUGU and [Q]MR2-1VL-CUGU zones. Properties further north are improved with open container storage and chemical processing plant in the [Q]M3-1-CUGU zone. Properties further east across Alameda Street are zoned M3-1VL and improved with parking lot and trucking storage uses. Adjacent buildings to the southeast are improved with manufacturing and parking uses in the [Q]MR2-1VL-CUGU zone. Properties further south across O Street are zoned [Q]MR2-1VL-CUGU and developed with automotive and open storage uses. Properties to the west across Drumm Avenue and to the north of Sandison Street are improved with open storage, parking, and trucking related uses in the [Q]MR2-1VL-CUGU, MR2-1VL-CUGU and [Q]M3-1VL-CUGU zones; south of Sandison Street are single family homes in the R1-1XL-O-CUGU zone; southwest along Pacific Coast Highway are properties developed with commercial retail uses in the [Q]C1-1VL-CUGU zone.

The General Plan Amendment, Height District Change, Zoning Administrator Determination, and Waiver of Dedication and Improvements would allow the expansion of the cold storage facility with 267,960 square foot and a total 0.36:1 FAR, consistent with the objectives and policies of the 1999 Community Plan.

4. **Charter Finding – City Charter Finding 558.** The proposed Amendment to the 1999 Wilmington – Harbor City Community Plan will be in conformance with public necessity, convenience, general welfare and good zoning practice.

The recommended amendment to the 1999 Wilmington-Harbor City Community Plan would amend Footnote No. 10 which restricts the building height to 45 feet to allow a site specific building height of 65-feet. In conjunction with recommended Height District Change from 1VL to 1LD with site specific height limitation of 65-feet, the request would allow the expansion of the cold storage facility to have a building height of 65-feet.

#### Public Necessity, Convenience, and General Welfare

The project site is in the Wilmington-Harbor City Community Plan. The site is designated for Light Industrial, and Heavy Industrial land uses. The Light Industrial land use designation corresponds to the MR2, M2 and P zones, and the Heavy Industrial land use designation corresponds to the M3 and P zones. The site is zoned [Q]M3-1VL-CUGU and [Q]MR2-1VL-CUGU which is consistent with the land use designations. Height District No. 1VL limits the Floor Area Ratio (“FAR”) to 1.5:1 and building height to three (3) stories and 45 feet. The site is also subject to Footnote No. 10. Footnote No. 10 of the Community Plan Map restricts the site height to (three) 3 stories and 45 feet from adjacent grade and maximum FAR of 1.5:1.

The site is currently improved with an existing one-story, 42-foot tall, 221,496 square-foot cold storage facility, distribution of products and office space. The warehouse portion of the building is comprised of covered loading docks, air-conditioned docks, and freezer area totaling 212,249 square-feet. There are two stories of office space, totaling 9,247 square feet. The existing office building is located on the east side of the property off Alameda Street. The existing railroad spurs are located on the northwest side of the property. The primary site entrance is at the end of Coil Street, intersecting O Street, where there is currently a guardhouse. Truck parking stalls are located all along the building perimeter. There is also truck parking along the tail end of the property, ending on Pacific Coast Highway. Car parking spaces are located all along the property line perimeter, concentrated along O Street and Alameda Street. There are two emergency fire access driveways along Drumm Avenue, however, no other vehicular access is allowed from Drumm Avenue.

The Project proposes the improvements and expansion of the existing cold storage facility. The applicant has requested a General Plan Amendment to amend Footnote No. 10 of the Community Plan Map, as well as a Height District Change, to allow the proposed project.

The Port of Los Angeles is undergoing expansions to improve cargo flow. The receipt and storage of food products from international trade is a significant industry at the Port of Los Angeles, and is significant for the City of Los Angeles as a whole. The proposed expansion will allow new automated freezer technology to be incorporated into the site. The additional building height is needed to accommodate automated robotic arms to lift and place products more efficiently. A focus of the expansion is to allow greater onsite storage capacity. Current working storage capacities necessitates higher earlier/immediate transloading of greater volume. The automated freezer technology along with the reduction of existing railroad spurs will allow for KPAC to improve and expand its operations and contribute to the goods movement industry. The Applicant faces western regional competition, where buildings of greater height have been approved. The project site lies immediately west of an oil refining/storage facility with no building height. The applicant's request for a 65-foot building height to include a new automated freezer technology is at par with industry standards.

#### Good Zoning Practice

The project site is in the Wilmington-Harbor City Community Plan. The site is designated for Light Industrial, and Heavy Industrial land uses. The Light Industrial land use designation corresponds to the MR2, M2 and P zones, and the Heavy Industrial land use designation corresponds to the M3 and P zones. The site is zoned [Q]M3-1VL-CUGU and [Q]MR2-1VL-CUGU which is consistent with the land use designations. Height District No. 1VL limits the Floor Area Ratio ("FAR") to 1.5:1 and building height to three (3) stories and 45 feet.

The subject site is in an urbanized area surrounded primarily by industrial, manufacturing, and single-family residential uses. To the north and east, the subject property is directly adjacent to train tracks in the [Q]M3-1VL-CUGU and [Q]MR2-1VL-CUGU zones. Properties further north are improved with open container storage and chemical processing plant in the [Q]M3-1VL-CUGU zone. Properties further east across Alameda Street are zoned M3-1VL and improved with parking lot and trucking storage uses. Adjacent buildings to the southeast are improved with manufacturing and parking uses in the [Q]MR2-1VL-CUGU zone. Properties further south across O Street are zoned [Q]MR2-1VL-CUGU and developed with automotive and open storage uses. Properties to the west across Drumm Avenue and to the north of Sandison Street are improved with open storage, parking, and trucking related uses in the [Q]MR2-1VL-CUGU, MR2-1VL-CUGU and [Q]M3-1VL-CUGU zones; south of Sandison Street are single family homes in the R1-1XL-O-CUGU zone; southwest along Pacific Coast Highway are properties developed with commercial retail uses in the [Q]C1-1VL-CUGU zone.

The subject site is within a Transit Priority Area and is located in close proximity to the intersection of Pacific Coast Highway and Watson Avenue which is served by several bus stops including the Los Angeles Department of Transportation Wilmington bus line and Torrance Transit 3 and R3 bus lines, which qualifies as a Major Transit Stop.

The site is zoned [Q]M3-1VL-CUGU and [Q]MR2-1VL-CUGU which is consistent with the land use designations. Height District No. 1VL limits the Floor Area Ratio ("FAR") to 1.5:1 and building height to 45 feet and (3) stories. The site is also subject to Footnote No. 10. Footnote No. 10 of the Community Plan Map restricts the site height to three (3) stories and 45 feet from adjacent grade and maximum FAR of 1.5:1. The ability to expand the use on the existing site is limited because of the existing height restrictions. The additional building height is needed to accommodate recent automated racking freezer technology. The automated

system uses computer-controlled, robotic arms to lift and place products more efficiently. The system needs additional space to lift materials to the top of the stack.

The General Plan Amendment, Height District Change, and Zoning Administrator Determination would allow the building height of 65-feet for the expansion of the cold storage facility. As further discussed in Findings Nos. 1 and 5 through 7, the amendment of the Footnote and Height District would be consistent with the purpose, intent, and provisions of the General Plan.

5. **General Plan Text.** The 1999 Wilmington-Harbor City Community Plan text includes the following relevant objectives, policies, and programs:

- Goal 3: Provide Sufficient land for a variety of industrial uses with maximum employment opportunities which are safe for the environment and the work force, and which have minimal adverse impact on adjacent residential uses.*
- Objective 3-1: To provide locations for future industrial development and employment which are consistent to transportation facilities and compatible with surrounding use.*
- Policy 3-1.1: Designate lands for the continuation of existing industry and development of new industrial parks, research and development uses, light manufacturing, and similar uses which provide employment opportunities.*
- Policy 3-1.3: Require a transition of industrial uses, from intensive uses to less intensive uses, in those areas in proximity to residential neighborhoods.*
- Objective 3-2: To retain industrial lands for industrial use to maintain and expand the industrial employment base for the community residents.*
- Policy 3-2.1: Protect areas designated for Industry and proposed for the MR restricted zoning classifications on the Plan Map from unrelated commercial and other non-industrial uses, and upgrade such areas with high quality industrial development that is compatible with adjacent land use.*
- Policy 3-2.2: Large industrially planned parcels located in predominantly industrial area should be protected from development by other uses which do not support the industrial base of the City and community.*
- Objective 3-3: To improve the aesthetic quality and design of industrial areas, eliminate blight and detrimental visual impact on residential areas, and establish a stable environmental for quality industrial development.*
- Policy 3-3.1: Require urban design techniques, such as appropriate building orientation and scale landscaping, buffering and increased setbacks in the development of new industrial properties to improve land use compatibility with adjacent uses and to enhance the physical environment.*

The expansion of the cold storage facility and the request for additional height is consistent with the above-referenced objective and polies as it will accommodate the retention and expansion of existing industrial uses. The project will be subject to CUGU Supplemental Use

District requirements for site planning, trash enclosures, fencing, lighting, and mechanical equipment, to improve compatibility with adjacent uses and enhance the physical environment.

The recommended amendment to the 1999 Wilmington-Harbor City Community Plan would amend Footnote No. 10 of the Community Plan Map which restricts the building height to 45 feet to allow a site specific building height of 65-feet. In conjunction with recommended Height District Change from 1VL to 1L with site specific height limitation of 65-feet, would allow the expansion of the cold storage facility to have a building height of 65-feet. The additional building height is needed to accommodate recent automated racking freezer technology. The automated system uses computer-controlled, robotic arms to lift and place products more efficiently. The system needs to lift materials to the top of the stack. Furthermore, as recommended the updates also align with the planned Wilmington-Harbor City Community Plan Update, which would identify the site as Limited Industrial with an unlimited building height.

As recommended, the General Plan Amendment and Height District Change would be consistent with the above referenced objectives, policies, and programs of the 1999 Wilmington-Harbor City Community Plan.

6. **Framework Element.** The Framework Element for the General Plan (Framework Element) was adopted by the City of Los Angeles in December 1996 and re-adopted in August 2001. The Framework Element provides guidance regarding policy issues for the entire City of Los Angeles, including the project site. The Framework Element also sets forth a Citywide comprehensive long-range growth strategy and defines Citywide policies regarding such issues as land use, housing, urban form, neighborhood design, open space, economic development, transportation, infrastructure, and public services. The Framework Element includes the following provisions, 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 and attraction of new industries.*

*Policy 3.1.4: Accommodate new development of industrial uses in areas designated as "Industrial-Light," "Industrial-Heavy," "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.*

As stated in the General Plan Framework, lands designated for industrial use by the Community Plans continue to be designated for these purposes to support economic development and jobs generation. The project site is in the Wilmington-Harbor City Community Plan. The site is designated for Light Industrial, , and Heavy Industrial land uses. The site is zoned [Q]M3-1VL-CUGU and [Q]MR2-1VL-CUGU which is consistent with the land use designations. Height Districts No. 1VL limits the Floor Area Ratio ("FAR") to 1.5:1 and building height to 45 feet and (3) stories.

The applicant has requested a General Plan Amendment to amend Footnote No. 10 of the Community Plan Map to allow 65 feet, a Height District Change to allow Height District 1L, and a Zoning Administrator Determination to allow transitional height of 65 feet within 100 to 199 feet of the R1 Zone, to allow the proposed project. The proposed General Plan Amendment, Height District Change, and Zoning Administrator Determination would allow a

building height of 65-feet for the expansion of the cold storage facility. The additional building height is needed to accommodate recent automated racking freezer technology. The automated system uses computer-controlled, robotic arms to lift and place products more efficiently. The system needs additional space to lift materials to the top of the stack. The improvements and expansion of the cold storage facility are consistent with the above referenced goals, objectives and policies of the General Plan Framework.

**7. Mobility Element.** The Mobility Element of the General Plan is not likely to be affected by the recommended action herein. The proposed project, with the requested General Plan Amendment and Height District Change, proposes the improvement and expansion of an existing one-story, 42-foot tall, 221,496 square-foot cold storage facility, resulting in a two-story, 65-foot tall, 267,960 square feet facility, with a total 0.36:1 FAR.

The irregular shape site abuts multiple streets. The property is bounded by Drumm Avenue on the west, and Pacific Coast Highway, Coil Avenue O Street, and Alameda Street along the south and southeast side of the property.

Abutting the property to the West, is Drumm Avenue which is designated by the Mobility Plan as a Local Street Standard, with a designated right-of-way width of 60 feet and roadway width of 36 feet, and is currently dedicated to right-of-way width of 40 feet and approximately 33 foot roadway width, with a curb and gutter. The west side of the street also has a sidewalk.

Abutting the property to the southeast is Coil Avenue, which is designated by the Mobility Plan as a Local Street Standard. Coil Avenue designated right-of-way width of 60 feet and roadway width of 36 feet, and is currently dedicated to a varying right-of-way width ranging from of 34 to 74 feet and approximately 25 to 60 foot roadway width, with a curb and gutter. Sidewalks are provided only on some sections of the street.

O Street is abutting the property to south and is designated by the Mobility Plan as a Local Street Standard, with a designated right-of-way width of 60 feet and roadway width of 36 feet, and is currently dedicated to right-of-way width of 49 feet and approximately 39 foot roadway width, with a curb, gutter, and sidewalk.

Pacific Coast Highway is abutting the property to the south, and is designated by the Mobility Plan as Boulevard II, with a designated right-of-way width of 110 feet and roadway width of 80 feet and is currently dedicated to right-of-way width of 100 feet and approximately 82-foot roadway width, with a curb and sidewalk.

Abutting the property to the east is Alameda Street, and is designated by the Mobility Plan as a Local Street Standard, with a designated right-of-way width of 60 feet and roadway width of 36 feet, and is currently dedicated to right-of-way width of 40 feet and approximately 33 foot roadway width, with a curb, and gutter. The west side of the right-of-way also has a sidewalk.

The applicant has requested a Waiver of Dedication and Improvements for a 15-foot dedication and all improvements along Coil Avenue, and from a 10-foot dedication and all improvements requirements along Drumm Avenue. The project will be required to dedicate and improve the public right-of-way to the satisfaction of the Bureau of Engineering for all streets where a request was not submitted or not approved. In addition to providing dedications to meet the established Street Standards, the project is also consistent with the following policies of the Mobility Element:

Policy 1.8: Goods Movement Safety: Ensure that the goods movement sector is integrated with the rest of the transportation system in such a way that does not endanger the health and safety of residents and other roadway users.

- Policy 2.8: Goods Movement: Implement projects that would provide regionally significant transportation improvements for goods movements.
- Policy 3.1: Access for All: 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 4.12: Goods Movement: Increase public awareness about the importance and economic value of goods movements in the Los Angeles region.

Furthermore, the subject site is within a Transit Priority Area and is located in close proximity to several bus stops served by the Los Angeles Department of Transportation Wilmington route and Torrance Transit 3, R3 bus lines, which qualifies as a Major Transit Stop.

### **Entitlement Findings**

#### **7. Height District Change Findings.**

- a. **Pursuant to Section 12.32-C of the Municipal Code, and based on these findings, the recommended action is deemed consistent with public necessity, convenience, general welfare and good zoning practice.**

As provided under Finding No. 1, the project is consistent with public necessity, convenience, and general welfare as the project will improve and expand an existing cold storage facility within an industrial zoned lot. The project is consistent with good zoning practice as it is consistent with the existing land use designation.

- b. **Pursuant to Section 12.32-G. of the Municipal Code “T” Classification Findings.**

The current action, as recommended, has been made contingent upon compliance with new “T” conditions of approval imposed herein for the proposed project. As recommended, the Height District Change has been placed in temporary “T” Classification in order to ensure consistency with the amendment to Footnote No. 10 of the Community Plan Map to allow a 65-foot height limit. The “T” Conditions are necessary to ensure the identified dedications, improvements, and actions are undertaken to meet the public's needs, convenience, and general welfare served by the actions required. These actions and improvements will provide the necessary infrastructure to serve the surrounding community at this site.

#### **8. Zoning Administrator Determination Findings.**

- c. **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 project site is located in the Wilmington-Harbor City Community Plan at the northeastern corner of the intersection of Drumm Avenue and Pacific Coast Highway. The site is relatively flat, irregularly-shaped, and is comprised of 18 lots totaling approximately 747,302 square feet (17.16 acres). The property is bounded by Drumm Avenue on the west, and Pacific Coast Highway, Coil Avenue, O Street, and Alameda Street along the south and southeast side of the property. The site has approximately 1,994 feet of frontage



along Drumm Avenue, 90 feet along Pacific Coast Highway, 751 feet along Coil Avenue, 636 feet along O Street, and 70 feet along Alameda Street.

The site is currently improved with an existing one-story, 42-foot tall, 221,496 square-foot cold storage facility, distribution of products and office space. The warehouse portion of the building is comprised of covered loading docks, air-conditioned docks, and freezer area totaling 212,249 square-feet. There are two stories of office space, totaling 9,247 square feet. The existing office building is located on the east side of the property off Alameda Street. The existing railroad spurs are located on the northwest side of the property. The primary site entrance is at the end of Coil Street, intersecting O Street, where there is currently a guardhouse. Truck parking stalls are located all along the building perimeter. There is also truck parking along the tail end of the property, ending on Pacific Coast Highway. Car parking spaces are located all along the property line perimeter, concentrated along O Street and Alameda Street. There are two emergency fire access driveways along Drumm Avenue, however, no other vehicular access is allowed from Drumm Avenue.

The proposed project will result in a two-story, 65-foot tall, 267,960 square-foot facility, with a total FAR of 0.36:1. The number of trains unloading stations will decrease from 18 to 6 stations. The project proposes a total of 114 parking spaces. KPAC intends to maintain their operations of two 8-hour shifts Monday to Friday and one 8 hour shift on Saturdays. The project proposes grading of less than 500 cubic yards of soil and import of 7,000 cubic yards of soil. The tree disclosure statement, signed by Rick Burke dated August 29, 2022, and tree letter dated August 26, 2022, stated that there are no street trees located on the public right-of-way abutting the project site. No (0) protected trees will be removed from the subject site, and no (0) street trees will be removed from the adjacent public right-of-way.

The applicant has requested a Zoning Administrator Determination to allow Transitional Height of 65 feet within the distance of 100 to 199 feet from the R1 Zone, in lieu of the maximum 61 feet otherwise required. Neighboring properties to the west are single-family dwelling units and zoned R1. The additional building height is needed to accommodate recent automated racking freezer technology. The automated system uses computer-controlled, robotic arms to lift and place products more efficiently. The system needs additional space to lift materials to the top of the stack. A focus of the expansion is to allow greater onsite storage capacity. Current working storage capacities necessitates higher earlier/immediate transloading of greater volume. The Applicant faces western regional competition, where buildings of greater height have been approved. The project site lies immediately west of an oil refining/storage facility with no building height. The applicant's requests for building height to include a new automated freezer technology is at par with industry standards. The automated freezer technology along with the reduction of existing railroad spurs will allow for KPAC to improve and expand it's operations and contribute to the goods movement industry. The Port of Los Angeles is undergoing expansions to improve cargo flow. The receipt and storage of food products from international trade is a significant industry at the Port of Los Angeles, and is significant for the City of Los Angeles as a whole. The expansion of the cold storage facility will provide a service that is essential and beneficial to the community, city and region.

- d. **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 scope of work involves the improvement and expansion of the cold storage facility. Specifically, the scope of work includes the demolition of an existing 27,157 square

foot cold dock located along the west side of the building closer to Drumm Avenue. The existing cold dock will be replaced with a new 71,331 square-foot freezer, resulting in a new addition of 44,174 square feet of new floor area. The improvements include 2,290 square feet of new engine/mechanical room, electrical room, and fire pump located along the south side along O Street. The project also involves the improvement of a new automated racking system, as well as other interior improvements.

The proposed project will result in a two-story, 65-foot tall, 267,960 square-foot facility, with a total FAR of 0.36:1. The number of trains unloading stations will decrease from 18 to 6 stations. The project proposes a total of 114 parking spaces. KPAC intends to maintain their operations of two 8-hour shifts Monday to Friday and one 8 hour shift on Saturdays. The project proposes grading of less than 500 cubic yards of soil and import of 7,000 cubic yards of soil. The tree disclosure statement, signed by Rick Burke dated August 29, 2022, and tree letter dated August 26, 2022, stated that there are no street trees located on the public right-of-way abutting the project site. No (0) protected trees will be removed from the subject site, and no (0) street trees will be removed from the adjacent public right-of-way.

The subject site is in an urbanized area surrounded primarily by industrial, manufacturing, and single-family residential uses. To the north and east, the subject property is directly adjacent to train tracks in the [Q]M3-1VL-CUGU and [Q]MR2-1VL-CUGU zones. Properties further north are improved with open container storage and chemical processing plant in the [Q]M3-1-CUGU zone. Properties further east across Alameda Street are zoned M3-1VL and improved with parking lot and trucking storage uses. Adjacent buildings to the southeast are improved with manufacturing and parking uses in the [Q]MR2-1VL-CUGU zone. Properties further south across O Street are zoned [Q]MR2-1VL-CUGU and developed with automotive and open storage uses. Properties to the west across Drumm Avenue and to the north of Sandison Street are improved with open storage, parking, and trucking related uses in the [Q]MR2-1VL-CUGU, MR2-1VL-CUGU and [Q]M3-1VL-CUGU zones; south of Sandison Street are single family homes in the R1-1XL-O-CUGU zone; southwest along Pacific Coast Highway are properties developed with commercial retail uses in the [Q]C1-1VL-CUGU zone.

The subject site is within a Transit Priority Area and is located in close proximity to the intersection of Pacific Coast Highway and Watson Avenue which is served by several bus stops including the Los Angeles Department of Transportation Wilmington bus line and Torrance Transit 3 and R3 bus lines, which qualifies as a Major Transit Stop.

The site is currently improved with an existing one-story, 42-foot tall, 221,496 square-foot cold storage facility, distribution of products and office space. The warehouse portion of the building is comprised of covered loading docks, conditioned docks, and freezer area totaling 212,249 square-feet. There are two stories of office space, totaling 9,247 square feet. The existing office building is located on the east side of the property off Alameda Street. The existing railroad spurs are located on the northwest side of the property. The primary site entrance is at the end of Coil Street, intersecting O Street, where there is currently a guardhouse. Truck parking stalls are located all along the building perimeter. There is also truck parking along the tail end of the property, ending on Pacific Coast Highway. Car parking spaces are located all along the property line perimeter, concentrated along O Street and Alameda Street. There are two emergency fire access driveways along Drumm Avenue, however, no other vehicular access is allowed from Drumm Avenue.

The building is proposed with a stepback to comply with the transitional height requirements from 0 to 99 feet from the lot line of the R1 zone. Building portions 100 to 199 feet from the lot line of R1 zone is limited to a height limit of 61 feet. The applicant seeks deviation to allow a building height of 65 feet in lieu of the 61 feet allowance. The proposed building height of 65-feet for the expansion of the cold storage facility. The additional building height is needed to accommodate recent automated racking freezer technology. The automated system uses computer-controlled, robotic arms to lift and place products more efficiently. The system needs additional space to lift materials to the top of the stack.

The project will also be subject to CUGU Supplemental Use District requirements for site planning, trash enclosures, fencing, lighting, and mechanical equipment, to improve compatibility with adjacent uses and enhance the physical environment. The site is also subject to Qualified "Q" Conditions established under Ordinance No. 177243 which has certain requirements for open storage uses. The site will provide an extended landscape buffer with a minimum 15-foot depth along the full length of the property's western boundary along Drumm Avenue, to provide a transition to the single-family residential neighborhood to the west.

Therefore, as described above, the project's size, height, operations, amenities, and features will enhance the surrounding neighborhood rather than further degrade or adversely affect other properties.

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

As provided under Finding Nos. 1, 3, 5 through 7, and 11a, the project is in substantial conformance with the Framework Element, Community Plan, and Mobility Element.

- f. **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.**

The site is currently improved with an existing one-story, 42-foot tall, 221,496 square-foot cold storage facility, distribution of products and office space. The warehouse portion of the building is comprised of covered loading docks, air-conditioned docks, and freezer area totaling 212,249 square-feet. There are two stories of office space, totaling 9,247 square feet. The existing office building is located on the east side of the property off Alameda Street. The existing railroad spurs are located on the northwest side of the property. The primary site entrance is at the end of Coil Street, intersecting O Street, where there is currently a guardhouse. Truck parking stalls are located all along the building perimeter. There is also truck parking along the tail end of the property, ending on Pacific Coast Highway. Car parking spaces are located all along the property line perimeter, concentrated along O Street and Alameda Street. There are two emergency fire access driveways along Drumm Avenue, however, no other vehicular access is allowed from Drumm Avenue.

The proposed scope of work involves the improvement and expansion of the cold storage facility. Specifically, the scope of work includes the demolition of an existing 27,157 square foot cold dock located along the west side of the building closer to Drumm Avenue. The existing cold dock will be replaced with a new 71,331 square-foot freezer, resulting in a new addition of 44,174 square feet of new floor area. The improvements include 2,290 square feet of new engine/mechanical room, electrical room, and fire pump located along

the south side along O Street. The project also involves the improvement of a new automated racking system, as well as other interior improvements.

The proposed project will result in a two-story, 65-foot tall, 267,960 square-foot facility, with a total FAR of 0.36:1. The number of trains unloading stations will decrease from 18 to 6 stations. The project proposes a total of 114 parking spaces. KPAC intends to maintain their operations of two 8-hour shifts Monday to Friday and one 8 hour shift on Saturdays. The project proposes grading of less than 500 cubic yards of soil and import of 7,000 cubic yards of soil. The tree disclosure statement, signed by Rick Burke dated August 29, 2022, and tree letter dated August 26, 2022, stated that there are no street trees located on the public right-of-way abutting the project site. No (0) protected trees will be removed from the subject site, and no (0) street trees will be removed from the adjacent public right-of-way.

The subject site is in an urbanized area surrounded primarily by industrial, manufacturing, and single-family residential uses. To the north and east, the subject property is directly adjacent to train tracks in the [Q]M3-1VL-CUGU and [Q]MR2-1VL-CUGU zones. Properties further north are improved with open container storage and chemical processing plant in the [Q]M3-1-CUGU zone. Properties further east across Alameda Street are zoned M3-1VL and improved with parking lot and trucking storage uses. Adjacent buildings to the southeast are improved with manufacturing and parking uses in the [Q]MR2-1VL-CUGU zone. Properties further south across O Street are zoned [Q]MR2-1VL-CUGU and developed with automotive and open storage uses. Properties to the west across Drumm Avenue and to the north of Sandison Street are improved with open storage, parking, and trucking related uses in the [Q]MR2-1VL-CUGU, MR2-1VL-CUGU and [Q]M3-1VL-CUGU zones; south of Sandison Street are single family homes in the R1-1XL-O-CUGU zone; southwest along Pacific Coast Highway are properties developed with commercial retail uses in the [Q]C1-1VL-CUGU zone.

The proposed height is consistent with the Community Plan Update which will allow unlimited building height. Although the proposed height currently exceeds the general height of buildings in the surrounding vicinity, the building will not be directly overlooking residential neighbors. The project site is located across the street from the residential area. There is an existing 8-foot high masonry wall along Drumm Avenue which will be maintained. A proposed improvement includes the addition of a 15-foot depth landscape buffer all along the Drumm Avenue property line. The expansion is affecting a portion of the building. From the building addition only approximately 313 feet of building frontage is subject to the transitional height limitations. Furthermore, the project site lies immediately west of an oil refining/storage facility with no building height. The additional building height is needed to accommodate recent automated racking freezer technology. The automated system uses computer-controlled, robotic arms to lift and place products more efficiently. The system needs additional space to lift materials to the top of the stack.

As such, the project's significant features will continue to be compatible with the scale and character of the adjacent properties and surrounding neighborhood.

## **WAIVER OF DEDICATION AND IMPROVEMENT FINDINGS**

Pursuant to LAMC Section 12.37, the City Planning Commission may waive, reduce, or modify the required dedication(s) or improvement(s) as appropriate after making any of the following findings, based on substantial evidence in the record that:

- i) the dedication or improvement requirement does not bear a reasonable relationship to any project impact;
- ii) the dedication or improvement is not necessary to meet the City's mobility needs for the next 20 years based on the guidelines the Street Standards Committee has established;  
or
- iii) the dedication or improvement requirement is physically impractical.

On March 1, 2023, Bureau of Engineering issued Interdepartmental Correspondence requiring the following dedications and improvements:

**Dedication Required:**

- **Pacific Coast Highway** (Boulevard II/State Highway) – A 5-foot wide strip of land along the property frontage to complete a 55-foot wide half right-of-way in accordance with Boulevard II standards.
- **Coil Avenue** (Local Street) – A 15-foot wide strip of land along the property frontage between Colon Street and O Street and dedicate a partial elbow at the intersection with O Street. Dedicate a 15-foot by 15-foot cut corner or 20-foot radius property line return at the intersection with Pacific Coast Highway.
- **O Street** (Local Street) – A 5-foot wide strip of land along the property frontage to complete a 30 foot wide half right-of-way in accordance with Local Street standards.
- **Drumm Avenue** (Local Street) – A 10-foot wide strip of land along the property frontage to complete a 30-foot wide half right-of-way in accordance with Local Street standards and dedicate a partial elbow at the intersection with Q Street. Dedicate a 20-foot radius property line return at the intersection with Pacific Coast Highway.

**Improvements Required:**

- **Pacific Coast Highway** – Construct a new 5-foot wide concrete sidewalk in the dedicated area. Obtain Caltrans encroachment permit to upgrade and reconstruct the ADA curb ramps at the northwest corner intersection of Coil Ave and PCH and at the northeast corner intersection of Drumm Ave and PCH. Under Caltrans encroachment permit, construct a 2% cross slope sidewalk at existing dirt. Remove any non-standard items. Upgrade all vaults within the Public Right-of-Way. Any utilities or obstructions that may come in conflict with improvements should be removed or relocated.
- **Coil Avenue** – Construct suitable surfacing to join the existing improvements to provide an 18-foot wide roadway, concrete curb, 2-foot gutter, a 12-foot sidewalk with tree wells, and a partial elbow section with O Street. Construct connecting or receiving curb ramps on the opposite end of a crosswalk (marked or unmarked) to complete the accessible route per Special Order 01- 1020. Upgrade all vaults within the Public Right-of-Way. Any utilities or obstructions that may come in conflict with improvements should be removed or relocated.
- **Street** – Construct a 10-foot wide concrete sidewalk and repair any broken or off-grade concrete curb and gutter. Connecting or receiving curb ramps to be constructed on the opposite end of a crosswalk (marked or unmarked) to complete the accessible route per Special Order 01-1020. Remove any landscaping within the Public Right-of-way that will obstruct the construction of the improvements. Upgrade all vaults within the Public Right-of-Way. Any utilities or obstructions that may come in conflict with improvements should be removed or relocated.
- **Drumm Avenue** – Construct suitable surfacing to join the existing improvements to provide a 20-foot wide half roadway, concrete curb, 2-foot gutter, a 10-foot wide concrete sidewalk with tree wells, and the partial elbow section with Q Street. Construct connecting or receiving curb ramps on the opposite end of a crosswalk (marked or unmarked) to complete the accessible route per Special Order 01-1020. Upgrade all vaults within the

Public Right-of-Way. Any utilities or obstructions that may come in conflict with improvements should be removed or relocated. Remove shrubs in public right-of-way that will obstruct the construction of the improvements. Close all unused driveways and upgrade any existing driveways to comply with BOE standards.

The applicant has requested a Waiver of Dedication and Improvements for all the dedication and improvements along Coil Avenue, and Drumm Avenue. The applicant has not requested to deviate from the requirements for Pacific Coast Highway or "O" Street; therefore, the project will be required to dedicate and improve the public right-of-way to the satisfaction of the Bureau of Engineering for all streets where a request was not submitted or not approved.

The Zoning Administrator finds, based on substantial evidence in the record that:

Drumm Avenue – Waiver of Dedication and Improvements is GRANTED:

**1. The dedication or improvement requirement DOES NOT bear a reasonable relationship to any project impact.**

The project site is located in the Wilmington-Harbor City Community Plan at the northeastern corner of the intersection of Drumm Avenue and Pacific Coast Highway. The site is relatively flat, irregularly-shaped, and is comprised of 18 lots totaling approximately 747,302 square feet (17.16 acres). The property is bounded by Drumm Avenue on the west, and Pacific Coast Highway, Coil Avenue, O Street, and Alameda Street along the south and southeast side of the property. The site has approximately 1,994 feet of frontage along Drumm Avenue, 90 feet along Pacific Coast Highway, 751 feet along Coil Avenue, 636 feet along O Street, and 70 feet along Alameda Street.

The site is currently improved with an existing one-story, 42-foot tall, 221,496 square-foot cold storage facility, distribution of products and office space. The warehouse portion of the building is comprised of covered loading docks, air-conditioned docks, and freezer area totaling 212,249 square-feet. There are two stories of office space, totaling 9,247 square feet. The existing office building is located on the east side of the property off Alameda Street. The existing railroad spurs are located on the northwest side of the property. The primary site entrance is at the end of Coil Street, intersecting O Street, where there is currently a guardhouse. Truck parking stalls are located all along the building perimeter. There is also truck parking along the tail end of the property, ending on Pacific Coast Highway. Car parking spaces are located all along the property line perimeter, concentrated along O Street and Alameda Street. There are two emergency fire access driveways along Drumm Avenue, however, no other vehicular access is allowed from Drumm Avenue.

The applicant requests to waive all the dedication and improvements from Drumm Avenue. The site has approximately 1,994 feet of frontage along Drumm Avenue. The dedications and improvements required by BOE do not bear any relationship to project impacts, as there are no physical improvements or vehicular access points along Drumm Avenue. There are only two LAFD emergency fire access driveways along Drumm Avenue. The project will maintain an existing 8-foot-tall masonry wall. In addition, a 15-foot-deep landscape setback containing trees spaced 10 feet apart will be provided along the full length of the property's western boundary along Drumm Avenue.

The proposed scope of work is the improvement and expansion of an existing cold storage facility that will not result in new impacts along Drumm Avenue. Furthermore, providing a 10-foot street dedication along Drumm would result in a domino effect that would require the mandated CUGU landscape setback be pushed back, which would cause the existing

8-foot-tall masonry wall to be demolished and moved back, and for the 27-foot fire lane between the property line and the new addition to be pushed and the addition to be reduced by 10 feet. There is also an existing petroleum underground pipeline covered with aggregate surface within an easement that extends full length, south to north, of the subject property along Drumm Avenue. Any street dedication would place the pipeline within the street's public right of way and, if improved, beneath the roadway of the street.

While the dedication and improvements required by BOE for Drumm Avenue are intended to meet the City Street Standards plans, they could serve to widen the roadway which could intensify other truck traffic on the street. The operations of the applicant, both existing and proposed, are unrelated to the truck traffic issue on Drumm Avenue, since the applicant has no access to Drumm Avenue. In addition, the project has been conditioned to limit Drumm Avenue for LAFD emergency access only.

Coil Avenue – Waiver of Dedication and Improvements is DENIED:

**1. The dedication or improvement requirement DOES bear a reasonable relationship to any project impact.**

The site is currently improved with an existing one-story, 42-foot tall, 221,496 square-foot cold storage facility, distribution of products and office space. The warehouse portion of the building is comprised of covered loading docks, air-conditioned docks, and freezer area totaling 212,249 square-feet. There are two stories of office space, totaling 9,247 square feet. The existing office building is located on the east side of the property off Alameda Street. The existing railroad spurs are located on the northwest side of the property. The primary site entrance is at the end of Coil Street, intersecting O Street, where there is currently a guardhouse. Truck parking stalls are located all along the building perimeter. There is also truck parking along the tail end of the property, ending on Pacific Coast Highway. Car parking spaces are located all along the property line perimeter, concentrated along O Street and Alameda Street. There are two emergency fire access driveways along Drumm Avenue, however, no other vehicular access is allowed from Drumm Avenue.

The proposed scope of work involves the improvement and expansion of the cold storage facility. Specifically, the scope of work includes the demolition of an existing 27,157 square foot cold dock located along the west side of the building closer to Drumm Avenue. The existing cold dock will be replaced with a new 71,331 square-foot freezer, resulting in a new addition of 44,174 square feet of new floor area. The improvements include 2,290 square feet of new engine/mechanical room, electrical room, and fire pump located along the south side along O Street. The project also involves the improvement of a new automated racking system, as well as other interior improvements.

The proposed project will result in a two-story, 65-foot tall, 267,960 square-foot facility, with a total FAR of 0.36:1. The number of trains unloading stations will decrease from 18 to 6 stations. The project proposes a total of 114 parking spaces. KPAC intends to maintain their operations of two 8-hour shifts Monday to Friday and one 8 hour shift on Saturdays. The project proposes grading of less than 500 cubic yards of soil and import of 7,000 cubic yards of soil. The tree disclosure statement, signed by Rick Burke dated August 29, 2022, and tree letter dated August 26, 2022, stated that there are no street trees located on the public right-of-way abutting the project site. No (0) protected trees will be removed from the subject site, and no (0) street trees will be removed from the adjacent public right-of-way.

Abutting the property to the southeast, is designated by the Mobility Plan as a Local Street Standard, with a designated right-of-way width of 60 feet and roadway width of 36 feet, and is currently dedicated to a varying right-of-way width ranging from of 30 to 74 feet and approximately 25 to 60 foot roadway width, with a curb and gutter. Sidewalks are provided only on some sections of the street.

The applicant requests to waive all the dedication and improvements from Coil Avenue. The site has approximately 751 feet of frontage along Coil Avenue. The applicant contends that the dedications and improvements required by BOE do not bear any relationship to the project impacts. However, considering Coil Avenue serves as the primary vehicular and pedestrian pathway to the site, BOE's requested dedications and improvements are reasonably related to the proposed project.

The above requirements are imposed by BOE to ensure adequate right of ways improvements to meet street standards for stormwater flow and to facilitate mobility and circulation per the goals and policies of the Mobility Plan. As mentioned, Coil Avenue has a varying roadway width at its narrowest point being approximately 25 feet, which serves as a pinch point. The expansion of a cold storage facility could increase capacity and traffic for the transportation of goods via trucks. Widening of Coil Street can help improve the circulation of trucks and vehicles that travel along Coil Street north of Pacific Coast Highway to the subject site and the other industrial business around the subject site. Therefore, the required dedication and improvements do bear a reasonable relationship to the project impact.

**2. The dedication or improvement IS necessary to meet the City's mobility needs for the next 20 years based on guidelines the Street Standards Committee has established.**

The Mobility Plan 2035 ("Mobility Plan") was adopted by City Council as an Element of the General Plan and last amended in September 2016. The purpose of the Mobility Plan is to "present a guide to the further development of a citywide transportation system which provides for the efficient movement of people and goods". Among the key policy initiatives of the Mobility Plan is to "lay the foundation for a network of complete streets and establish new complete street standards that will provide safe and efficient transportation for pedestrians". The Mobility Plan contains the following policies.

The Mobility Plan 2035:

*Policy 1.1: Roadway User Vulnerability: Design, plan, and operate streets to prioritize the safety of the most vulnerable roadway user.*

*Policy 1.2: Complete Streets: Implement a balanced transportation system on all streets, tunnels, and bridges using complete streets principles to ensure the safety and mobility of all users.*

*Policy 1.7: Regularly Maintained Streets: Enhance roadway safety by maintaining the street, alley, tunnel, and bridge system in good to excellent condition.*

*Policy 2.3: Pedestrian Infrastructure: 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 2.8: Implement projects that would provide regionally significant transportation improvements for goods movement.*

*Policy 3.1: Access for All: 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 3.2: People with Disabilities: Accommodate the needs of people with disabilities when modifying or installing infrastructure in the public right-of-way.*



The Mobility Plan is also administered by LAMC Section 12.37 (Highway and Collector Street Dedication and Improvement,) which requires the widening and improvement of streets to meet current street standards. Dedication and improvement requirements are administered by the Bureau of Engineering (BOE), with the consideration of waivers and appeals of those requirements by the Department of City Planning per LAMC Section 12.37-1.

The Mobility Plan designates Coil Avenue as a Local Street Standard, with designated right-of-way width of 60 feet and roadway width of 36 feet. Per S-470-1 street standard plans, this Local Street classification requires an 18-foot half-roadway. As stated above, BOE's Interdepartmental Correspondence dated March 1, 2023 requires dedication of 15-feet along Coil Avenue, for a 3-foot widening of the roadway and new 12-foot sidewalk and related improvements.

These are intended to ensure adequate street widths to meet street standards, facilitate mobility and circulation per the goals and policies of the Mobility Plan, and improve the existing street and better facilitate pedestrian activity. As stated above, the dedications and improvements would enhance safety, visibility, and overall circulation at the intersection, and better connect the configuration and improvements on the east side of Coil Avenue between Colon Street and O Street.

The site has 751-feet of frontage along Coil Avenue. The primary site entrance is at the end of Coil Street, intersecting O Street, where there is currently a guardhouse. As mentioned, Coil Avenue has a varying roadway width at its narrowest point being approximately 25 feet, which serves as a pinch point. The expansion of a cold storage facility could increase capacity and traffic for the transportation of goods via trucks. Widening of Coil Street can help improve the circulation of trucks and vehicles that travel along Coil Street north of Pacific Coast Highway to the subject site and the other industrial business around the subject site. Coil Street has a 7-foot sidewalk from Pacific Coast to Colon Street, which terminates and does not extend to the site's entrance near "O" Street, which disrupts pedestrian access to the entrance of the site.

Therefore, the dedications and improvements required of the subject property are necessary to meet the City's mobility needs for the next 20 years based on guidelines the Street Standards Committee has established.

**3. The dedication or improvement requirement is NOT physically impractical.**

The project site is located in the Wilmington-Harbor City Community Plan at the northeastern corner of the intersection of Drumm Avenue and Pacific Coast Highway. The site is relatively flat, irregularly-shaped, and is comprised of 18 lots totaling approximately 747,302 square feet (17.16 acres). The property is bounded by Drumm Avenue on the west, and Pacific Coast Highway, Coil Avenue, O Street, and Alameda Street along the south and southeast side of the property. The site has approximately 1,994 feet of frontage along Drumm Avenue, 90 feet along Pacific Coast Highway, 751 feet along Coil Avenue, 636 feet along O Street, and 70 feet along Alameda Street.

The primary site entrance is at the end of Coil Street, intersecting O Street, where there is currently a guardhouse. Truck parking stalls are located all along the building perimeter. There is also truck parking along the tail end of the property, ending on Pacific Coast Highway. Car parking spaces are located all along the property line perimeter, concentrated along O Street and Alameda Street. There are two emergency fire access

driveways along Drumm Avenue, however, no other vehicular access is allowed from Drumm Avenue.

The proposed scope of work involves the improvement and expansion of the existing cold storage facility. The loading dock and freezer addition which is where of the expansion will take place is located on the west side of the existing building closer Drumm Avenue. The office expansion is located along the north side of the building, and the new mechanical rooms are located along O Street.

The above requirements are imposed by BOE to ensure adequate right of ways improvements to meet street standards for stormwater flow and to facilitate mobility and circulation per the goals and policies of the Mobility Plan. As mentioned, Coil Avenue has a varying roadway width at its narrowest point being approximately 25 feet, which serves as a pinch point. The expansion of a cold storage facility could increase capacity and traffic for the transportation of goods via trucks. Widening of Coil Street can help improve the circulation of trucks and vehicles that travel along Coil Street north of Pacific Coast Highway to the subject site and the other industrial business around the subject site.

The long southerly strip of the property abutting Coil Street is currently used for parking truck trailers; therefore, no buildings or required parking spaces will be impacted. Dedication and Improvements would not interfere with the operations of the existing use or the layout of the proposed expansion.

Therefore, the required dedication or improvements is not physically impractical.

### **Environmental Findings**

11. **Negative Declaration.** A Negative Declaration (ENV-2022-6860-ND) was prepared for the proposed project. On the basis of the whole of the record before the lead agency including any comments received, that there is no substantial evidence that the proposed project will have a significant effect on the environment. The attached Negative Declaration reflects the lead agency's independent judgment and analysis. The records upon which this decision is based are with the Project Planning Division of the Planning Department in Room 721, 200 North Spring Street.
12. **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 an area of minimal flood hazard.