



CITY OF CARSON

PLANNING COMMISSION STAFF REPORT

PUBLIC HEARING: September 27, 2022

SUBJECT: Site Plan and Design Review (DOR) No. 1891-22

APPLICANT: Link Logistics Real Estate
3333 Michelson Drive, Suite 725
Irvine, CA 92612

PROPERTY OWNER: B8 Alondra Industrial Owner LLC
233 South Wacker Drive, Suite 3400
Chicago, IL 60606

REQUEST: Consider approval to demolish a vacant 69,106 square foot warehouse and a vacant existing 54,609 square foot two story office building warehouse and development of two new tilt-up warehouse buildings totaling 288,821 square feet with a total of 52 dock doors, 210 parking spaces and 39 truck parking spaces

PROPERTY INVOLVED: 100 W. Alondra Boulevard (APN 6125-017-800)

COMMISSION ACTION

AYE	NO		AYE	NO	
		Chairperson (Vacant)			Hernandez
		Vice-Chair Palmer			Huff
		Diaz			Monteclaro
		Docdocil			Rashad
		Guerra			D. Thomas
					Alt. (Vacant) Alt. Mfume Alt. Wilson

I. Introduction

Applicant

Link Logistics Real Estate
3333 Michelson Drive, Suite 725
Irvine, CA 92612

Property Owner

B8 Alondra Industrial LLC
223 South Wacker Drive, Suite 3400
Chicago, IL 60606

II. Project Description

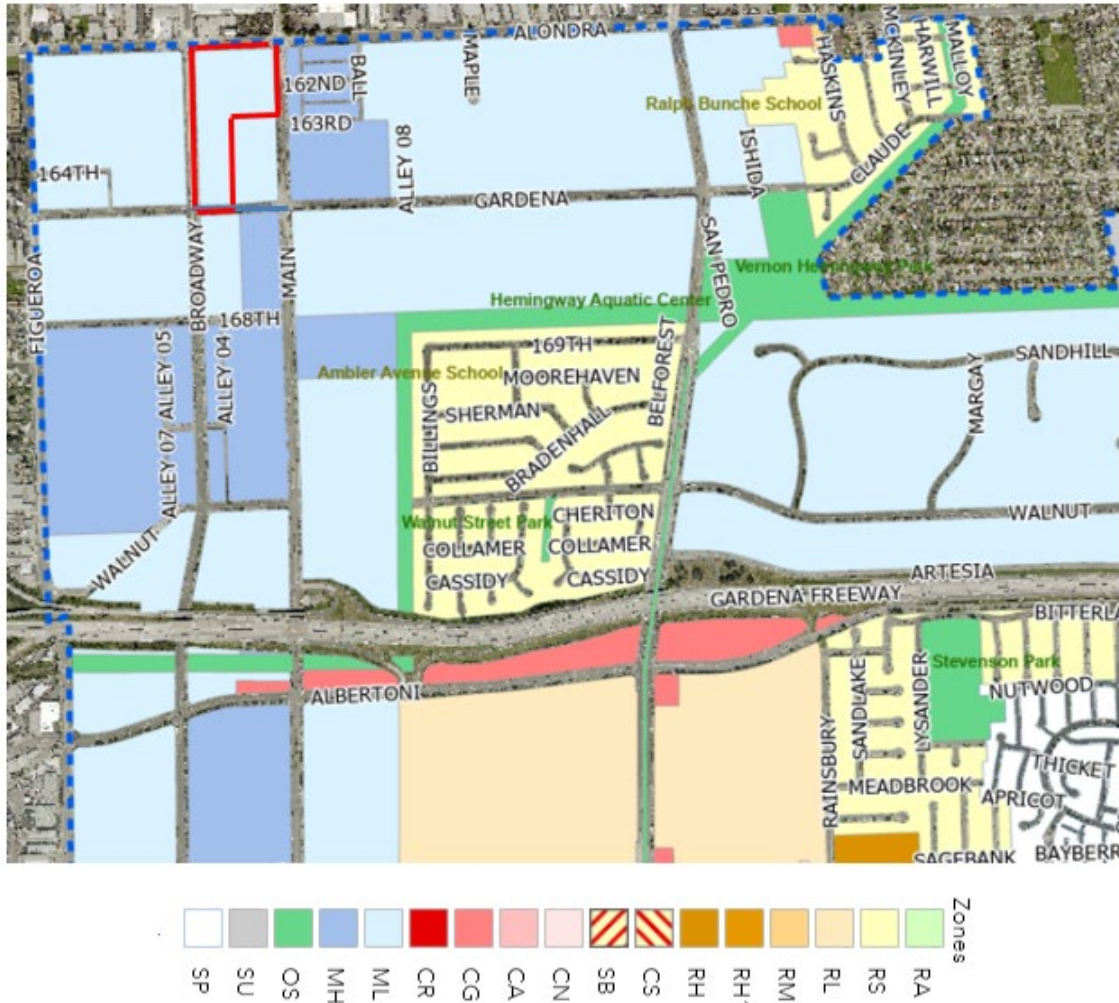
The applicant, Link Logistics Real Estate, requests approval of DOR No. 1891-22 to demolish a vacant 69,106 square foot two story office building and a vacant 54,609 square foot warehouse and construct two new tilt-up warehouses consisting of: Building 1 - 183,921 square-foot building with 5,000 square feet of ground floor office space, an additional 5,000 square feet of mezzanine office space, 27 truck loading docks and 144 surface parking spaces and 39 truck parking spaces; and Building 2 - 102,900 square-foot building with 3,000 square feet of ground floor office space, an additional 3,000 square feet of mezzanine office space, 25 truck loading docks and 94 surface parking spaces.

Carson Municipal Code Section (CMC) 9172.23 (Site Plan and Design Review) requires Planning Commission review of projects within the Design Overlay District having construction valuation of \$50,000 or more.

III. Project Site and Surrounding Land Uses

The subject property site is in the Manufacturing, Light, Design Overlay (ML-D) zone and is designated Light Industrial in the Land Use Element of the General Plan. The subject property is bordered by Alondra Boulevard to the north and W. Gardena Boulevard to the south, between S. Broadway Street to the west and S. Main Street to the east. Land uses surrounding the proposed project site are primarily light and heavy industrial uses.

Figure (a) Project Site in context to surrounding zoning



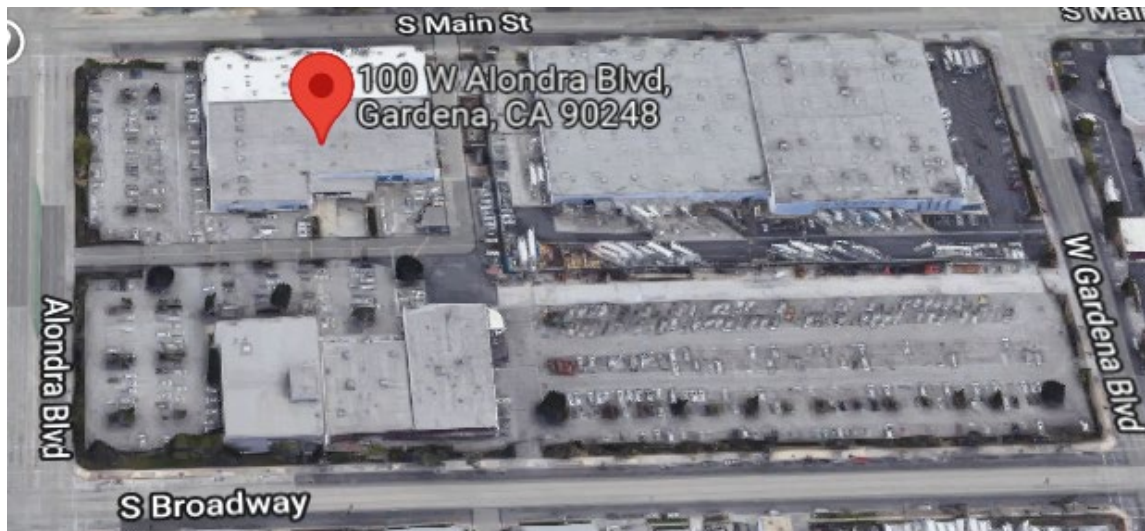
The following table provides a summary of information regarding the project site:

Site Information	
General Plan Land Use	Light Industrial
Zone District	ML-D (Manufacturing, Light; Design Overlay)
Site Size	13.04 acres
Present Use and Development	Former Light Industrial and Office Use
Surrounding Uses/Zoning	North: Unincorporated Los Angeles County- Industrial South: Light Industrial, ML-D East: Heavy Industrial, MH-D West: Light Industrial, ML-D
Existing Access	Ingress/Egress: Alondra Blvd. & Main Street

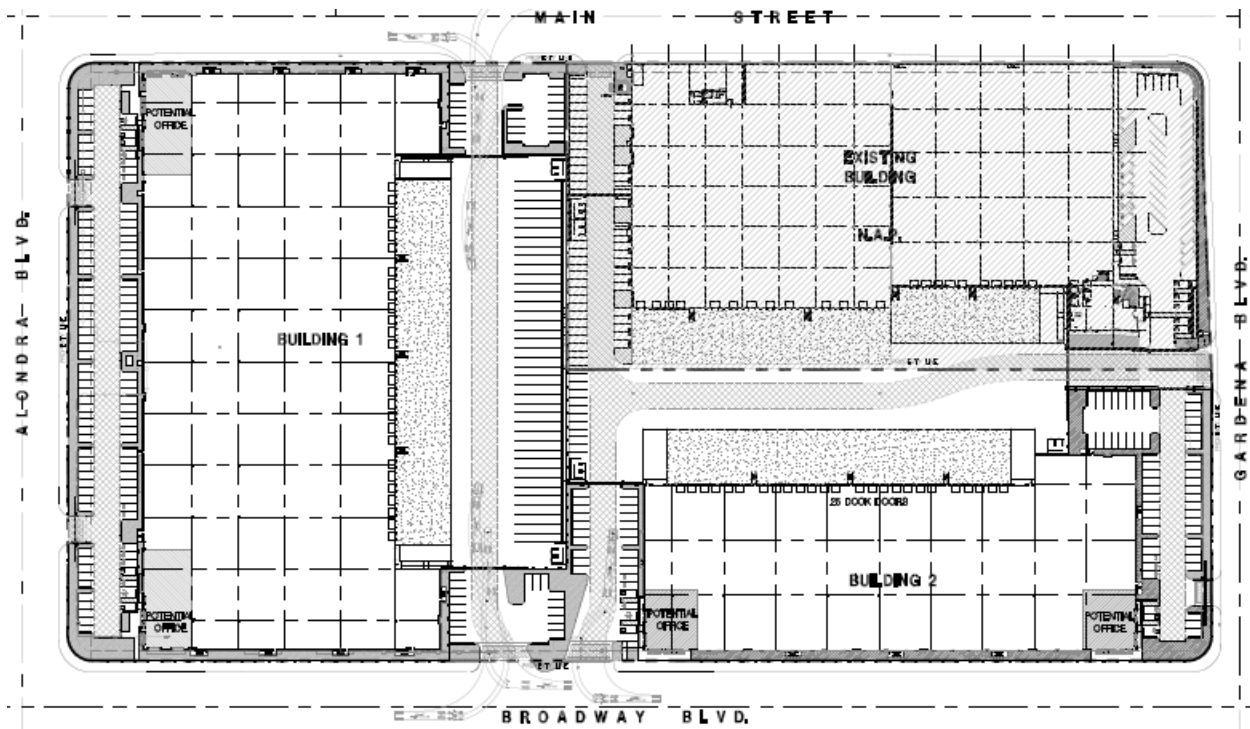
IV. Analysis

Site History

The subject property has historically been an industrial property. The existing vacant warehouse buildings were constructed in 1963. The third warehouse building addressed as 16325 Main Street will be maintained (with an extensive remodel to match the new buildings) and has been approved with an Administrative Design Overlay Permit No. 1884-2021, pursuant to CMC 9172.23 (B)(2)(c).



Site Plan The subject property consists of 13.04 acres. The proposed industrial warehouses total 286,821 square feet. Building 1 - 183,921 square-foot building with 5,000 square feet of ground floor office space, an additional 5,000 square feet of mezzanine office space, 27 truck loading docks and 144 surface parking spaces and 39 truck parking spaces; and Building 2 - 102,900 square-foot building with 3,000 square feet of ground floor office space, an additional 3,000 square feet of mezzanine office space, 25 truck loading docks and 94 surface parking spaces.



Floor Area Ratio

As a condition of project approval, the Project Floor Area Ratio (FAR) must be reduced from 50.5 to 50.0 and presented to the Community Development Director via project plans which indicate where square footage has been removed and how the project now meets the 50.0 FAR. (Condition of Approval No. 3).

Access

The proposed warehouse facility will have two vehicular access points each from Alondra Boulevard, Main Street, Broadway Street and Gardena Boulevard. The internal driveways will provide full access to the warehouse facility and are designed to meet Fire Department turning radius requirements.

Fencing

An 8-foot-high wrought iron fence will be installed along perimeter of the property. Building 1 will have two (2) sliding metal gates at the northern end of the property, with one (1) metal gate at the eastern and western ends of the property. Building 2 will have two (2) metal sliding gates at the southern end of the property, with one (1) metal gate at the western end of the property.

Parking & Traffic

A traffic trip generation assessment prepared by the applicant’s traffic engineering consultant and approved by the City’s Traffic Engineer (Exhibit 2) concluded that the proposed project would generate 710 fewer two-way trips per day (consisting of 838 fewer passenger car trips and 128 more truck trips) with 113 fewer AM peak hour trips and 103 fewer PM peak hour trips as compared to the existing facilities being demolished, when in use. Similarly, the study found that the proposed project will generate 512 fewer two-way passenger car equivalent (PCE) trips per day (consisting of 838 fewer passenger car trips and 326 more truck PCE trips) with 105 fewer PCE AM peak hour trips and 92 fewer

PCE PM peak hour trips as compared to the existing facilities being demolished, when in use. A condition of approval has been included to ensure that a further traffic analysis and Planning Commission approval will be required in the event the use of the facility will generate a higher rate or amount of traffic trips than analyzed in the traffic study. (Condition of Approval No. 5).

CMC Section 9162.21 (Parking Spaces Required) requires one parking space for every 1,500 square feet of warehouse and 1 parking space for every 300 square feet of office area. However, per CMC Section 9162.24 (Automobile Parking Spaces Required for Mixed Uses), office space incidental to a manufacturing, warehouse or other industrial use shall have its required parking spaces computed at the same ratio as the industrial use, provided the office spaces does not exceed ten (10) percent of the total gross floor area. Because office space does not exceed 10 percent of the gross floor area in each of the buildings, 1 parking space is required for every 1,500 square feet of office space.

Building "A" requires 129 parking spaces: 122 for warehouse ($183,921 \text{ sf}/1,500 = 122$) and 7 for office ($10,000 \text{ sf}/1,500 = 6.66$). The applicant proposes 144 parking spaces; 128 standard, and 1 ADA van accessible, 4 ADA standard parking, 4 standard clean vehicle, 5 standard electric vehicle (EV), 1 EV van accessible, and 1 EV accessible.

Building "B" requires 72 parking spaces: 60 for warehouse ($102,000 \text{ sf}/1,500 = 68$) and 4 for office ($6,000 \text{ sf}/1,500 = 4$). The applicant proposes 94 parking spaces; 82 standard, and 1 ADA van accessible, 3 ADA standard parking, 3 standard clean vehicle, 3 standard electric vehicle (EV), 1 EV van accessible, and 1 EV accessible.

Truck Loading and Maneuvering (CMC Section 9162.62)

The project provides 39 truck parking spaces and meets all the development standards for truck loading and maneuvering. The driveway gating from each street access is set back far enough to allow a truck of the required size (thirty-three (33) or fifty-five (55) feet) to stop completely off the public right-of-way when the gate is closed.

Truck Parking (CMC Section 9162.62)

For warehouse uses over 30,000 square feet in size, one (1) truck parking space is required for every seven (7) loading docks, doors, or ramps. A minimum of one per site is required. The project proposes 52 dock doors thus, nine (9) truck parking spaces are required. The applicant has proposed 39 truck parking spaces for the project.



Building and Architecture

The project is designed in a modern architectural style combining natural concrete wall fascia, metal canopies, clear anodized mullions, blue high-performance glazing, and unique rustic steel pop-outs that pay homage to the city’s historic industrial roots. Large openings with reflective glass have been used along the Alondra and Main Street façade to create views for the speculative office space. Articulation of the concrete panels interspersed with the use of different color tones breaks up the façade to create an inviting design aesthetic. The project design is compatible with the surrounding area and with similar industrial uses.

Signage

CMC Section 9146.7 (Signs) allows two square feet of signage for every one linear foot of lot frontage for the first one hundred (100) feet, plus one-half (1/2) times the frontage in excess of one hundred (100) feet. Building 1 at 623 feet in length, 461.5 square feet of signage will be allowed. Building 2 at 535 feet in length, 417.5 square feet would be allowed. All signage associated with this project will be reviewed and approved as a separate application and will ensure that the signage complies with applicable CMC provisions, and will exhibit attractiveness, effectiveness, and restraint in signing graphics and color. The applicant has not proposed signage at this time.

Landscaping

CMC Section 9162.52 (Landscaping Requirements) requires automobile parking facilities and any parking facilities visible from the public right-of-way to have interior landscaping with permanent irrigation of not less than 5 percent. The project is proposing to install

landscaping along the northern, southern, and eastern perimeters of the site. The project proposes 6.6 percent of the site to be landscaped.

V. CFD/DIF Discussion

Interim Development Impact Fee (Condition of Approval No. 1): In accordance with Article XI (Interim Development Impact Fee Program) of the CMC, the applicant, property owner, and/or successor to whom these project entitlements are assigned (“Developer”) shall be responsible for payment of one-time interim development impact fees (“IDIF”) at the applicable amounts/rates detailed below for each square foot of industrial development constructed for the project. If the project increases or decreases regarding the square footage constructed, the total IDIF amount will be adjusted accordingly at the applicable rate.

Additionally, subject to the review, verification, and approval of the Community Development Director, the applicant *may* be eligible for development impact fee credits for demolition of an existing permitted structure or structures. To be eligible for credits, **prior to demolition**, provide building volume (average building height and footprint, usable areas) of all existing permitted structures and the new proposed structure. Awarded fee credits shall reduce the final development impact fee amount and are applied when development impact fees are due.

Final IDIF rates and amounts are calculated and due prior to issuance of the building permit(s). No building permit shall be issued prior to the full payment of the required IDIF amount, which payment shall be made in one lump sum installment. IDIF amounts/rates are subject to adjustment every July 1st based on State of California Construction Cost Index (Prior March to Current March Adjustment), per CMC Section 11500.

IDIF amounts/rates for industrial development have been set at \$3.22 per square foot for Fiscal Year 2022-23, effective July 1, 2022, through June 30, 2023. Based on these rates, the Developer would be responsible for payment of IDIF in the amount of **\$923,523.62** for the proposed project, calculated as follows: 286,821 square feet X \$3.22 per square foot = \$923,523.62. However, if the IDIF for the project is not paid by the end of the 2022-23 fiscal year (i.e., by June 30, 2023), a new IDIF rate/amount will apply for the period of July 1, 2023, through June 30, 2024, based on the IDIF rate for Fiscal Year 2022-23, and so on for subsequent fiscal year(s).

CFD (Condition of Approval No. 2): The Developer is required to establish a funding mechanism to provide an ongoing source of funds mitigate the impacts of the proposed development on city services on an ongoing basis.

In 2018, City adopted Community Facilities District (CFD) No. 2018-01 and may adopt a similar community facilities district in the future to use instead of CFD No. 2018-01 (collectively referred to herein as the “CFD”) to fund the ongoing costs of City services permitted by the CFD, including the maintenance of parks, roadways, and sidewalks and other eligible impacts of the Project within the CFD (the CFD Services). The City uses this mechanism for projects wanting to join the CFD as a means to satisfy the condition to mitigate impacts on services. In 2019, the City undertook a Fiscal Impact Analysis (“FIA”) and uses the analysis generally to determine the impacts in CFD No. 2018-01.

Based on the FIA, the subject property falls under the “Industrial Zone – Industrial Zone 1” category. Based on a 13.04 acre development, the current estimated annual amount

for ongoing services is **\$41,790.98**, subject to annual adjustments every July 1st. Prior to recordation of final tract map or permit issuance, whichever comes first, Developer shall demonstrate compliance under this section either through: (1) Annexing into a City CFD; or (2) Establishing a funding mechanism to provide an ongoing source of funds for ongoing services, acceptable to the City.

This condition may be satisfied by annexing the subject property to the CFD with the rate comparable to that of the FIA, or by requesting the City undertake a Fiscal Impact Study by a consultant chosen by the City with respect to the subject property with similar scope and standards as the FIA and paid for by the Developer to set the rate of the CFD for the subject property. Should another Fiscal Impact Study be undertaken, a lower or higher rate may be required for the mitigation of impacts based on the Study. The Developer may also provide another mechanism for satisfying the requirement to mitigate impacts that is acceptable to the City Council.

VI. Zoning and General Plan Consistency

The proposed project, as conditioned pursuant to the proposed conditions of approval, is consistent with the standards of the ML-D zoning designation and Light Industrial General Plan land use designation and is consistent with the surrounding uses.

VII. Environmental Review

The proposed project is limited to Site Plan and Design Review pursuant to CMC Section 9172.23. CEQA applies only to discretionary projects proposed to be carried out or approved by public agencies, and the discretionary component of an action must give the agency the authority to consider a project's environmental consequences to trigger CEQA. Although Site Plan and Design Review approvals pursuant to CMC 9172.23(B)(1) involve discretion of the Planning Commission in applying the facts to determine if the required affirmative findings of CMC 9172.23(D) can be made, the Planning Commission's discretion is limited to the design-related issues included in the required findings. Accordingly, the City cannot impose conditions of approval that constitute environmental impact mitigation measures for DOR No. 1891-22 exceeding the scope of such design-related issues. Additionally, design-related issues such as those found in CMC 9172.23 have been found not to require the separate invocation of CEQA, as it is common sense that such design related issues do not relate to the potential for whether a project causes a significant effect on the environment. (Pub. Res. Code §21080; *McCorkle Eastside Neighborhood Group v. City of St. Helena*, 31 Cal.App.5th 80 (2018)).

VIII. Public Notice

On September 13, 2022, the City received Notification of Address Assignment (Exhibit 3) from Los Angeles County, assigning addresses for the two new buildings to be developed on the subject property, which was all formerly addressed as 100 W. Alondra Blvd (Building 1: 112 W. Alondra Blvd.; Building 2: 219 W. Gardena Blvd.). The new addresses do not impact the public notice process as this is based on the assessor parcel number, 6125-017-800, which remains the same.

Notices of public hearing were mailed to property owners and occupants within a 750 foot radius and posted to the project site by September 15, 2022. The agenda was posted at City Hall no less than 72 hours prior to the Planning Commission meeting.

IX. Recommendation

That the Planning Commission:

- **ADOPT** Resolution No. 21-____, entitled “A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF CARSON APPROVING SITE PLAN AND DESIGN REVIEW NO. 1891-22 FOR TWO PROPOSED TILT-UP WAREHOUSE BUILDINGS ON PROPERTY FORMERLY ADDRESSED AS 100 W. ALONDRA BOULEVARD (BUILDING 1 RECENTLY READDRESSSED AS 112 W. ALONDRA BOULEVARD AND BUILDING 2 RECENTLY READDRESSSED AS 219 WEST GARDENA BOULEVARD), APN 6125-017-800.”

X. Exhibits

1. Draft Resolution
 - A. *Legal Description*
 - B. *Conditions of Approval*
2. Traffic Study
3. Address Change Notification

Prepared by: Stefanie Edmondson, Senior Planner, AICP