

II. Project Description

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1. Introduction

The Project would develop an industrial center with up to 435,390 square feet of industrial uses on an approximately 18-acre site. The Project includes two options: Option 1 would develop one building comprised of up to 355,390 square feet of warehouse uses and 80,000 square feet of ancillary office uses, for a total of 435,390 square feet of floor area and a maximum building height of 50 feet, and Option 2 would develop three buildings comprised of up to 320,056 square feet of warehouse uses and 90,000 square feet of ancillary office uses, for a total of 410,056 square feet of floor area and a maximum building height of 46 feet. The Project would include 90 truck trailer parking spaces and 274 vehicle parking spaces under Option 1, and 369 vehicle parking spaces under Option 2. The Project would also include a total of 93,100 square feet of landscaped areas under Option 1, and a total of 120,400 square feet of landscaped areas under Option 2. A total of 37,860 square feet of existing commercial/industrial floor area uses and associated surface parking areas would be demolished.

2. Environmental Setting

a. Project Location

The Project Site is located at 9000–9160 South Airport Boulevard; 5801–5881 West Arbor Vitae Street; 5820–5880 West Interceptor Street; 8941 and 8940–9000 South Interceptor Street, within the Westchester–Playa del Rey Community Plan Area (CPA) of the City of Los Angeles (City).¹ As shown in Figure II-1 on page II-2, the Project Site is bounded by Interceptor Street to the north, West Arbor Vitae Street to the south, residential uses and surface parking to the east, and South Airport Boulevard to the west. The Project Site is located approximately 1.6 miles northeast of the Los Angeles International Airport (LAX) and approximately 4.6 miles east of the Pacific Ocean.

¹ *The Westchester–Playa del Rey Community Plan is one of the four Westside community plans currently being updated by the City of Los Angeles Department of City Planning.*

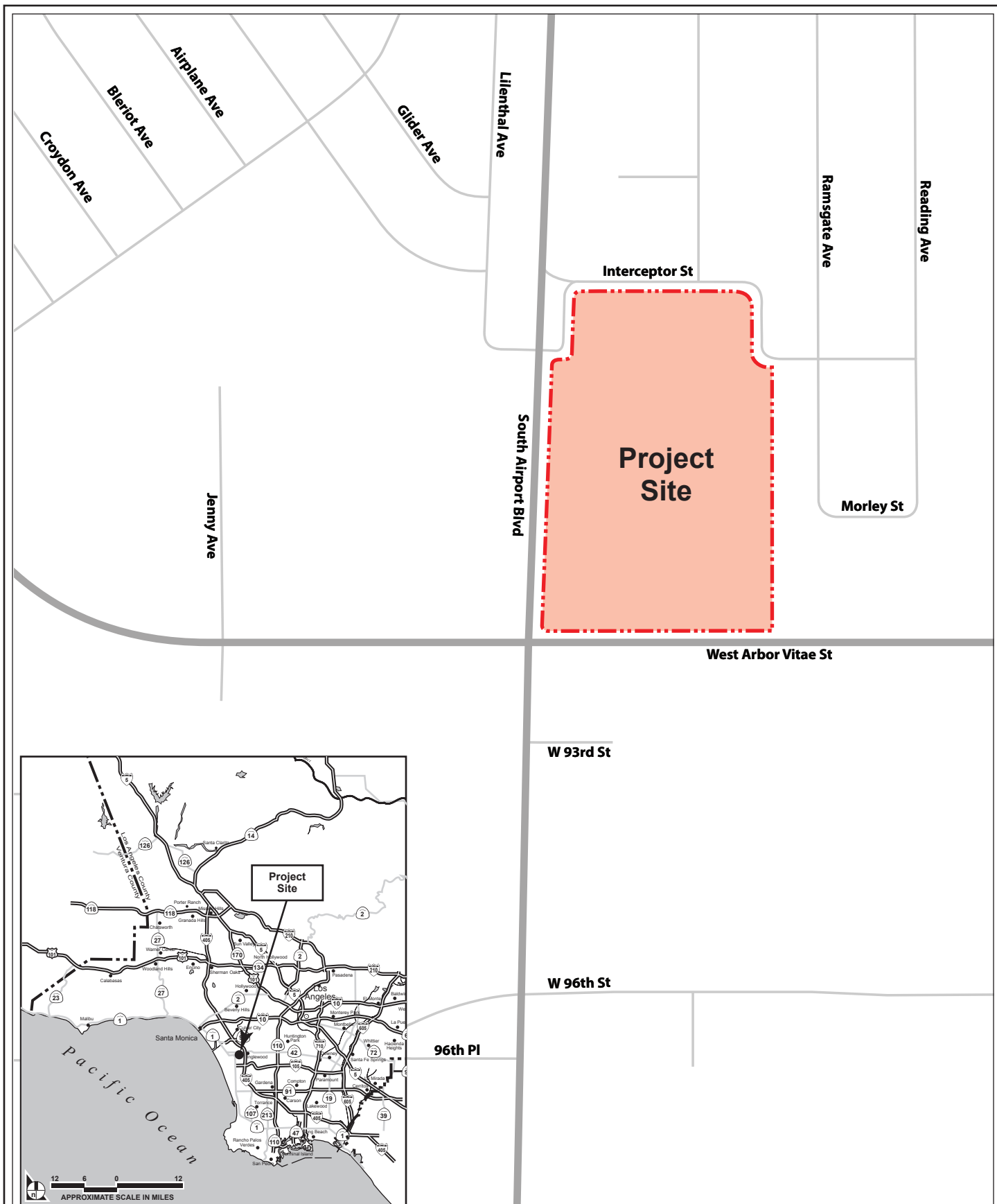


Figure II-1
Project Location Map

Primary regional vehicular access to the Project Site is provided by the San Diego Freeway (Interstate-405 or I-405), which is located approximately 0.8 miles east of the Project Site. Local vehicular and pedestrian access to the Project Site is provided by South Airport Boulevard, Sepulveda Boulevard, and Westchester Parkway located west of the Project Site; Manchester Boulevard located north of the Project Site; La Cienega Boulevard located east of the Project Site; and West Arbor Vitae Street and Century Boulevard located South of the Project Site.

As previously discussed, the Project Site is located within a TPA. Pursuant to Public Resources Code (PRC) Section 21099 (a), a TPA is an area within 0.5 miles of an existing or planned major transit stop. A major transit stop, as defined by PRC Section 21064.3, is a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 20 minutes or less during the morning and afternoon peak commute periods, as amended.² The Project Site is served by several local and regional bus lines, as well as rail lines serviced by the Los Angeles County Metropolitan Transportation Authority (Metro). In particular, the Project Site is located at the intersection of South Airport Boulevard and West Arbor Vitae Street/Westchester Parkway, which currently provides bus stops with intersecting service headways of 20 minutes or less for LA Metro Local 117,³ Santa Monica Big Blue Bus 3, and Culver City Bus 6. Therefore, the intersection of South Airport Boulevard and West Arbor Vitae Street/Westchester Parkway would currently qualify as a Major Transit Stop. Additionally, the Project Site is located within 0.4 miles of the LAX/Metro Transit Center Station at the intersection of Aviation Boulevard and 96th Street, which provides service to Metro C and K Rail Lines, as well as numerous Metro Bus, Santa Monica Big Blue Bus, and Culver CityBus lines.⁴

b. Existing Conditions

(1) Existing Project Site Conditions

As shown in Figure II-2 on page II-4, the Project Site is currently developed with an approximately 37,860-square-foot rental car facility. The Project Site currently has

² *California Assembly Bill 2553, which went into effect on January 1, 2025, amends Section 21064.3 of the Public Resources Code to revise the definition of "major transit stop." The new definition increases the service interval frequency to 20 minutes, whereas the previous definition required a frequency of 15 minutes or less during peak commute periods.*

³ *The LAX/Metro Transit Center opened June 6, 2025. The LAX/Metro Transit Center serves as the terminus for Metro Local 117, which travels along Sepulveda Boulevard. The LAX/Metro Transit Center also serves as a stop for the Metro K Line, and would qualify as a Major Transit Stop. The Project Site is located within 0.4 miles of the LAX/Metro Center Station, and thus, would be located within a Transit Priority Area.*

⁴ *Metro, LAX/Metro Transit Center, www.metro.net/lax-metro-transit-center/, accessed September 16, 2025.*



Figure II-2
Aerial View of Project Site and Vicinity Map

two single-story buildings with maintenance facilities and office uses, as well as surface parking. Additionally, the Project Site contains accessory structures, including a carwash, solar panel canopies, and fueling station canopies. Access to the Project Site is provided via vehicle ingress/egress along Interceptor Street and egress onto West Arbor Vitae Street, as well as bus ingress along South Airport Boulevard and egress along West Arbor Vitae Street. The perimeter of the Project Site is secured with chain link fencing and concrete block walls. Further, two double-sided advertising billboards are located within the Project Site boundaries along South Airport Boulevard.

Existing landscaping within the Project Site includes 146 on-site non-protected trees and 14 street trees within the public right of way surrounding the Project Site. Existing on-site and street trees include species, such as Shamel ash, queen palms, Canary Island pines, weeping figs, and jacarandas. As indicated in the Supplemental Tree Inventory Report included in Appendix B of this Draft EIR, none of the street trees are considered to be protected by the City of Los Angeles Protected Tree and Shrub Ordinance (Ordinance No. 186,873).^{5,6}

(2) Land Use and Zoning Designations

The Project Site is located within the Westchester–Playa del Rey CPA. The Project Site is designated as Limited Manufacturing and is zoned as [T][Q]M1-1 (Limited Industrial, Height District No. 1). The M1 Zone permits a wide array of land uses. Specifically, the M1 Zone permits any land use permitted in the MR1 (Restricted Industrial) and C2 (Commercial) zones, in addition to other specified uses including, but not limited to, foundry, rental of equipment commonly used by contractors, stadiums, arenas, auditoriums, and indoor swap meets. Residential uses are generally not permitted. The “1” in the Project Site’s zoning designation refers to the Project Site’s location in Height District No. 1. All uses located in the M1 Zone and within Height District No. 1 are restricted to a maximum floor area ratio of 1.5:1.⁷ Buildable area for floor area ratio (FAR) purposes is the same as lot area. With a

⁵ *Arborist Tree Survey and Report for Rexford LAX Industrial Project 9000 Airport Boulevard Los Angeles, California, Steve F. Anderson/Arborist Services, February 2024. See Appendix A of this Draft EIR. A Supplemental Report (Tree Survey and Arborist Report, 9000 Airport Boulevard, Los Angeles, Steve F. Anderson/Arborist Services, September, 2025) is included as Appendix B of this Draft EIR.*

⁶ *Pursuant to Ordinance No. 186,873 and as defined in Los Angeles Municipal Code Section 17.02, a protected tree or shrub includes any of the following Southern California indigenous tree species, which measure four inches or more in cumulative diameter, 4.5 feet above the ground level at the base of the tree, or any of the following Southern California indigenous shrub species, which measure four inches or more in cumulative diameter, 4.5 feet above the ground level at the base of the shrub: oak tree; Southern California black walnut tree; western sycamore tree; California bay tree; Mexican elderberry shrub; and toyon shrub. This definition does not include any tree or shrub grown or held for sale by a licensed nursery, or trees planted or grown as part of a tree planting program.*

⁷ *FAR and height restrictions can be found at LAMC Section 12.21.1 A.1.*

maximum FAR of 1.5:1, the Project Site's 789,989 square feet of lot area/buildable area would permit up to 1,184,984 square feet of floor area. Height District No. 1 within the M1 Zone normally imposes no height limitation; however, the Project Site is within the Airport Hazard Area with a height limit of 80 feet.

The M1 zone does not impose any setback requirements for commercial or industrial uses. However, the Project Site is subject to "Q" Conditions established by Ordinance No. 167,642, adopted in 1992, which changed the zone to [T][Q] M1-1 and incorporated "Q" Conditions in Section 2 of Ordinance No. 151,439.^{8,9,10} The Project Site's "Q" Conditions generally include provisions to setbacks, noise conditions, traffic congestion, and landscaping requirements. Specifically, with regard to setbacks, an approximately 15-foot landscaped setback shall be provided along portions of the northern and western boundaries of the Project Site along Interceptor Street; the existing seven-foot landscaped setback along Interceptor Street on the eastern boundary shall be preserved and maintained; a minimum ten-foot landscaped setback shall be provided along both South Airport Boulevard and West Arbor Vitae Street; and a minimum five-foot setback shall be provided along the eastern property line contiguous to the R3-1 zone to include trees. No new building or structure shall be built within 50 feet of the northern or eastern property line adjacent to or across the street from an R3-1 zoned lot.

The Project Site is also located within a Transit Priority Area (TPA) pursuant to Senate Bill (SB) 743. The Project Site is also identified as being located within the boundaries of the Los Angeles Coastal Transportation Corridor Specific Plan established pursuant to Ordinance No. 168,999, effective on September 22, 1993, and amended pursuant to Ordinance Nos. 186,104 and 186,105 on June 28, 2019.¹¹ Additionally, the Project Site is located within the boundaries of the Los Angeles State Enterprise Zone.

c. Surrounding Land Uses

As shown in Figure II-2, on page II-4, the Project Site is located in an urbanized area that includes a mix of low-rise buildings containing industrial, residential, and commercial uses. The land use designations surrounding the Project Site include Airport Landside, Limited Industrial, Light Manufacturing, Limited Manufacturing, Medium Residential, and Low Residential and have varying zoning designations, including LAX, M1-1, M2-1, MR1-1, R3-1,

⁸ Ordinance No. 167,642, adopted by the City Council on February 21, 1992.

⁹ Ordinance No. 151,439, approved by the City Council on September 19, 1978.

¹⁰ Based on email correspondence with the Department of City Planning on November 17, 2023, although the [T] symbol is present in the zoning, there are no [T] conditions associated with the Project Site.

¹¹ City of Los Angeles, Coastal Transportation Corridor Specific Plan, effective September 22, 1993, amended June 28, 2019.

and R1-1. Directly north of the Project Site, across Interceptor Street, are properties zoned R3-1 with single- and multi-family residential uses. To the east of the Project Site are properties zoned R3-1 and MR-1, which include single- and multi-family residential uses and a car rental facility. To the west of the Project Site, across South Airport Boulevard, are properties zoned R1-1 and LAX (as an indication of inclusion in the Los Angeles International Airport (LAX) Specific Plan), which include surface parking and single-family residential. To the south, across West Arbor Vitae Street, are properties zoned LAX and MR-1, which include a motel, a restaurant, and the LAX People Mover maintenance yard. The LAX People Mover is expected to have elevated tracks up to 50 feet in height running along 96th Street and will connect the Metro K Line to LAX. It is currently under construction and anticipated to be fully operational in 2026.¹²

3. Project Objectives

Section 15124(b) of the California Environmental Quality Act (CEQA) Guidelines states that the project description shall contain “a statement of the objectives sought by the proposed project.” Section 15124(b) of the CEQA Guidelines further states that “the statement of objectives should include the underlying purpose of the project.” The underlying purpose of the Project is to redevelop the Project Site with a new, modern industrial center with essential logistical infrastructure capable of supporting efficient goods movement and operational logistics strategically located in proximity to LAX and major regional roadways. The Project’s specific objectives are as follows:

- Preserve critically important industrial zoned land strategically located near LAX’s cargo service providers and major regional roadways to streamline goods movement;
- Reduce vehicle miles traveled (VMT) by situating an industrial use on an infill site in close proximity to LAX’s cargo service providers and major freeways;
- Promote local and regional mobility objectives by creating an employment hub in an area served by existing and future transit/rail stations;
- Provide for development that is consistent with the existing zoning and land use designations of the Project Site;
- Advance innovative and sustainable development practices and, where viable, explore and advance the transition toward clean technologies and other transformative technologies;

¹² Gibson Transportation Consulting, Inc., *Transportation Assessment for 9000 Airport Boulevard, Los Angeles, California*, October 2025. Refer to Appendix I.1 of this Draft EIR.

- Develop a state-of-the-art industrial center with intentional building orientation and design, ensuring compatibility with surrounding uses while optimizing operational logistics;
- Promote local and regional economic growth by redeveloping the Project Site with an economically viable industrial project that generates new tax revenues, and creates a wide range of jobs, including construction jobs, within Los Angeles; and
- Provide an industrial center that incorporates sustainable and green building design and construction to promote resource conservation, including waste reduction, solar, efficient water management techniques, and conservation of energy to achieve a LEED Certification-equivalent building.

4. Description of the Project

a. Project Overview

As shown in Figure II-3 and Figure II-4 on pages II-9 and II-10, respectively, the Project would consist of one industrial building (Option 1) including one level with a 40,000-square-foot office mezzanine level located above the ground level office use, or three industrial buildings (Option 2) including one level per building with a 15,000-square-foot office mezzanine level above the ground level office use. As detailed in Table II-1 on page II-11, under Option 1, the Project would be comprised of 355,390 square feet of warehouse floor area and 80,000 square feet of associated office floor area for a total floor area of 435,390 square feet with an FAR of approximately 0.6:1. As shown in Figure II-5 on page II-12, the industrial building under Option 1 would be 50 feet in height.

Under Option 2, the Project would be comprised of 320,056 square feet of warehouse floor area and 90,000 square feet of associated office floor area for a total floor area of 410,056 with an FAR of approximately 0.5:1. The industrial building on the northern portion of the Project Site (Building 1) would have a floor area of 117,930 square feet comprised of 87,930 square feet of warehouse floor area and 30,000 square feet of office floor area. The industrial building on the western portion of the Project Site (Building 2) would have a floor area of 154,083 square feet comprised of 124,083 square feet of warehouse floor area and 30,000 square feet of office floor area. The industrial building on the eastern portion of the Project Site (Building 3) would have a floor area of 138,043 square feet comprised of 108,043 square feet of warehouse floor area and 30,000 square feet of office floor area. As shown on Figure II-6 through Figure II-8 on pages II-13 through II-15, respectively, all three industrial buildings under Option 2 would be 46 feet in height.

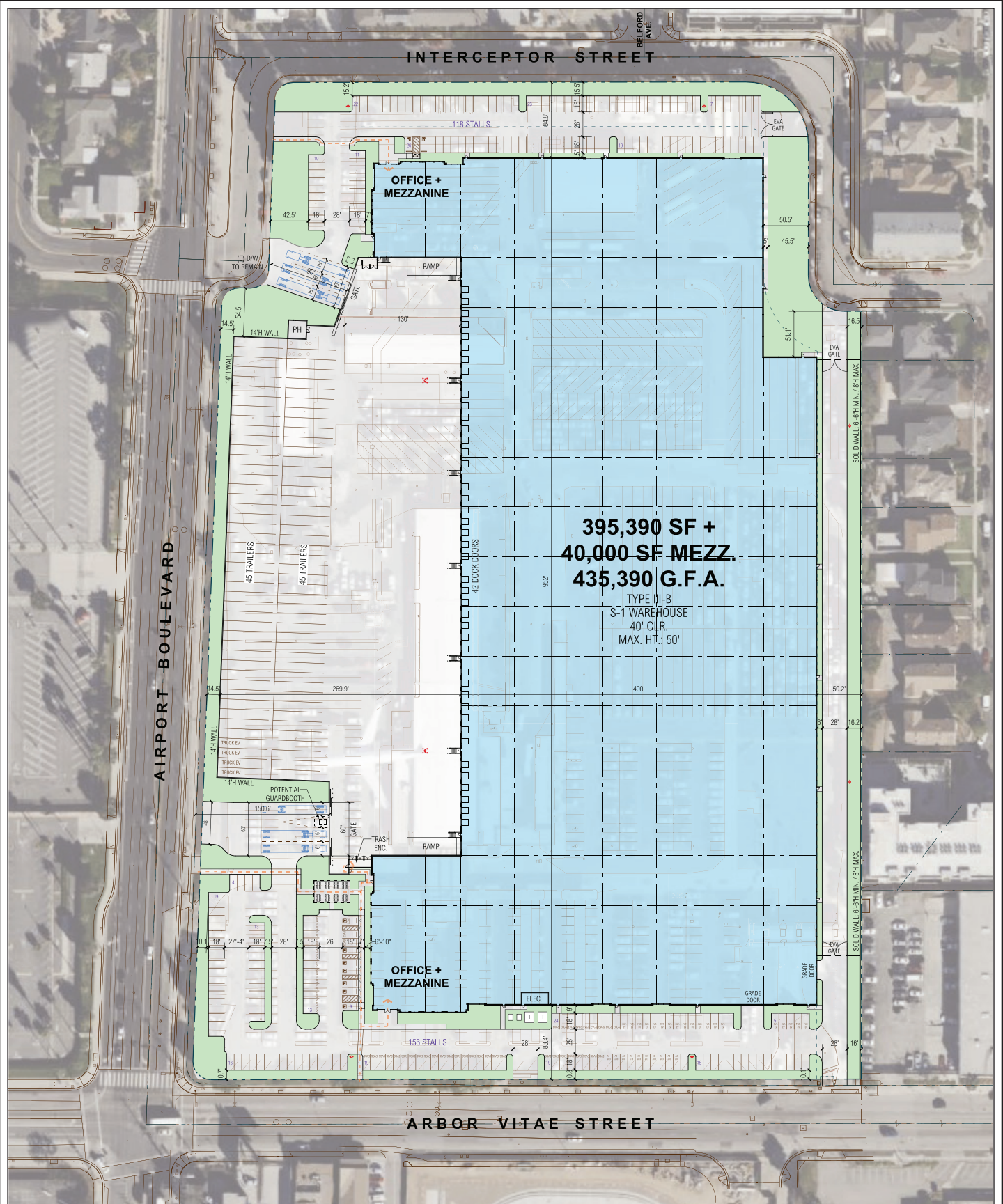
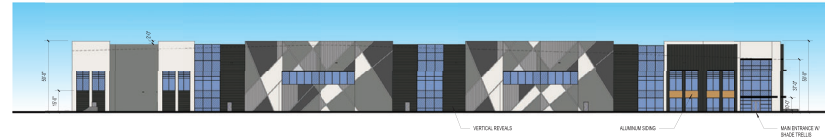


**Table II-1
Summary of Existing and Proposed Floor Area**

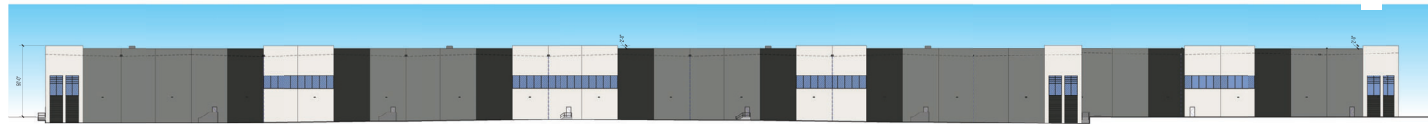
Land Use	Option 1 Floor Area	Option 2 Floor Area
Existing (All to Be Removed)		
Rental Car Facility Structures	37,860 sf	37,860 sf
<i>Total Existing Floor Area to Be Removed</i>	<i>37,860 sf</i>	<i>37,860 sf</i>
New Construction		
Industrial	355,390 sf	320,056 sf
Office	80,000 sf	90,000 sf
Total New Construction	435,390 sf	410,056 sf
Total Floor Area Upon Completion	435,390 sf	410,056 sf
<i>sf = square feet</i> ^a <i>Square footage is calculated pursuant to the LAMC definition of floor area for the purpose of calculating FAR. In accordance with LAMC Section 12.03, floor area is defined as “[t]he area in square feet confined within the exterior walls of a building, but not including the area of the following: exterior walls, stairways, shafts, rooms housing building-operating equipment or machinery, parking areas with associated driveways and ramps, space dedicated to bicycle parking, space for the landing and storage of helicopters, outdoor dining areas, and basement storage areas.”</i> <i>Source: Eyestone Environmental, 2025.</i>		

The Project would include surface parking with 274 vehicle parking spaces and 90 trailer parking spaces under Option 1, and 369 vehicle parking spaces under Option 2. In addition, 96 bicycle spaces would be provided under Option 1, and 91 bicycle parking spaces would be provided under Option 2. The Project would also include a total of 93,100 square feet of landscaped areas under Option 1 and a total of 120,400 square feet of landscaped areas under Option 2. A total of 37,860 square feet of existing commercial and industrial uses and associated surface parking areas would be demolished to accommodate the Project. Where differences in Option 1 and Option 2 could alter potential impacts, the options are considered separately. The Draft EIR accounts for both development options and, generally, the term “Project” is referring to both options unless stated otherwise.

1 NORTH ELEVATION



2 EAST ELEVATION



3 SOUTH ELEVATION



4 WEST ELEVATION



5 SOUTHWEST OFFICE CORNER



NOTES

1. ALL ROOFTOP MECH. UNITS SHALL BE SCREENED FROM VIEW.

FINISH SCHEDULE

P-1	SW FIBER TISSUE WHITE
P-2	SW FIBER OPTIC WHITE
P-3	SW FIBER OPTIC WHITE
P-4	SW FIBER OPTIC WHITE
GL-1	VERTICAL GLASS PANELS - INSULATED GLAZING SYSTEM (IGU) - CLEAR GLASS
GL-2	VERTICAL GLASS PANELS - INSULATED GLAZING SYSTEM (IGU) - CLEAR GLASS
GL-3	VERTICAL GLASS PANELS - INSULATED GLAZING SYSTEM (IGU) - CLEAR GLASS
GL-4	VERTICAL GLASS PANELS - INSULATED GLAZING SYSTEM (IGU) - CLEAR GLASS
GL-5	VERTICAL GLASS PANELS - INSULATED GLAZING SYSTEM (IGU) - CLEAR GLASS
GL-6	VERTICAL GLASS PANELS - INSULATED GLAZING SYSTEM (IGU) - CLEAR GLASS
GL-7	VERTICAL GLASS PANELS - INSULATED GLAZING SYSTEM (IGU) - CLEAR GLASS
GL-8	VERTICAL GLASS PANELS - INSULATED GLAZING SYSTEM (IGU) - CLEAR GLASS
GL-9	VERTICAL GLASS PANELS - INSULATED GLAZING SYSTEM (IGU) - CLEAR GLASS
GL-10	VERTICAL GLASS PANELS - INSULATED GLAZING SYSTEM (IGU) - CLEAR GLASS
GL-11	VERTICAL GLASS PANELS - INSULATED GLAZING SYSTEM (IGU) - CLEAR GLASS
GL-12	VERTICAL GLASS PANELS - INSULATED GLAZING SYSTEM (IGU) - CLEAR GLASS
GL-13	VERTICAL GLASS PANELS - INSULATED GLAZING SYSTEM (IGU) - CLEAR GLASS
GL-14	VERTICAL GLASS PANELS - INSULATED GLAZING SYSTEM (IGU) - CLEAR GLASS
GL-15	VERTICAL GLASS PANELS - INSULATED GLAZING SYSTEM (IGU) - CLEAR GLASS
GL-16	VERTICAL GLASS PANELS - INSULATED GLAZING SYSTEM (IGU) - CLEAR GLASS
GL-17	VERTICAL GLASS PANELS - INSULATED GLAZING SYSTEM (IGU) - CLEAR GLASS
GL-18	VERTICAL GLASS PANELS - INSULATED GLAZING SYSTEM (IGU) - CLEAR GLASS
GL-19	VERTICAL GLASS PANELS - INSULATED GLAZING SYSTEM (IGU) - CLEAR GLASS
GL-20	VERTICAL GLASS PANELS - INSULATED GLAZING SYSTEM (IGU) - CLEAR GLASS

Figure II-5
Conceptual Elevation – Option 1

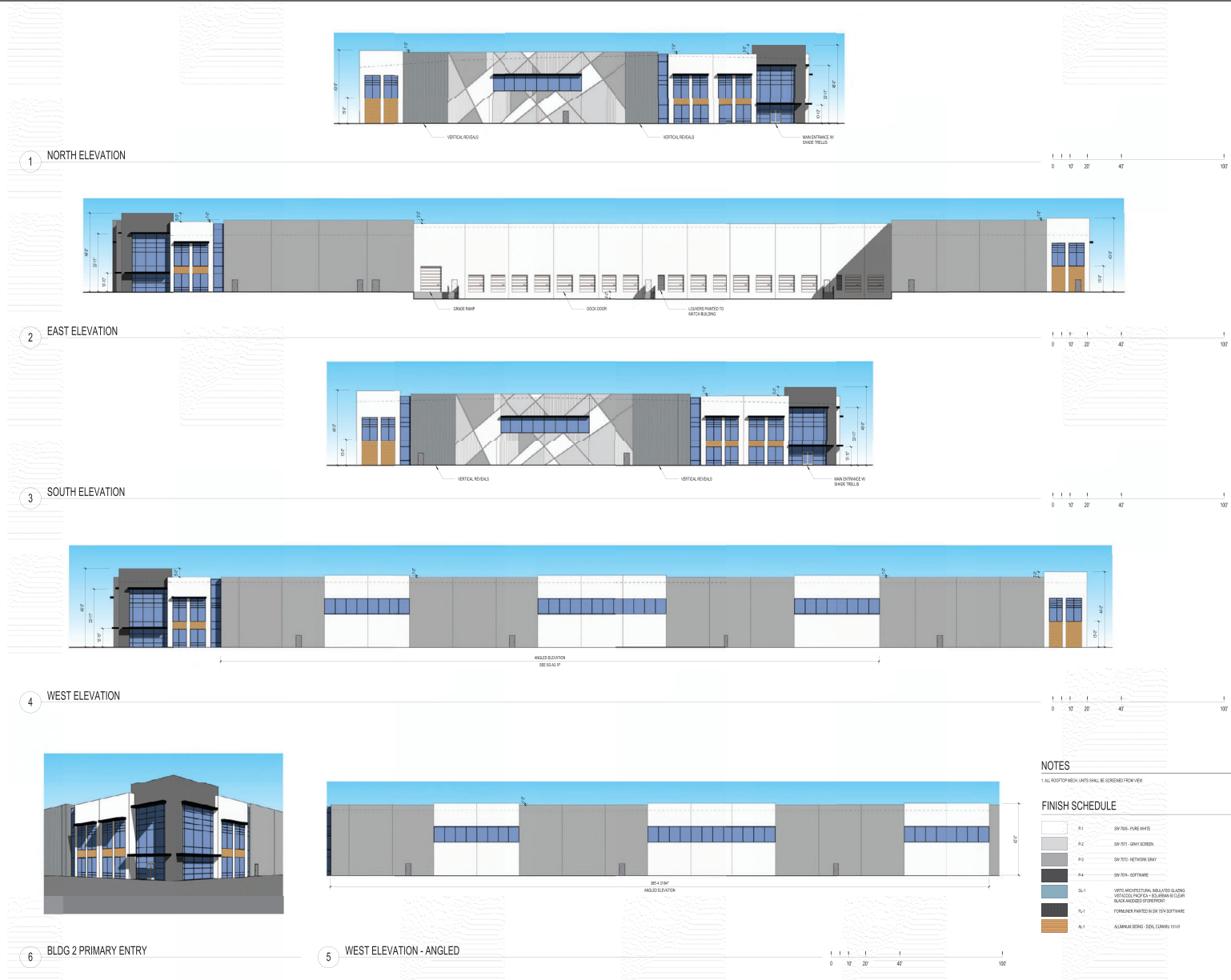


Figure II-7
Conceptual Elevation – Option 2, Building 2

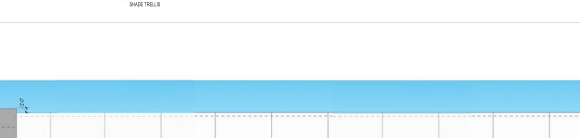
1 NORTH ELEVATION



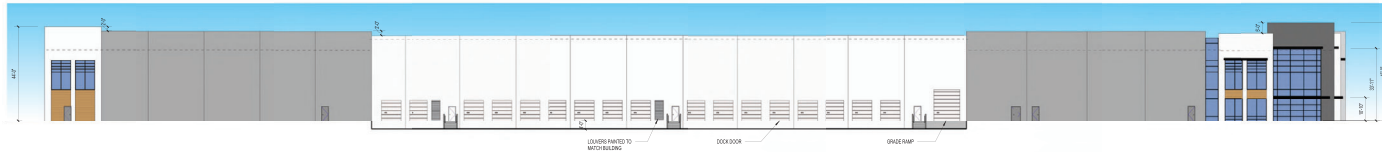
2 EAST ELEVATION



3 SOUTH ELEVATION



4 WEST ELEVATION



5 BLDG 3 PRIMARY ENTRY



NOTES

1. ALL ROOFTOP MECH. UNITS SHALL BE SCREENED FROM VIEW.

FINISH SCHEDULE

P-1	BLD TYP - FLARE WHITE
P-2	BLD TYP - GRAY SCREEN
P-3	BLD TYP - METALLIC GRAY
P-4	BLD TYP - SOUTHWEST
GL-1	VERTICAL VERTICAL INSULATED GLAZING
FL-1	INTERIOR FLOORING - POLISHED CONCRETE
AL-1	ALUMINUM FINISH - IDEAL CLIMATE 10121

Figure II-8
Conceptual Elevation – Option 2, Building 3

b. Design and Architecture

Both Project options would include design features, such as varied roof lines, to break up the massing and create a more attractive and human-scale appearance. Additionally, both Project options would provide extensive landscaping along the street frontages, which would enhance the pedestrian experience and act as a buffer between the industrial uses and the street. As shown in Figure II-9 and Figure II-10 on pages II-17 and II-18, respectively, as viewed from the northwestern corner of the Project Site along South Airport Boulevard looking southeast and from West Arbor Vitae Street looking north, the Project would feature neutral colors, tinted glazing, and accent materials and, through the use of clerestory glazing and varied paint patterns, would further break up the mass of the building visually. The pedestrian walkways throughout the Project Site would be integrated with landscaped areas and pathways for employees while still providing for a space-efficient design for an active industrial warehouse center. Further, the Project would orient loading docks and vehicular circulation routes toward the central- and western-facing portions of the Project Site and use the proposed building(s), existing perimeter wall, and trees as buffers to the nearby residential uses.

As described above, the Project Site is subject to “Q” Conditions, which generally include provisions with regard to setbacks, noise conditions, light pollution reduction, and landscaping requirements. In compliance with the “Q” Conditions for the Project Site, the Project would minimize windows on portions of the Project Site that face residential uses and provide landscaping and building setbacks, as shown in Table II-2 on page II-19.

c. Open Space and Landscaping

As an industrial development, the Project is not required to provide open space in accordance with the LAMC Section 12.21 G. Notwithstanding, the Project’s landscaping plans have been designed to enhance the Project Site and the Project’s frontages to create more effective transitions between off-site and on-site uses. As shown in Figure II-11 and Figure II-12 on pages II-20 and II-21, respectively, landscaping elements would be used to unify the various buildings on the Project Site (under Option 2) through a diverse plant palette to be used along the street frontages and throughout the Project Site. Plantings would include resilient, drought-tolerant, California native, and/or adaptive tree, shrub, and groundcover species, including shade trees.

For Option 1, a total of 93,100 square feet of landscaped areas are proposed. For Option 2, a total of 120,400 square feet of landscaped areas are proposed. Under both options, the Project would also enhance the Project area through streetscape improvements that would create a cohesive visual identity for the Project Site and enhance the pedestrian experience, while providing for the unique security needs of the warehouse buildings, including integration of fencing with planting along the perimeter of the Project Site. The



Figure II-9
Conceptual Rendering of the Project Site Looking
Southeast along South Airport Boulevard – Option 1



Figure II-10

Conceptual Rendering of the Project Site Looking
North along West Arbor Vitae Street – Option 2

**Table II-2
Proposed Project Setbacks**

Required Minimum Setback	Option 1 Setbacks	Option 2 Setbacks
Landscaped Setbacks^a		
Interceptor Drive (north)—15 feet	15.2 feet	45.6 feet
Arbor Vitae Street (south)—10 feet	10.1 feet	11.2 feet
East Side of Project Site Adjacent to R3-1 Zone (east)—5 feet	16 feet	16.4 feet
Interceptor (east)—7 feet	45.5 feet	50.9 feet
Airport Boulevard (west)—10 feet	10.1 feet	11.1 feet
Interceptor Drive (west)—15 feet	42.5 feet	15.1 feet
Building Setbacks^b		
East Side—50 feet	50.2 feet	50.2 feet
North Side—50 feet	84.8 feet	50.6 feet
^a Landscaped setbacks are required pursuant to “Q” conditions No. 3 and No. 4 included in Section 2 of Ordinance No. 151,439. ^b Building setbacks facing residential uses on the north and east of the Project Site are required pursuant to “Q” condition No. 15 included in Section 2 of Ordinance No. 151,439. As described therein, no building or structure to be built on the Project Site shall be located within 50 feet of the northern or eastern property line adjacent to or across the street from an R3-1 zoned lot. Source: Eyestone Environmental, 2025.		

perimeter area and Project Site improvements would also include lighting, short-term bicycle parking, and wayfinding signage.

Under Option 1 the Project would remove 86 existing on-site trees and two street trees, and under Option 2, the Project would remove 85 existing on-site trees and five street trees. None of the trees that are proposed to be removed in either Project option are protected under the City’s Protected Tree and Shrubs Ordinance (Ordinance No. 186,873). The Project would replace the removed on-site trees with approximately 118 new trees under Option 1 and 160 new trees under Option 2, including drought-tolerant, disease-resistant, and non-invasive species, including, but not limited to, jacaranda, crepe myrtle, fruitless olive, palo verde, and Canary Island pine trees. The Project would also include non-invasive ground cover through various species of agaves and aloes. In addition, in accordance with City requirements, the Project would replace the removed street trees at a 2:1 ratio with four new street trees under Option 1, and ten new street trees under Option 2, including blue jacaranda (*Jacaranda mimosifolia*), crepe myrtle (*Lagerstroemia indica*), and southern magnolia (*Magnolia grandiflora*).



Figure II-11
Conceptual Open Space and Landscape Plan - Option 1



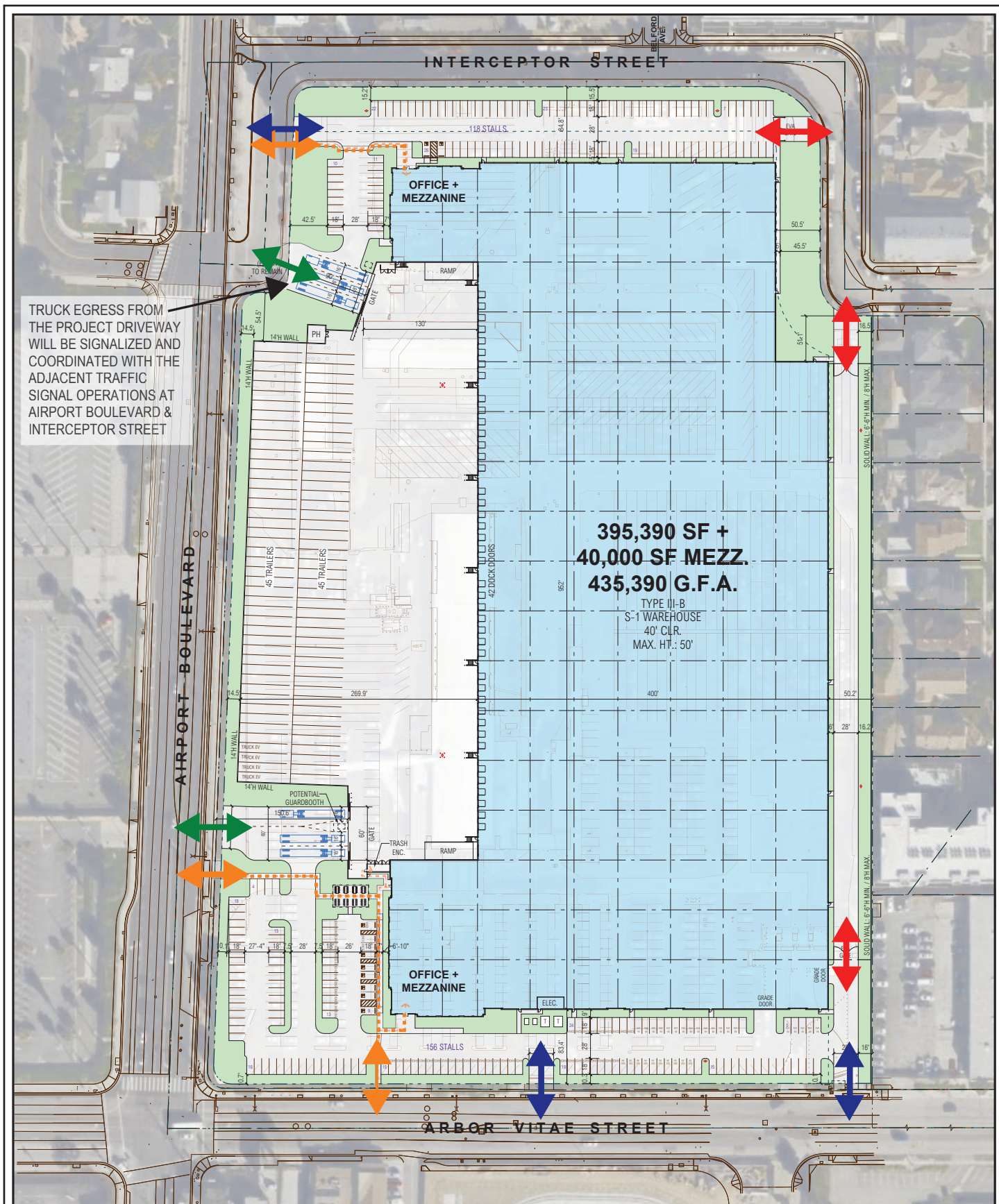
Figure II-12
 Conceptual Open Space and Landscape Plan - Option 2

d. Access, Circulation, and Parking

On September 22, 2022, Assembly Bill (AB) 2097 was adopted by the State of California and subsequently added to California Government Code Section 65863.2. AB 2097 prohibits a public agency from imposing or enforcing any minimum automobile parking requirement on any residential, commercial, or other development project that is within 0.5 miles of a Major Transit Stop. A development project, for purposes of this bill, includes any project requiring a discretionary entitlement or building permit to allow the construction, reconstruction, alteration, addition, or change of use of a structure or land. Per AB 2097, the Project is not required to provide parking as it is a discretionary development project that is within 0.5 miles of a Major Transit Stop as defined in Section 21064.3 of the Public Resources Code (PRC). However, the Project would include surface parking, with 274 vehicle spaces and 90 trailer parking spaces under Option 1, and 369 vehicle parking spaces, inclusive of 20 tandem spaces, under Option 2.

As shown in Figure II-13 on page II-23, for Option 1, pedestrian access to the Project Site would be provided via two pedestrian access points along South Airport Boulevard and one pedestrian access point along West Arbor Vitae Street, providing pedestrian circulation to the proposed buildings. Bicycle access to the Project Site would be provided via the proposed pedestrian and car ingress/egress access points. Vehicular access to the Project Site would be provided along the southern boundary on West Arbor Vitae Street and along the western boundary on South Airport Boulevard and Interceptor Street. Two emergency vehicle access (EVA) driveways would be located on the eastern portion of the Project Site with access from West Arbor Vitae Street and from Interceptor Street. In addition to the surface parking areas, Option 1 would include 42 loading dock doors and four grade level doors, two of which are oriented toward the west, one to the south, and one to the east. Furthermore, 44 short-term and 52 long-term bicycle parking spaces would be provided. Access for trash pickup would be provided via the driveway on Airport Boulevard in the southwestern portion of the Project Site.

As shown in Figure II-14 on page II-24 for Option 2, pedestrian access to the Project Site would be provided via two pedestrian access points along South Airport Boulevard and two along West Arbor Vitae Street. The northernmost pedestrian access point along South Airport Boulevard would provide circulation to Building 1, while the southernmost pedestrian access point along South Airport Boulevard and the westernmost pedestrian access point along West Arbor Vitae Street would provide circulation to Building 2. Lastly, the easternmost pedestrian access point along West Arbor Vitae Street would provide circulation to Building 3. Bicycle access to the Project Site would be provided via the proposed pedestrian and car ingress/egress access points. Vehicular access to the Project Site would be provided via three driveways along West Arbor Vitae Street and two driveways along South Airport Boulevard and the western portion of Interceptor Street. An EVA lane would be located along the eastern portion of the Project Site with a driveway on Arbor Vitae Street and Interceptor

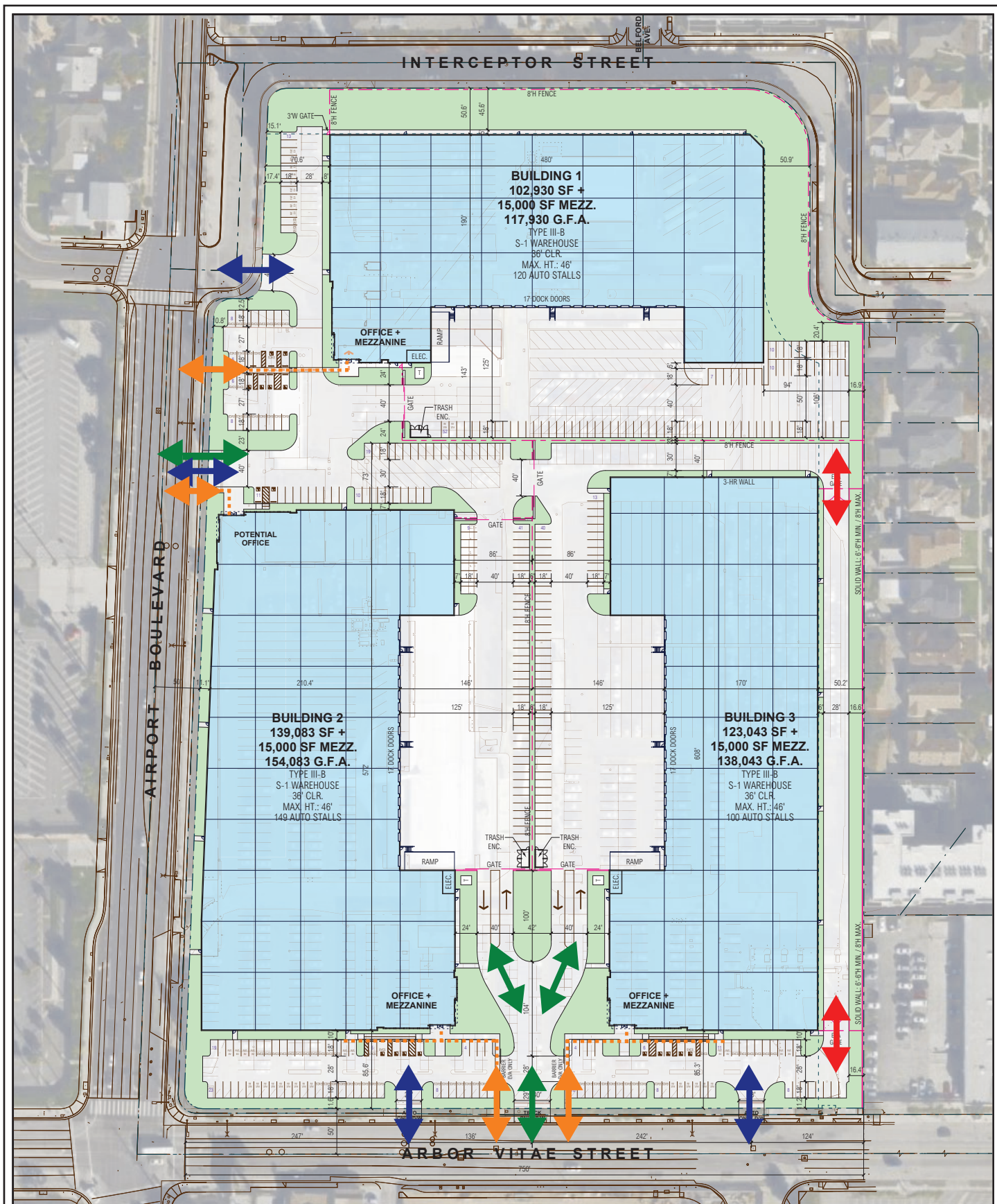


Legend

- Car Ingress/Egress
- Truck Ingress/Egress
- EVA Only
- Pedestrian Access
- Path of Travel

Source: RGA Office of Architectural Design, 2025.

Figure II-13
Access and Circulation Plan - Option 1



Legend

- Car Ingress/Egress
- Truck Ingress/Egress
- EVA Only
- Pedestrian Access
- Path of Travel

Source: RGA Office of Architectural Design, 2025.

Figure II-14
Access and Circulation Plan—Option 2

Drive for Option 1, and only West Arbor Vitae Street for Option 2. In addition to the surface parking, Option 2 would include 17 loading dock doors and one grade level door at each building oriented toward the center of the Project Site. Further, 41 short-term and 50 long-term bicycle parking spaces would be provided. Access for trash pickup would be provided via the driveway on South Airport Boulevard for Building 1 and via the main driveway on West Arbor Vitae Street for Building 2 and Building 3.

For both options, pursuant to Ordinance No. 187,719 and Ordinance No. 186,485, 30 percent of the Project's parking spaces would be designated as electric vehicle (EV) spaces capable of supporting future electric vehicle supply equipment (EVSE) with 20 percent of the spaces equipped with EV charging stations.

e. Lighting and Signage

For both options, all lighting would comply with current energy standards and code requirements while providing appropriate light levels needed to provide safety and to accent signage, architectural features, and landscaping elements. Light sources would be shielded and/or directed toward Project Site areas to minimize light spill-over to neighboring properties and the surrounding area while utilizing low-level exterior lights at the site perimeter, as needed, for aesthetic, security, and wayfinding purposes. Additionally, new street and pedestrian lighting within the public right-of-way would provide appropriate and safe lighting levels on both sidewalks and roadways, while minimizing light and glare on adjacent properties, in compliance with applicable City regulations and with approval by the Bureau of Street Lighting. Glass in building façades would be selected for qualities, such as low reflectivity to reduce glare, energy efficiency to limit solar heat gain, high visibility for adequate light transmission, and acoustic performance to reduce noise from outside.

New signage would be integrated within and complement the overall aesthetic character of the proposed on-site development and surroundings. The Project would remove the existing two double-sided billboards within the Project Site boundaries along South Airport Boulevard. Project signage could include general ground-level and wayfinding pedestrian signage around the Project Site perimeter; building identification signs; marquee and monument signs; pillar and pole signs; banners; and other sign types, such as on-site wall signs, internal digital on-site signage, murals, and studio graphics that are typical on industrial warehouse buildings. Project signage may include both externally and internally lit signs, to which LAMC illumination regulations would apply.

f. Site Security

Project security would involve a combination of physical and operational strategies intended to achieve a secure and safe working environment. Fencing, walls, landscaping, and other elements would be used to create a physical barrier along the perimeter of the

Project Site to maintain the privacy necessary for certain operational activities and to ensure pedestrian safety. In addition, points of entry would be secured by elements, such as guard booths, key card passes, pedestrian and vehicular access controls, and site-wide lighting. Operational elements, such as 24-hour security personnel, employee and visitor badging, and visual surveillance, would further enhance the security and safety of the Project.

Office lobbies would also include security-controlled access. Additionally, the Project would be designed such that entrances to and exits from the buildings, outdoor areas around the buildings and pedestrian walkways would allow for natural surveillance and connection with the public right-of-way to avoid concealed spaces in conformance with Crime Prevention Through Environmental Design concepts. Further, building exteriors and walkways would be properly lit to provide for pedestrian orientation and clearly identify a secure route between parking areas and points of entry into buildings. Parking areas would also be sufficiently lit to maximize visibility and reduce areas of concealment.

g. Sustainability Features

The Project has been designed and would be constructed to incorporate environmentally sustainable building features equivalent to Gold certification under the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED®) Rating System for new construction and environmentally sustainable building features and construction standards required by the Los Angeles Green Building Code (LAMC Chapter IX, Article 9), the California Green Building Standards Code (California Code of Regulations, Title 24, Part 11; referred to as the CALGreen Code), and the California Building Energy Efficiency Standards (California Code of Regulations, Title 24, Part 6; California Energy Code). Both in compliance with and, in some cases, in exceedance of code requirements, a number of specific sustainable design components would be incorporated into the Project, including, but not limited to, Energy Star appliances; solar panels; continuous insulation and high-performance glazing to minimize heating and cooling loads; ultra-low flow plumbing fixtures and fittings that comply with the performance requirements specified in the Los Angeles Green Building Code; weather-based irrigation systems; water-efficient plantings with drought-tolerant species; shade trees in public areas; green walls in certain outdoor areas; vegetated roofs or cool roof systems to help reduce energy use; short- and long-term bicycle parking and related amenities; use of daylighting, where feasible; and energy-efficient lighting. Additionally, the Project would provide preferential parking for carpools and low-emitting and zero emission vehicles, and 30 percent of the Project's parking spaces would be designated as EV spaces capable of supporting future EVSE, with 20 percent of the spaces equipped with EV charging stations. The Project would also prohibit the use of natural gas during Project operations.

h. Off-Site Improvements

The Project would require minor off-site improvements that would generally be contained in the adjacent rights-of-way to the Project Site. Off-site improvements would consist of planting of street trees; sidewalk, curb, and gutter repair; installation of one new fire hydrant along South Airport Boulevard; and removal and installation of various underground utility infrastructure.

i. Project Design Features

Project Design Features (PDFs) are elements and/or components of a project that contribute to the physical design of a project, such as the installation of solar panels. Regardless of the type of PDF, PDFs can be shown on a project's plan set and/or establish a restriction that a project must comply with, but they cannot be implemented solely to reduce a project's potentially significant impact. In contrast, mitigation measures are tailored to address specific impacts and provide measurable reductions of a specific impact, whereas PDFs are project elements that provide environmental benefits intrinsically but are not designed specifically to address/reduce a project impact. The Project includes PDFs related to aesthetics that include maintenance of temporary construction barriers or temporary pedestrian walkways, lighting limitations during construction of the Project, limitations regarding reflective glass during operation of the Project, and integration of the Project signage with the Project's architectural design. With regard to biological resources, the Project includes a PDF that requires compliance with California Fish and Game Code Section 3503, Migratory Bird Treaty Act, and standard construction processes. With regard to air quality, the Project includes PDFs that require the use of off-road diesel-powered construction equipment meeting Tier 4 Final standards, infrastructure capable of supporting future EVSE for tractor trailers, electrical hookups for charging forklifts, and electrical hookups for all loading bays. With regard to greenhouse gas emissions, the Project includes PDFs that prohibit the use of natural gas during Project operations for new buildings and requires the installation of a solar array. With regard to hazards and hazardous materials, Project construction will not begin until removal of all subsurface features (e.g., existing USTs, current and former hydraulic lifts, and oil/water clarifiers) associated with existing onsite rental car operations occur (interim Project Site remediation activities), and associated ground disturbance activities are complete. With regard to noise, PDFs are included regarding screening of mechanical equipment and the construction and retention of retaining walls. For transportation, the Project will implement a Construction Management Plan. Under Option 1, as part of the Project, the existing traffic signal at the northwestern corner of the Project Site on Interceptor Street, would be modified to incorporate the Project driveway to limit potential impediments to traffic flow from trucks exiting the Project Site. With regard to water supply, the Project includes a PDF that requires the installation of one new fire hydrant.

j. Anticipated Construction Schedule

Project construction would begin with the demolition of the existing rental car facility structures. The next phase would include grading and excavation, which would extend to a depth of approximately 10 feet below ground surface (bgs). The building foundations would then be laid, followed by building construction, paving/concrete installation, and landscape installation. Project construction is anticipated to commence in 2026 and be completed in 2027 for a total of approximately 17 months. For Option 1, 1,460 cubic yards of export would be hauled off the Project Site and 9,612 cubic yards of import would be hauled to the Project Site. For Option 2, 5,350 cubic yards of export would be hauled off the Project Site and 485 cubic yards of import would be hauled to the Project Site.

5. Requested Permits and Approvals

The anticipated requests for approval of the Project are listed below. This Draft Environmental Impact Report (EIR) analyzes the potential impacts associated with the Project and provides the environmental review sufficient for all necessary entitlements and public agency actions associated with the Project. The discretionary entitlements, reviews, permits, and approvals required to implement the Project include, but are not necessarily limited to, the following:

- A **Vesting Class 3 Conditional Use Permit** for a Major Development Project in the M1 Zone, which creates more than 250,000 square feet of warehouse floor area.
- A **Project Review** to permit the development of a project, which creates or results in an increase of 50,000 square feet or more of nonresidential floor area.

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

6. Responsible Public Agencies

A Responsible Agency under CEQA is a public agency that proposes to carry out or approve a project, for which a lead agency is preparing or has prepared an EIR or negative declaration (State CEQA Guidelines Section 15381). No responsible agency has been identified for the Project. A Trustee Agency under CEQA is a state agency having jurisdiction by law over natural resources affected by a project that are held in trust for the people of the State of California (State CEQA Guidelines Section 15386). No trustee agencies have been identified for this Project.