

FINDINGS FOR CONDITIONAL USE PERMIT
Pursuant to Los Angeles County Code
Sections 22.158.050 and 22.84.030.

A. General Conditional Use

1. That the proposed use will be consistent with the adopted General Plan for the area.

The Project Site is in the M-2-IP Zone, and its General Plan land use designation is IH (Heavy Industrial). According to the Land Use Element of the General Plan, the IH land use designation is generally intended for “heavy industrial uses, including heavy manufacturing, refineries, and other labor and capital intensive industrial activities.” However, the Land Use Element also states that “land uses are not limited to the general intended uses listed under each designation; other uses that are allowed through zoning may be deemed compatible with the general intended uses.” Although the Project’s proposed warehouse use is not explicitly listed as a use generally intended for the IH land use designation, the proposed use is permitted in the M-2-IP Zone. Thus, the use is compatible with the IH land use designation.

The Project is also consistent with the following goals and policies of the General Plan:

Land Use (“LU”) Element Goal 7: Compatible land uses that complement neighborhood character and the natural environment.

- *Policy LU 7.1: Reduce and mitigate the impacts of incompatible land uses, where feasible, using buffers, appropriate technology, building enclosure, and other design techniques.*
- *Policy LU 7.2: Protect industrial parks and districts from incompatible uses.*

The Project Site is located in an industrial district and an Industrial Preservation Zone. The Project proposes continued industrial use of the Site, which is consistent with surrounding land use patterns and complementary of the neighborhood character. By renovating the existing warehouse and planting new landscaping along both street frontages, the Project will improve neighborhood aesthetics and provide shade and greenery along the public rights-of-way.

The Project has also been designed to reduce potential impacts to the residential neighborhood west of Figueroa Street. The proposed use consists of both indoor (warehousing, storage, office) and outdoor (truck loading, queueing, maneuvering, and trailer storage) activities. The more active outdoor uses are concentrated in the eastern section of the Project Site, furthest away from the residential neighborhood west of Figueroa Street, and behind the existing industrial buildings fronting Figueroa Street on either side of the proposed Project’s warehouse. Primary access to this section of the property is provided from Rosecrans Avenue, which will divert truck traffic from Figueroa Street. Diverting truck traffic to Rosecrans Avenue will minimize potential traffic, noise, and/or vibration impacts to the residential neighborhood, and it will benefit public safety by minimizing conflicts between trucks and cyclists using the buffered bicycle lanes on Figueroa Street. The eastern section of the property provides ample space for truck maneuvering and temporary trailer storage, allowing truck queueing to be fully contained on-site, which will minimize truck idling on-site and all but eliminate off-site truck idling on public streets. Neighboring existing industrial buildings and the proposed warehouse itself provide additional noise buffers and visual screens between this section of the property and the residential neighborhood.

Gates separate the eastern section of the property from the western section. The western section of the property contains additional warehouse space and automobile parking intended for employees and customers. Existing landscaped areas along the Figueroa Street frontage will be replanted with new trees, shrubs, and ground cover to soften the elevation closest to the residential neighborhood.

The Project will also implement various GZD standards which are intended to minimize impacts to the environment and the residential neighborhood, including but not limited to:

- Providing a solid wall with landscaping and trees along the Rosecrans Avenue frontage;
- Installing impervious and light-colored pavement in vehicular circulation areas and a white TPO single-ply heat reflecting roof system;
- Locating the truck access, loading, queueing, and circulation areas as far away from the residential neighborhood as feasible;
- Utilizing electrically powered landscaping equipment;
- Utilizing electric or alternatively fueled sweepers with HEPA filters;
- Installing Energy Star heating, cooling, and lighting devices, and appliances;
- Utilizing zero or low-emission off-road (non-street legal) equipment that is powered by alternative fuels, electrical batteries, or other alternative/non-diesel fuels; and
- Limiting hours of outdoor operation to 8:00 a.m. to 6:00 p.m., daily, with the exception of truck loading and unloading into the proposed warehouse building.

Goal LU 11: Development that utilize sustainable design techniques.

- *Policy LU 11.2: Support the design of developments that provide substantial tree canopy cover, and utilize light-colored paving materials and energy-efficient roofing materials to reduce the urban heat island effect.*

The Project Site currently only has one tree with a substantial shade canopy. The Project proposes 12 new shade trees in landscaped areas adjacent to the sidewalks on Figueroa Street and Rosecrans Avenue. The Project will also install impervious and light-colored pavement in vehicular circulation areas and a white TPO single ply heat reflecting roof system to reduce the urban heat island effect.

Economic Development ("ED") Element Goal 1: An economic base and fiscal structures that attract and retain valuable industries and businesses.

- *Policy ED 1.8: Promote Los Angeles County as a national and international center for business, global trade, and development.*

The proposed warehouse use will support global trade in Los Angeles County. The Project Site is centrally located in the County, near several airports and the Ports of Los Angeles and Long Beach, meaning the Site is well-positioned to support domestic and international trade. The ports have been especially overwhelmed as the COVID-19 pandemic has strained global supply chains. The Project Site is located approximately 800 feet from the nearest on- and off-ramps for the Harbor (110) Freeway, which provides a direct connection between the Project Site and the ports. The proposed warehouse and trailer storage uses will provide additional relief and capacity for the ports, thereby supporting global trade in Los Angeles County.

Goal ED 2: Land use practices and regulations that foster economic development and growth.

- *Policy ED 2.1: Protect industrial lands, especially within Employment Protection Districts, from conversion to non-industrial uses.*
- *Policy ED 2.2: Utilize adequate buffering and other land use practices to facilitate the compatibility between industrial and non-industrial uses.*
- *Policy ED 2.7: Incentivize economic development and growth along existing transportation corridors in urbanized areas.*

The Project Site is located in an industrial district and an Industrial Preservation Zone. The Project proposes continued industrial use of the Site, which is consistent with surrounding land use patterns and will protect industrial land from conversion to non-industrial uses.

The Project has also been designed to facilitate compatibility between the proposed warehouse use and the residential uses west of the Project Site. The proposed use consists of both indoor (warehousing, storage, office) and outdoor (truck loading, queueing, maneuvering, and trailer storage) activities. The more active outdoor uses are concentrated in the eastern section of the Project Site, furthest away from the residential neighborhood west of Figueroa Street, and behind the existing industrial buildings fronting Figueroa Street on either side of the proposed Project's warehouse. Primary access to this section of the property is provided from Rosecrans Avenue, which will divert truck traffic from Figueroa Street. Diverting truck traffic to Rosecrans Avenue will minimize potential traffic, noise, and/or vibration impacts to the residential neighborhood, and it will benefit public safety by minimizing conflicts between trucks and cyclists using the buffered bicycle lanes on Figueroa Street. The eastern section of the property provides ample space for truck maneuvering and temporary trailer storage, allowing truck queueing to be fully contained on-site, which will minimize truck idling on-site and all but eliminate off-site truck idling on vicinity public streets. Neighboring existing industrial buildings and the proposed warehouse itself provide additional noise buffers and visual screens between this section of the property and the residential neighborhood.

Gates separate the eastern section of the property from the western section. The western section of the property contains additional warehouse space and automobile parking intended for employees and customers. Existing landscaped areas along the Figueroa Street frontage will be replanted with new trees, shrubs, and ground cover to soften the elevation closest to the residential neighborhood.

The Project will also implement various GZD standards which are intended to minimize impacts to the environment and to facilitate compatibility between industrial uses and Sensitive Uses, including but not limited to:

- Providing a solid wall with landscaping and trees along the Rosecrans Avenue frontage;
- Installing impervious and light-colored pavement in vehicular circulation areas and a white TPO single-ply heat reflecting roof system;
- Locating the truck access, loading, queueing, and circulation areas as far away from the residential neighborhood as feasible;
- Utilizing electrically powered landscaping equipment;
- Utilizing electric or alternatively fueled sweepers with HEPA filters;
- Installing Energy Star heating, cooling, and lighting devices, and appliances;
- Utilizing zero or low-emission off-road (non-street legal) equipment that is powered by alternative fuels, electrical batteries, or other alternative/non-diesel fuels; and

- Limiting hours of outdoor operation to 8:00 a.m. to 6:00 p.m., daily, with the exception of truck loading and unloading into the proposed warehouse building.

The Project would also redevelop a property along existing transportation corridors. The Project Site fronts Figueroa Street and Rosecrans Avenue, which are both designated Major Highways in the Los Angeles County Master Plan of Highways. The Mobility Element of the General Plan states that the Major Highway classification is reserved for “urban and rural highways that are of countywide significance and are, or are projected to be, the most highly traveled routes.” Various Metro and Gardena (G-Trans) bus routes have stops at the intersection of Figueroa Street and Rosecrans Avenue. The Project Site is also approximately 800 feet from the nearest on- and off-ramps for the Harbor (110) Freeway, and approximately 1,200 feet from the Rosecrans Avenue bus rapid transit station for the Metro J Line (Silver). This station provides connections to additional Metro, G-Trans, and Torrance (Torrance Transit) bus routes. Additional connections to local Metro, G-Trans, and Torrance (Torrance Transit) buses.

Air Quality (“AQ”) Element Goal 1: Protection from exposure to harmful air pollutants.

- *Policy AQ 1.1: Minimize health risks to people from industrial toxic or hazardous air pollutant emissions, with an emphasis on local hot spots, such as existing point sources affecting immediate sensitive receptors.*
- *Policy AQ 1.3: Reduce particulate inorganic and biological emissions from construction, grading, excavation, and demolition to the maximum extent feasible.*

The Project has been designed to reduce potential air quality impacts to the residential neighborhood west of Figueroa Street. The proposed use consists of both indoor (warehousing, storage, office) and outdoor (truck loading, queueing, maneuvering, and trailer storage) activities. The more active outdoor uses are concentrated in the eastern section of the Project Site, furthest away from the residential neighborhood west of Figueroa Street, and behind the existing industrial buildings fronting Figueroa Street on either side of the proposed Project’s warehouse. Primary access to this section of the property is provided from Rosecrans Avenue, which will divert truck traffic and associated emissions away from Figueroa Street, further away from the residential neighborhood. The eastern section of the property provides ample space for truck maneuvering and temporary trailer storage, allowing truck queueing to be fully contained on-site, which will minimize emissions from truck idling on-site and all but eliminate emissions from off-site truck idling on vicinity public and residential streets.

The Project will also implement various GZD standards which are intended to minimize air quality impacts to the surrounding area, including but not limited to:

- Locating the truck access, loading, queueing, and circulation areas as far away from the residential neighborhood as feasible;
- Utilizing electrically powered landscaping equipment;
- Utilizing electric or alternatively fueled sweepers with HEPA filters; and
- Utilizing zero or low-emission off-road (non-street legal) equipment that is powered by alternative fuels, electrical batteries, or other alternative/non-diesel fuels.

All construction management practices will be employed in accordance with current regulations pertaining to emissions and dust control. Construction, grading, and excavation activities relating to the development of the proposed use will be limited as the Project does not propose construction of any new structures. By reusing the building closest to the residential

neighborhood, the Project's limited construction, grading, and excavation activities will occur furthest away from the neighborhood, reducing the potential for air quality impacts to the neighborhood.

Noise ("N") Goal 1: The reduction of excessive noise impacts.

- *Policy N 1.1: Utilize land uses to buffer noise sensitive uses from sources of adverse noise impacts.*
- *Policy N 1.3: Minimize impacts to noise sensitive land uses by ensuring adequate site design, acoustical construction, and use of barriers, berms, or additional engineering controls through Best Available Technologies (BAT).*
- *Policy N 1.7: Utilize traffic management and noise suppression techniques to minimize noise from traffic and transportation systems.*

The Project has been designed to minimize potential noise impacts to the residential neighborhood west of the Project Site. The proposed use consists of both indoor (warehousing, storage, office) and outdoor (truck loading, queueing, maneuvering, and trailer storage) activities. The more active outdoor uses are concentrated in the eastern section of the Project Site, furthest away from the residential neighborhood west of Figueroa Street, and behind the existing industrial buildings fronting Figueroa Street on either side of the proposed Project's warehouse. Primary access to this section of the property is provided from Rosecrans Avenue, which will divert truck traffic from Figueroa Street. Diverting truck traffic to Rosecrans Avenue will minimize potential traffic, noise, and/or vibration impacts to the residential neighborhood. The eastern section of the property provides ample space for truck maneuvering and temporary trailer storage, allowing truck queueing to be fully contained on-site, which will minimize truck idling on-site and all but eliminate off-site truck idling on vicinity public and residential streets. Neighboring existing industrial buildings and the proposed warehouse itself provide additional noise buffers between this section of the property and the residential neighborhood.

The Project will also implement various GZD standards which are intended to minimize noise impacts to nearby Sensitive Uses, including but not limited to:

- Providing a solid wall with landscaping and trees along the Rosecrans Avenue frontage;
- Locating the truck access, loading, queueing, and circulation areas as far away from the residential neighborhood as feasible; and
- Limiting hours of outdoor operation to 8:00 a.m. to 6:00 p.m., daily, with the exception of truck loading and unloading into the proposed warehouse building.

2. That the requested use at the location proposed will not:

- a. Adversely affect the health, peace, comfort, or welfare of persons residing or working in the surrounding area;**
- b. Be materially detrimental to the use, enjoyment, or valuation of property of other persons located in the vicinity of the site; and**
- c. Jeopardize, endanger, or otherwise constitute a menace to the public health, safety or general welfare.**

The proposed use at the Project Site will not adversely affect the health, peace, comfort, or welfare of persons residing or working in the surrounding area; will not be materially detrimental to the use, enjoyment, or valuation of property of other persons located in the vicinity of the site; and will

not jeopardize, endanger or otherwise constitute a menace to public health, safety, or general welfare.

The Project Site is located in an industrial district and is surrounded by industrial uses. The proposed warehouse use is consistent with surrounding land use patterns and will not be detrimental to the industrial uses in the vicinity.

The Project has also been designed to reduce potential impacts to the residential neighborhood west of the Project Site. The proposed use consists of both indoor (warehousing, storage, office) and outdoor (truck loading, queueing, maneuvering, and trailer storage) activities. The more active outdoor uses are concentrated in the eastern section of the Project Site, furthest away from the residential neighborhood. Primary access to this section of the property is provided from Rosecrans Avenue, which will divert truck traffic from Figueroa Street. Diverting truck traffic to Rosecrans Avenue will minimize potential traffic, noise, and/or vibration impacts to the residential neighborhood, and it will benefit public safety by minimizing conflicts between trucks and cyclists using the buffered bicycle lanes on Figueroa Street. The eastern section of the property provides ample space for truck maneuvering and temporary trailer storage, allowing truck queueing to be fully contained on-site, which will minimize truck idling on-site and all but eliminate off-site truck idling on vicinity public streets. Neighboring existing industrial buildings and the proposed warehouse itself provide additional noise buffers and visual screens between this section of the property and the residential neighborhood.

Gates separate the eastern section of the property from the western section. The western section of the property contains additional warehouse space and automobile parking intended for employees and customers. Existing landscaped areas along the Figueroa Street frontage will be replanted with new trees, shrubs, and ground cover to soften the elevation closest to the residential neighborhood.

The Project will also implement various GZD standards which are intended to minimize impacts to the environment and the surrounding area, including but not limited to:

- Providing a solid wall with landscaping and trees along the Rosecrans Avenue frontage;
- Installing impervious and light-colored pavement in vehicular circulation areas and a white TPO single-ply heat reflecting roof system;
- Locating the truck access, loading, queueing, and circulation areas as far away from the residential neighborhood as feasible;
- Utilizing electrically powered landscaping equipment;
- Utilizing electric or alternatively fueled sweepers with HEPA filters;
- Installing Energy Star heating, cooling, and lighting devices, and appliances;
- Utilizing zero or low-emission off-road (non-street legal) equipment that is powered by alternative fuels, electrical batteries, or other alternative/non-diesel fuels; and
- Limiting hours of outdoor operation to 8:00 a.m. to 6:00 p.m., daily, with the exception of truck loading and unloading into the proposed warehouse building.

3. ***That the proposed site is adequate in size and shape to accommodate the yards, walls, fences, parking and loading facilities, landscaping, and other development features prescribed in this Title 22, or as is otherwise required to integrate said use with the uses in the surrounding area.***

The Project Site is adequate in size and shape to accommodate the yards, walls, fences, parking and loading facilities, landscaping, and other development features prescribed in Title 22, or as is otherwise required in order to integrate the proposed use with the uses in the surrounding area.

The Project is consistent with the applicable design and development standards for the M-2-IP Zone, the CSD, and the GZD. The Project Site is located in an industrial district and is surrounded by light industrial uses. The proposed warehouse use, and the proposed structural and site improvements do not detract from the established or anticipated character of the surrounding area.

Although the Project Site is in an industrial district, it is near the western end of the district, with residential neighborhoods located to the west of Figueroa Street. The Site Plan is organized to provide a transition from the industrial uses east of the Project Site to the residential neighborhoods west of the Project site. The Project Site's unique size and shape allow the Project's more active industrial uses and activities to be concentrated in the eastern section of the property, furthest away from the residential neighborhoods and buffered by neighboring existing industrial buildings and the proposed warehouse itself. The western section of the property contains automobile parking and additional warehouse space, and the building is set back by landscaped areas which will be replanted with new trees, shrubs, and ground cover. By providing this transition from more active and outdoor uses in the eastern section of the property to less active and indoor uses in the western section of the property, the Project successfully integrates with the uses in the surrounding area.

4. That the proposed site is adequately served:

- a. By highways or streets of sufficient width, and improved as necessary to shorten trip length and reduce vehicle miles traveled for the kind and quantity of traffic such use would generate; and**
- b. By other public or private service facilities as are required.**

The Project Site is adequately served by highways or streets of sufficient width and improved as necessary to carry the kind and quantity of traffic such use would generate, and by other public or private service facilities as are required. The Project Site fronts Figueroa Street and Rosecrans Avenue, which are both designated Major Highways in the Los Angeles County Master Plan of Highways. The Mobility Element of the General Plan states that the Major Highway classification is reserved for "urban and rural highways that are of countywide significance and are, or are projected to be, the most highly traveled routes."

The Project proposes continued industrial use of the Project Site while reducing the total building area by more than half of what currently exists on the property, so the Project is not anticipated to generate significant traffic impacts. Nonetheless, as Major Highways, Figueroa Street and Rosecrans Avenue are equipped to absorb the kind and quantity of traffic the proposed use would generate. The Project Site is also approximately 800 feet from the nearest on- and off-ramps for the Harbor (110) Freeway, which provides a direct connection between the Project Site and the Ports of Los Angeles and Long Beach, reducing trip lengths and vehicle miles traveled for the freight trucks servicing the proposed warehouse use, and reducing those trucks' use of local surface streets. In addition, the Project Site is well-served by mass transit. The Rosecrans Avenue bus rapid transit station for the Metro J Line (Silver) is approximately 1,200 feet from the Project Site at the intersection of the 110 Freeway and Rosecrans Avenue, with connections to various Metro, G-Trans, and Torrance Transit bus routes. Even closer to the Project Site, the intersection of Figueroa Street and Rosecrans Avenue contains bus stops for Metro and G-Trans bus routes.

B. Additional findings specific to Green Zones:

- 1. That the proposed use, development of land, and application of development standards are arranged to prevent adverse effects related to odor, noise, aesthetic, soil contamination, and air quality on neighboring property.**

The proposed use, development of land, and application of development standards are arranged to prevent adverse effects related to odor, noise, aesthetic, soil contamination, and air quality on neighboring property.

The Project Site is located in an industrial district and is surrounded by light industrial uses. The proposed warehouse use is consistent with surrounding land use patterns and will not be detrimental to the industrial uses in the vicinity.

The Project has also been designed to reduce potential impacts to the residential neighborhood west of the Project Site. The proposed use consists of both indoor (warehousing, storage, office) and outdoor (truck loading, queueing, maneuvering, and trailer storage) activities. The more active outdoor uses are concentrated in the eastern section of the Project Site, furthest away from the residential neighborhood. Primary access to this section of the property is provided from Rosecrans Avenue, which will divert truck traffic from Figueroa Street, minimizing potential traffic, noise, and/or vibration impacts to the residential neighborhood. The eastern section of the property provides ample space for truck maneuvering and temporary trailer storage, allowing truck queueing to be fully contained on-site, which will minimize truck idling on-site and all but eliminate off-site truck idling on vicinity public streets. Neighboring existing buildings and the proposed warehouse itself provide additional noise buffers and visual screens between this section of the property and Figueroa Street.

Gates separate the eastern section of the property from the western section. The western section of the property contains additional warehouse space and automobile parking intended for employees and customers. Existing landscaped areas along the Figueroa Street frontage will be replanted with new trees, shrubs, and ground cover to soften the elevation closest to the residential neighborhood.

The Project will also implement various GZD standards which are intended to minimize impacts to the environment and the surrounding area, including but not limited to:

- Providing a solid wall with landscaping and trees along the Rosecrans Avenue frontage;
- Installing impervious and light-colored pavement in vehicular circulation areas and a white TPO single-ply heat reflecting roof system;
- Locating the truck access, loading, queueing, and circulation areas as far away from the residential neighborhood as feasible;
- Utilizing electrically powered landscaping equipment;
- Utilizing electric or alternatively fueled sweepers with HEPA filters;
- Installing Energy Star heating, cooling, and lighting devices, and appliances; and
- Utilizing zero or low-emission off-road (non-street legal) equipment that is powered by alternative fuels, electrical batteries, or other alternative/non-diesel fuels.
- Limiting hours of outdoor operation to 8:00 a.m. to 6:00 p.m., daily, with the exception of truck loading and unloading into the proposed warehouse building.

- 2. That the proposed use and development of land employ appropriate environmental impact mitigation strategies, such as physical design characteristics, mechanical safeguards, or best practice strategies, including placement of construction equipment as far away from sensitive uses as possible, use of construction equipment that has properly operating and maintained mufflers, use of Zero Emissions construction equipment where feasible, orienting public address systems onsite away from nearby sensitive uses and setting system volume at a level not readily audible past the property line as feasible, and minimizes impacts on nearby sensitive uses.**

Construction activities relating to the development of the proposed use will be limited as the Project does not propose construction of any new structures. All construction management practices will be employed in accordance with current regulations pertaining to noise, emissions, and dust control. Off-site parking and construction staging will be prohibited to minimize noise and traffic impacts to the surrounding area, and the on-site staging areas will be located in the eastern section of the Project Site to minimize impacts to the residential neighborhood.

The Project will implement various GZD standards which are intended to minimize impacts to the environment and the surrounding area, including but not limited to:

- Providing a solid wall with landscaping and trees along the Rosecrans Avenue frontage;
- Installing impervious and light-colored pavement in vehicular circulation areas and a white TPO single ply heat reflecting roof system;
- Locating the truck access, loading, queueing, and circulation areas as far away from the residential neighborhood as feasible;
- Utilizing electrically powered landscaping equipment;
- Utilizing electric or alternatively fueled sweepers with HEPA filters;
- Installing Energy Star heating, cooling, and lighting devices, and appliances;
- Utilizing zero or low-emission off-road (non-street legal) equipment that is powered by alternative fuels, electrical batteries, or other alternative/non-diesel fuels; and
- Limiting hours of outdoor operation to 8:00 a.m. to 6:00 p.m., daily, with the exception of truck loading and unloading into the proposed warehouse building.

- 3. That the proposed use and development of land protects public health and safety and promotes environmental sustainability.**

The proposed use and development of land protects public health and safety and promotes environmental sustainability. The Project does not propose any new construction, and will instead reuse an existing building, thereby conserving resources and reducing waste. The Project will provide landscaped areas along both street frontages which will be planted with non-invasive trees, shrubs, and ground cover. These landscaped areas will include 12 shade trees, which represents a net increase of 11 shade trees compared to what currently exists on the Project Site.

The Project has been designed to protect public health and safety by reducing potential impacts to the residential neighborhood west of the Project Site. The proposed use consists of both indoor (warehousing, storage, office) and outdoor (truck loading, queueing, maneuvering, and trailer storage) activities. The more active outdoor uses are concentrated in the eastern section of the Project Site, furthest away from the residential neighborhood. Primary access to this section of the property is provided from Rosecrans Avenue, which will divert truck traffic from Figueroa Street. Diverting truck traffic to Rosecrans Avenue will minimize potential traffic, noise, and/or

vibration impacts to the residential neighborhood, and it will benefit public safety by minimizing conflicts between trucks and cyclists using the buffered bicycle lanes on Figueroa Street. The eastern section of the property provides ample space for truck maneuvering and temporary trailer storage, allowing truck queueing to be fully contained on-site, which will minimize truck idling on-site and all but eliminate off-site truck idling on vicinity public streets. Neighboring existing buildings and the proposed warehouse itself provide additional noise buffers and visual screens between this section of the property and Figueroa Street.

The Project will also implement various GZD standards which are intended to protect public health and safety and promote environmental sustainability, including but not limited to:

- Providing a solid wall with landscaping and trees along the Rosecrans Avenue frontage;
- Installing impervious and light-colored pavement in vehicular circulation areas and a white TPO single-ply heat reflecting roof system;
- Locating the truck access, loading, queueing, and circulation areas as far away from the residential neighborhood as feasible;
- Utilizing electrically powered landscaping equipment;
- Utilizing electric or alternatively fueled sweepers with HEPA filters;
- Installing Energy Star heating, cooling, and lighting devices, and appliances; and
- Utilizing zero or low-emission off-road (non-street legal) equipment that is powered by alternative fuels, electrical batteries, or other alternative/non-diesel fuels.
- Limiting hours of outdoor operation to 8:00 a.m. to 6:00 p.m., daily, with the exception of truck loading and unloading into the proposed warehouse building.