

May 1, 2025

CHAIR AND PLANNING COMMISSIONERS  
City of Long Beach  
California

**RECOMMENDATION:**

Recommendation to adopt a Planning Commission resolution certifying the Intex Corporate Office and Fulfillment Center Project Environmental Impact Report (EIR-03-22, State Clearinghouse [SCH] Number 2023040345), making findings of fact and approving a Mitigation Monitoring and Reporting Program (MMRP),

Find the proposed vacation of Via Alcalde Avenue between Via Plata Street and Carson Street, which will become part of the project site abutting the Interstate-710 freeway, in conformance with the adopted goals and policies of the City's General Plan (GPC22-005), being a reaffirmation of the Planning Commission's previous positive finding for the same on August 6, 2020 (previously under Case No. 1805-03, GPC19-002), and

Approve Site Plan Review (SPR22-036), and adopt the proposed findings and conditions of approval thereto, for the construction of a new 60-foot-tall, approximately 560,039-square-foot industrial building consisting of 543,239 square feet of warehouse and 16,800 square feet of corporate headquarters office (517,880 sq. ft. footprint), with 570 auto parking stalls, 66 truck docks, and 174 loading/trailer parking stalls, located on a 26.47-acre site (26.34 acres net) at 4000 Via Oro Avenue in Subarea 1 of the West Long Beach Business Parks (PD-26) Planned Development District (District 8).

APPLICANT: Jeffrey Pierson  
Unitex Management Corporation  
Intex Properties Corporation  
4001 Via Oro Avenue  
Long Beach, CA 90810  
(Case No. 2203-26)



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### DISCUSSION

#### Request

The applicant, Intex Properties Corporation (Intex), requests approval of a package of entitlements and certification of an Environmental Impact Report (EIR) to allow construction of a new corporate headquarters and warehouse/fulfillment center to be located at 4000 Via Oro Avenue. Intex is a world leader in all things water recreation, distributing pools, spas, toys, furniture, boats and more worldwide. Intex has an existing presence in the City which would grow through the proposed project within an existing industrial section of the City.

The requested entitlements include Site Plan Review (SPR) for a new warehouse building with accessory office space, totaling 560,039 square feet, and a General Plan Conformity (GPC) Finding to allow a street vacation for Via Alcalde Avenue between Via Plata Street and Carson Street, which is an underutilized right-of-way segment sandwiched between the Intex property and the Long Beach Interstate-710 Freeway (I-710), and which will become part of the project site. An EIR has been prepared for the project, finding that the project will have no significant and unavoidable impacts upon the environment. This EIR must be certified in order for the requested entitlements to be approved. Following approval of the GPC Finding, the requested street vacation will proceed separately to City Council for final approval. This GPC Finding previously was approved by the Planning Commission on August 6, 2020 (under Case No. 1805-03, GPC19-002), but the approval of the proposed street vacation was put on hold at the City Council hearing to allow the vacation to be considered with the full project. Additionally, a Lot Merger (via record of survey or tentative parcel map, to be determined) is included in the scope of the EIR but is not part of the current request since it is dependent upon the completion of the requested street vacation.

Intex Corporation has owned the subject site since the early 1980s with the goal of eventually developing a consolidated corporate headquarters and warehouse project. Intex currently operates a corporate office space at 4001 Via Oro Avenue, across the street from the project site, as well as an approximately 200,000-square foot warehouse at 1665 Hughes Way, also located within PD-26, and a warehouse in Fontana, California. Upon project completion, the operations in the corporate office at 4001 Via Oro Avenue and warehouse at 1665 Hughes Way will be relocated into the project building, and the buildings at 4001 Via Oro Avenue and 1665 Hughes Way will be offered for lease for other industrial tenants. The proposed consolidation of Intex's operations into a single corporate headquarters and warehouse/fulfillment building adjacent to the I-710 furthers the City's economic and planning objectives, allowing for more efficient goods movement and distribution from the Ports of Long Beach and Los Angeles into a new state-of-the-art facility, siting of the project at a freeway-adjacent site zoned for the proposed use, development of a large vacant site that currently is not contributing to the tax base or economy, increasing regional industrial capacity, and increasing the development and competitiveness of the Long Beach economy.

Project Site and Surroundings

The project site consists of two large vacant parcels at 4000 and 4048 Via Oro Avenue (APNs 7310-015-019 and 7310-015-034) that compose an approximately 24.79-acre site that has been owned and held by the applicant since the early 1980s (Attachment A – Vicinity Map). These two large parcels are bounded by Via Oro Avenue on the west, Via Plata Street on the north, Via Alcalde Avenue on the east, and Carson Street on the south. The project site also includes a third small, triangular, unaddressed sliver parcel (APN 7310-015-023) of approximately 9,800 square feet directly southeast of the large parcels across Via Alcalde Avenue, sandwiched between the I-710 right-of-way, Carson Street, and Via Alcalde Avenue. Finally, the project site also includes the Via Alcalde Avenue right-of-way, which is sandwiched between the large 24.79-acre parcels and the I-710, consisting of approximately 1.85 acres of land that will become part of the project site. The land areas that make up the project site are shown in Table 1, Land Areas Composing the Project Site, below.

*Table 1. Land Areas Composing the Project Site.*

Location	Address	APN	Area (acre or sq. ft.)
Parcel 34	4000 Via Oro Ave.	7310-015-034	21.18 ac
Parcel 19	4048 Via Oro Ave.	7310-015-019	3.61 ac
Parcel 23	None	7310-015-023	9,800 sq. ft. (0.23 ac)
<b>Parcel subtotal</b>	-	-	<b>25.02 ac</b>
Via Alcalde Ave ROW	N/A	N/A	1.85 ac
<b>Total</b>	-	-	<b>26.87 ac</b>

NOTE: acreages given here are approximate; records of survey establish authoritative land area.

The two main parcels of the project site currently are vacant and undeveloped and are surrounded by a security fence and covered in high-mowed grasses and weeds (Attachment B – Site Photographs). The site historically was used for agriculture, with dry farming/grazing/row crops in approximately 1928 until its discontinuation in the late 1970s. The site has not been used for agriculture since that time, and today the site is not considered prime agricultural land. More recently, a radio-controlled helicopter flying club periodically uses this main portion of the project site to fly model radio-controlled helicopters, using an access gate and base area on the Carson Street frontage. There are no other approved or sanctioned uses on the site, and there are no buildings or structures developed on the site.

The project site and other industrial land uses are adjacent to the project site on the south, west, and north are within the West Long Beach Business Parks (PD-26) Planned Development District. These adjacent industrial neighbor uses are summarized in Table 2, Neighboring Industrial Properties, below. Further to the west, Rancho Dominguez Preparatory School lies approximately 550 feet from the project site, and to the northwest Dominguez Elementary School is approximately 650 feet from the project site. Both are Los Angeles Unified School District (LAUSD) schools, and both schools are accessible via Santa Fe Avenue and do not rely on the streets serving the project site for circulation. Rancho Dominguez Preparatory School is located within the City of Long Beach, along the City boundary with the City of Carson. Dominguez Elementary and Dominguez Park (located between the two schools) are in the City of Carson. To the west of the project site, beyond intervening land

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uses, there is a residential neighborhood in the City of Carson, at nearest about a quarter mile from the project site.

The I-710 Freeway is located directly east of the project site, with approximately 1,400 linear feet of frontage along the project site. A Caltrans-owned chain-link fence divides the State right-of-way from the Via Alcalde Avenue frontage, and freeway landscaping provides approximately 35 feet of separation between the edge of the Caltrans right-of-way and the travel lanes of the I-710. Further east beyond the I-710, the Metro A Line maintenance and rail yard are located approximately 200 to 250 feet from the eastern edge of the project site. Further to the northeast, open shipping container stacking and truck chassis storage lots are located approximately 950 feet from the northeastern corner of the project site. Further to the southeast beyond the I-710, self-storage and equestrian facilities are located approximately 250 feet from the southeastern corner of the project site. Beyond all the above, the Los Angeles River flood control channel is located approximately a quarter mile east of the eastern edge of the project site, separating these uses from the neighborhoods that are approximately a half-mile east.

*Table 2. Neighboring Industrial Properties.*

<b>Address(es)</b>	<b>APN(s)</b>	<b>Land Use (Business)</b>	<b>Zoning</b>
3900–3960 Via Oro Ave.	7310-016-073, 7310-016-079	Manufacturing (Denso)	PD-26, Subarea III, parcels <i>i</i> and <i>h</i>
1500 W. Carson St.	7310-016-076	Offices/Contracting (South Coast Air Quality Management District, AECOM, others)	PD-26, Subarea II, parcel <i>f</i>
1580 W. Carson St.	7310-016-077	Distribution/Office (Bryant Rubber Corp.)	PD-26, Subarea III, parcel <i>g</i>
4000 Santa Fe Ave.	7310-016-059	Container stacking (Harding Containers Intl.)	IM
4001 Via Oro Ave.	7310-015-031	Warehouse/Office (Intex Corp.)	PD-26, Subarea I, parcel <i>e</i>
4031 Via Oro Ave.	7310-015-025	Research & Development (Mercedes-Benz North America)	PD-26, Subarea I, parcel <i>c</i>
4035 Via Oro Ave.	7310-015-028	Research & Development (Mercedes-Benz North America)	PD-26, Subarea I, parcel <i>d</i>
4041 Via Oro Ave.	7310-015-030	Manufacturing (Sierra Pacific Engineering & Products)	PD-26, Subarea I, parcel <i>a</i>
4061 Via Oro Ave.	7310-013-097	Equipment rental (Crown Lift Trucks)	PD-26, Subarea I, parcel <i>a</i>
1483 W. Via Plata St.	7310-013-099	Trucking (Golden Star Trading)	PD-26, Subarea I, parcel <i>a</i>
1431 W. Via Plata St.	7310-013-098	Trucking (Proactive Specialized Logistics USA)	PD-26, Subarea I, parcel <i>a</i>
Acronyms Defined: IM = Medium Industrial Zoning District PD-26 = West Long Beach Business Parks Planned Development District			

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The project site has a zoning designation of PD-26 (Subarea 1, ownership parcel *b*). This PD, adopted in the early 1980s and significantly amended in the 1990s, allows manufacturing of various products, industrial activities, service and repair, storage, transportation, warehousing, research and development, communications, utilities and public services, retail, administrative or professional offices, and a variety of similar services typically found in a business center. Residential uses and other sensitive receptor uses are prohibited. The project site is in the General Plan Land Use Element (LUE) PlaceType "I" or "Industrial," which permits the above-listed industrial uses and is implemented by the PD-26 zoning.

### Relationship to I-710 Expansion Project

The I-710 Expansion Project is a now-discontinued 30-year effort by Caltrans and Metro to initiate a project to expand the I-710 freeway to increase capacity and potentially separate truck from auto traffic, which has instead been replaced by the Long Beach-East LA Corridor Mobility Investment Plan as of 2024. The I-710 Expansion Project consisted of multiple project alternatives, and several of those alternatives would have required Caltrans to acquire additional right-of-way through the use of eminent domain on portions of Via Alcalde Avenue and the Intex project site parcels. The I-710 Expansion Project was discontinued by Caltrans and Metro in 2022 due to the difficulties involved in right-of-way acquisition elsewhere in the project limits and community opposition to the project. The revised Long Beach-East LA Corridor Mobility Investment Plan proposes significantly less right-of-way acquisition and lane additions and eliminates residential acquisition and displacement. The project currently is under study by Metro to evaluate and refine project programs and options.

Prior to the cancellation of the previous I-710 Expansion Project, Intex came to an agreement with Caltrans and Metro to allow the Intex project and Via Alcalde Avenue vacation to proceed as proposed, subject to a restriction that any land area on the site needed for right-of-way acquisition in the future must be retroceded to Caltrans at no cost to the public. The areas that were potentially needed for right-of-way acquisition on the Intex project site, including Via Alcalde Avenue, all consisted of landscaping, parking field, and truck court, with no building proposed in the area that would have potentially been acquired by Caltrans/Metro. This issue is moot now that that I-710 Expansion Project has been discontinued and has been replaced with a reduced alternative. However, the requirement to retrocede any areas needed for future right-of-way acquisition at no cost to the public will remain in place, as agreed by Intex, Caltrans, and Metro, and an appropriate legal instrument recorded against the property title.

### Proposed Project

The proposed project includes the construction of a new 60-foot-tall, 517,437-square foot (footprint) combination warehouse and fulfillment center with offices, as a new corporate headquarters and fulfillment center for Intex (Attachment C – Project Plans and Renderings). Intex will occupy the entire building and operate the business directly. This project is not a speculative build for as-yet unknown tenant or tenants typical of other current industrial development projects in Long Beach. Intex's goods will be imported via the nearby Port of Los Angeles and Port of Long Beach via cargo ship several times per year; the goods will then be

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sorted and stored on-site until needed and then distributed nationally from the project site. This differs from typical logistics and distribution uses in that the goods will remain in the corporate warehouse for a significantly longer period of time (up to the course of about one year) until distributed to the end retailer, while third-party logistics and distribution uses typically have turnover times of 72 hours or less. While the business operations on-site will be run entirely by Intex, the truck fleet used to import and export goods will not be owned or operated by Intex but will be contracted instead. As such, there is no trucking fleet operations or trucking dispatch use proposed for the site. Intex currently operates two buildings in the immediate vicinity (4001 Via Oro Avenue and 1665 Hughes Way), and the operations in these two buildings will be relocated to the new building proposed on the project site.

The project site will be developed with 570 parking stalls, 66 dock-high truck doors, and 174 loading/trailer parking spaces. All parking and truck stalls are located in an open surface parking field. Access to the project site is taken via five driveways: one (1) 40-foot-wide driveway at each of the proposed cul-de-sacs on Carson Street and West Via Plata Street providing access to the loading docks and other areas on the eastern side of the site; two (2) 28-foot-wide driveways providing access to the western side of the property from Via Oro Avenue; and one (1) 28-foot-wide driveway providing access to the southern side of the property from Carson Street. Table 3, Project Summary, provides a summary of the site development and building floor area allocation of the proposed project.

*Table 3. Project Summary.*

<b>Project Summary</b>	<b>Square feet of land</b>	<b>Acres of land</b>
Total lot area	1,153,019 sq. ft.	26.47 ac (26.34 ac net)
<b>Building area and coverage</b>	<b>Proposed</b>	<b>Zoning limit</b>
Footprint	517,880 sq. ft.	(no limit)
Mezzanine	42,159 sq. ft.	(no limit)
Lot Coverage	45%	(no limit)
Floor Area Ratio	0.49	Regulated through trip limits (see below)
<b>Building use</b>	<b>Square feet of floor area</b>	
Warehouse	543,239 sq. ft.	
Office	16,800 sq. ft.	
<b>Building height limit</b>	<b>Proposed</b>	<b>Zoning limit</b>
Building height	60 ft.	60 ft.
<b>Parking</b>	<b>Proposed</b>	<b>Zoning requirement</b>
Auto	570 stalls	560 stalls
Trailer	174 stalls	14 total loading stalls required by Chapter 21.41
<b>Truck/loading doors</b>	<b>Proposed</b>	<b>Zoning requirement</b>
Dock high doors	64	N/A
Grade-level doors	2	N/A
<b>Building setbacks</b>	<b>Proposed</b>	<b>Zoning requirement</b>
Setback	53 feet or more	20 to 25 feet
<b>PD-26 trip limits</b>	<b>Proposed</b>	<b>Zoning limit</b>
Trips	122 pm peak hour trips	1,323 pm peak hour trips

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The building is oriented toward Via Oro Avenue, with the office component and main entrance at the southwest corner facing Via Oro Avenue and Carson Street. Curb cuts and driveways for passenger automobiles are located adjacent to this corner, with one on the Carson Street frontage, one on the Via Oro Avenue frontage, and another on the north side of the Via Oro Avenue frontage near the secondary building entrance at the project's northwest corner. Following this orientation, the building's main architectural emphasis is toward Via Oro Avenue and highlights the corner element at Via Oro Avenue and Carson Street. The site's truck court and the building's loading bay doors are located on the east side of the building facing the I-710 freeway, with access to the truck court taken from a wider curb cut in the new cul-de-sacs to be created at the ends of Via Plata Street and Carson Street following vacation of Via Alcalde Avenue. The truck court and truck parking stalls cover the vacated right-of-way of Via Alcalde Avenue. A tall concrete tilt-up wall will screen the truck court from view from the I-710 freeway, but the upper elements of the building facing the freeway have been architecturally enhanced by the applicant's design team as this is the elevation that will be seen by the vast majority of those who pass by the site. These enhancements include architectural accent materials such as metal canopies and spandrel glass, as well as concrete score lines, depth articulation or "reveals," and color accents. Building signage also will be placed at either corner of the freeway-facing elevation.

The proposed building is designed in a modern industrial style, constructed of concrete tilt-up walls with geometric score lines and accent panels across each elevation to provide visual interest. The building will be painted a white color as a base, with three accent colors in silver, gray, and blue tones. Windows consist of anodized aluminum storefront window systems and anodized windows with a blue glazing, clerestory windows, aluminum canopies, and spandrel glass as exterior accent materials. The building roof incorporates hundreds of skylights to provide natural lighting during daylight hours to reduce energy consumption, as required by the latest building and energy efficiency codes. The building also will be constructed with a solar-ready rooftop as part of the core and shell permit phase, and will participate in the mandatory Long Beach Climate Action Plan (LB CAP) requirements to install solar generation facilities at the time of tenant improvement permits, with the goal of providing a one hundred percent electrical demand offset and 100-percent net-zero carbon emissions status for the building (when a 100-percent direct offset is not feasible, builders are required to participate in Southern California Edison's Green Energy program for any remaining net offset needed).

The project complies with the development standards of PD-26, which are summarized in Table 3 above. Building setbacks exceed the requirements, and the building complies with the building height limit. Auto parking is provided in a surface parking field that slightly exceeds the requirements. Landscaping will be provided as required, as demonstrated in the preliminary landscaping plan, site drainage and stormwater/runoff capture and retention will comply with the City's Low Impact Development (LID) standards, and site driveway, parking, and truck court paving will be constructed of high-albedo concrete to reflect incoming solar radiation and reduce the urban heat island effect. All rooftop mechanical equipment will be screened from view as required, and outdoor or open storage of goods and materials will be prohibited as required (this does not include truck trailers or containers on trailer chassis).

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Development intensity in PD-26 is regulated through a trip allocation scheme, which was a popular approach to industrial and commercial office park development regulation in planning practice in the 1980s and 1990s (this practice is no longer in use today as it is regarded as being difficult to administer). Buildable floor area of different land uses is allocated to each ownership parcel (lettered subarea) in PD-26 based on trip generation characteristics of each use. In the case of the proposed project, PD-26 provides for a p.m. peak hour trip limit of 1,323 trips for the project site. The traffic impact analysis for project's EIR (discussed later) found a worst-case, most conservative p.m. peak hour trip generation of 122 total vehicle trips<sup>1</sup>. As such, the proposed project is well within the development intensity limits established by PD-26. The project's overall compliance with the zoning development standards, General Plan, and the City's planning and policy objectives are discussed further in the findings prepared for the project (Attachment D – Findings).

In addition to the on-site project improvements discussed above, a number of off-site improvements also will be required. The developer will be required to dedicate site area to the public right-of-way to create a minimum five-foot-wide sidewalk and five-foot-wide parkway strip around the perimeter of the site (Via Oro Avenue, Carson Street, and Via Plata Street following the vacation of Via Alcalde Avenue). Construction of full Americans with Disabilities Act (ADA) improvements for the sidewalks on Via Oro Avenue, Via Plata Street, and Carson Street also will be required. Any deteriorated curb and gutter sections also will be required to be repaired or reconstructed. New street trees with root barriers and irrigation systems will be required to be installed at the specified spacing of twenty-five feet (25') on-center. Upgraded continental-style crosswalks will be required at the intersection of Carson Street and Via Oro Avenue. Traffic signal timing at the intersection of Santa Fe Avenue and Wardlow Road will be adjusted to provide for improved operational efficiency as detailed in the Traffic Impact Analysis prepared for the project.

### Landscaping

The project will provide all-new landscaping for the subject site, including various drought tolerant trees, shrubs, and groundcover along the three street frontages of Via Oro Avenue, Via Plata Street, and Carson Street, as well as facing the I-710 right-of-way, and throughout the interior of the site. There are 39 existing on-site trees, with a total of 138 on-site trees proposed, for a net increase of 99 through new plantings and retainment of as many existing trees as feasible. New trees include African Sumac, "Desert Museum" Palo Verde, Brisbane Box, Crape Myrtle, and Purple Leaf Plum, while trees to remain include California Sycamore, Coral Tree, Indian Laurel Fig, and Silk Floss Tree. In addition to the trees, shrubs and groundcover will fill out the remainder of the site's landscaping, as shown on conceptual landscape plans (refer to landscape plans in Attachment C). The project's landscaping is designed to comply with the standards of Chapter 21.42 (Landscaping Standards) of the

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<sup>1</sup> Page 38, Intex Southbay Logistics Center Traffic Impact Analysis, Fehr & Peers, January 2024

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Zoning Regulations and may be adjusted during the plan check and permitting phase to ensure compliance, as needed.

### Site Plan Review

The PD-26 ordinance requires Site Plan Review (SPR) for all development prior to issuance of a building permit. The SPR entitlement considers general design objectives and guidelines and consistency with the General Plan and zoning. Staff support the Site Plan Review requests, as all applicable objectives and requirements are met by the proposed project design. These are discussed in detail in the Site Plan Review findings (Attachment D).

### Street Vacation of Via Alcalde Avenue

In addition to development of the two major parcels that compose 24.79 acres of area, the project also proposes the vacation of Via Alcalde Avenue, consisting of approximately 1.85 acres of area, which will then be incorporated into the project site and connect the site to the southeastern sliver parcel of approximately 9,800 square feet, which is also held by Intex (refer to site plan in Attachment C). The segments of Via Plata Street and Carson Street previously connected by Via Alcalde Avenue will be terminated in new cul-de-sacs taken from the project's site area and dedicated as public right-of-way (Attachment E – Via Alcalde Vacation Legal Exhibits). As discussed above, truck court access to the project site will take place from each of these new cul-de-sacs. Via Alcalde Avenue currently only serves the rear entrance to the project site's two large parcels, and does not serve any other parcels, properties, or businesses. Utility easements will be provided as required to secure necessary access to any public utilities located within the Via Alcalde right-of-way.

Due to its unused and surplus nature, Via Alcalde Avenue currently hosts a variety of unpermitted activities including illegal truck trailer and container parking and storage, RV parking, camping, dumping, vandalism, and general nuisance activity. A number of neighboring businesses have expressed opposition to the proposed vacation, citing potential traffic impacts to the surrounding streets if Via Alcalde is vacated. Community Development and Public Works Department staff have reviewed these issues and found these concerns to be without merit since Via Alcalde Avenue does not serve any of the neighboring industrial businesses, adequate traffic circulation is provided by Via Plata Street, Via Oro Avenue, and Carson Street, and the proposed cul-de-sacs at the new termini of Via Plata Street and Carson Street will be sufficient for truck turnaround, if necessary. The rationale for approval of the requested vacation, and its consistency with the General Plan, are further discussed in the findings prepared for the project (refer to Attachment D).

The requested General Plan Conformity Finding (GPC22-005) for the street vacation of Via Alcalde Avenue is a reaffirmation of the previous positive finding adopted by the Planning Commission for this same proposed vacation, made on August 6, 2020, under Case No. 1805-03 (GPC19-002). Following that approval, the proposed vacation proceeded to the City Council, but final City Council action to approve the vacation was deferred to allow the Planning Commission to consider and act on the overall project, which now comes forward. Following Planning Commission approval of project entitlements, the proposed vacation will proceed to

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a separate City Council hearing under the Department of Public Works for final approval of the street vacation.

### Conclusion

Staff find that the project complies with the requirements of the PD-26 Long Beach Business Parks Planned Development District, is consistent with the General Plan, and forwards the City's planning goals by accomplishing and implementing major policies of the Zoning Regulations, Land Use Element, Mobility Element, and Urban Design Element. The project will create a new employment-generating industrial use, will consolidate multiple nearby Intex industrial uses into a single site operating with greater efficiency, will develop a vacant site that is currently severely underutilized, will allow the City to vacate unused right-of-way (Via Alcalde Ave) that is currently unused and attracts nuisance activity, and will provide for public improvements in the surrounding public right-of-way. Additionally, the project is compliant with the LB CAP, as demonstrated in the project's California Environmental Quality Act (CEQA) compliance documentation. Staff has made positive findings and has included appropriate conditions of approval (Attachment F – Conditions of Approval). The conditions of approval will serve a number of functions: to ensure the project's and City's goals are met, to ensure the property will be appropriately developed and maintained, and to implement the project design features and mitigations detailed in the Project EIR.

### PUBLIC HEARING NOTICE

A total of 80 notices of public hearing were distributed within a 1,000-foot radius from the project site on April 10, 2025, in accordance with the requirements of Chapter 21.21 of the Zoning Regulations. Additionally, the Final EIR was distributed to all commenters on the Draft EIR, all interested parties on this project, and all recurring recipients of the Department's CEQA documents and notices of public hearing. Any public comments received in response to these notices will be provided to the Planning Commission prior to or at the public hearing.

### ENVIRONMENTAL REVIEW

Pursuant to CEQA and the State CEQA Guidelines, a Project EIR (EIR-03-22, SCH No. 2023040345) was prepared for this project pursuant to California Public Resources Code Sections 21100 and 21100.1, and CEQA Guidelines Section 15161 (Attachment G – Intex Corporate Office and Fulfillment Center EIR). A Notice of Preparation (NOP) for this EIR was distributed to public agencies and interested parties and made available for public review and comment for a 32-day NOP review period that started on April 14, 2023 and ended on May 15, 2023. The City received seven written comments during this NOP review period, and two additional comments after the period had closed. A Scoping Meeting was held during this review period, on May 3, 2023, to further solicit public comment on the scope and content of the EIR.

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The Draft EIR was distributed to public agencies, property owners and tenants within 1,000 feet of the subject property and interested parties and made available for public review and comment for a 60-day EIR review period that started on July 30, 2024 and ended on September 27, 2024. The City received 13 separate written comments on the Draft EIR during this review period, and one additional letter was received after the close of the review period. These written comments and the written responses to these comments are provided in the Final EIR (Attachment H – Final EIR). This Final EIR also includes edits and clarifications (errata) to the Draft EIR text based on public comments, and the Mitigation Monitoring and Reporting Program (MMRP). Text edits provided in the Final EIR did not substantially alter the Draft EIR environmental analysis or change the conclusions of the Draft EIR regarding potential project environmental impacts. The Final EIR determined that the project, in compliance with all recommended mitigation measures, would not result in any significant adverse environmental impacts. The EIR found that project will not have any significant and unavoidable impacts upon the environment, and therefore no Statement of Overriding Considerations (SOC) is necessary (Attachment I – CEQA Findings of Fact).

The project will be subject to the MMRP prepared for the EIR, which establishes mitigation measures that apply to the project (Attachment J – Mitigation Monitoring and Reporting Program). These mitigation measures pertain to biology, cultural resources, geology and seismicity, greenhouse gas emissions, and tribal cultural resources. The MMRP is designed to ensure compliance with adopted mitigation measures during project implementation. For each mitigation measure recommended in the EIR, specifications are made that identify the action required and the monitoring that must occur. In addition, the party for verifying compliance with individual mitigation measures is identified.

The preparation and public availability of this EIR has been carried out in compliance with the provisions of CEQA and the CEQA Guidelines. This completes the City's obligations under CEQA as the lead agency. Staff therefore recommend that the Planning Commission certify EIR-03-22.

Respectfully submitted,



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PROJECT PLANNER



MARYANNE CRONIN  
ZONING ADMINISTRATION OFFICER

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DONALD TAYLOR PATTERSON  
PROJECT PLANNING OFFICER



ALISON SPINDLER-RUIZ, AICP  
PLANNING BUREAU MANAGER



CHRISTOPHER KOONTZ, AICP  
DIRECTOR OF COMMUNITY  
DEVELOPMENT

CK:ASR:DTP:MC:sk

Attachments:

- Planning Commission Resolution
- Attachment A – Vicinity Map
- Attachment B – Site Photographs
- Attachment C – Project Plans and Renderings
- Attachment D – Findings
- Attachment E – Via Alcalde Vacation Legal Exhibits
- Attachment F – Conditions of Approval
- Attachment G – Environmental Impact Report EIR-03-22
- Attachment H – Final EIR
- Attachment I – CEQA Findings of Fact
- Attachment J – Mitigation Monitoring and Reporting Program