EXHIBIT A:

Staff Recommendation Report and Technical Modifications

Harbor LA Community Plans Update
CPC-2018-6402-CPU (Wilmington-Harbor City); ENV-2019-3379-EIR

Recommended by the City Planning Commission (CPC) on February 8, 2024; inclusive of a recommended modification by the CPC on January 23, 2025.

June 2025

DEPARTMENT OF CITY PLANNING

RECOMMENDATION REPORT

City Planning Commission

Date: **February 8, 2024**

Time: After 8:30 a.m.

Place: John Ferraro Council Chambers
Room 340, City Hall
200 N. Spring Street
Los Angeles, CA 90012

Public Hearing: Public Hearing Required
Initial Public Hearing held on November 9, 2023

Appeal Status: Not Applicable

Case No.:	CPC-2018-6404-CPU (HG), CPC-2018-6402-CPU (W-HC)
CEQA No.:	ENV-2019-3379-EIR
Incidental Cases:	None
Related Cases:	None
Council No.:	15-McOsker
Plan Area(s):	Harbor Gateway and Wilmington-Harbor City
Specific Plan:	None
Certified NC:	Harbor Gateway, North Harbor Gateway, South, Harbor City, Wilmington and North West San Pedro
GPLU:	Various
Zone:	Various
Applicant:	City of Los Angeles
Representative:	City of Los Angeles

PROJECT LOCATION: The Harbor LA Community Plans consist of the boundaries of the Harbor Gateway Community Plan Area (CPA) and the Wilmington-Harbor City Community Plan Area (CPA). The two community plan areas are collectively known as the Harbor LA Plans. The plan areas are geographically continuous of one another. The combined area of the Harbor LA Community Plans is approximately 15.3 square miles. The Harbor Gateway CPA contains approximately 3,229 acres and is situated in the southern portion of Los Angeles. The CPA is a narrow corridor which links the City's harbor, San Pedro, Wilmington and Harbor City communities to the main body of the City. The Harbor Gateway CPA is bordered by the South and Southeast Los Angeles CPAs to the north (at 120th Street); the cities of Gardena and Torrance to the west; and Carson and unincorporated Los Angeles County to the east; and it shares a common boundary with the Wilmington-Harbor City CPA to the south (at Sepulveda Blvd). The Wilmington-Harbor City CPA contains approximately 6,481 acres and is situated in the far southern portion of the City, near Los Angeles Harbor. It is bordered by the Harbor Gateway CPA to the north; the San Pedro CPA and the Port of Los Angeles to the south; and is adjacent to the cities of Torrance, Lomita, and Rancho Palos Verdes to the west; and the cities of Carson, Long Beach, and unincorporated Los Angeles County to the east.

PROPOSED PROJECT: The proposed project includes amending both the policy documents and General Plan Land Use Maps for the Harbor Gateway and Wilmington-Harbor City Community Plans. Unless otherwise provided, the updated Harbor Gateway and Wilmington-Harbor City Community Plans are collectively referred to as the “Proposed Plans”. The Proposed Plans would also adopt several zoning ordinances to implement the updates to the Community Plans,

including rezoning all parcels in the CPAs to regulate specific uses and apply development standards (including height of structures, Floor Area Ratios, and site configuration) using the City's New Zoning Code, amendments to the Clean Up Green Up (CUGU) Overlay, and related amendments to the General Plan, including the Framework Element and Mobility Plan necessary to implement the Plan. The amendments to the Policy Documents and the General Plan Land Use Maps for the Harbor LA Community Plans are intended to guide development through the year 2040 by establishing the City's broad planning goals, policies, and objectives, the arrangement of land uses and intensities, as well as specific development standards for the Plan areas. The Harbor LA Community Plans are intended to improve the link between land use and transportation in a manner that is consistent with the City's adopted General Plan Framework Element, Mobility Element, Senate Bill 375 and other state laws.

RECOMMENDED ACTIONS[1]:

1. **Conduct** a public hearing on the Proposed Plans as described in this Staff Recommendation Report.
2. **Approve** the Staff Recommendation report as the Commission Report.
3. **Approve** and **Recommend** that the City Council **adopt** the Findings in the Staff Recommendation Report.
4. **Recommend** that the City Council instruct the Director of City Planning to amend the Environmental Protection Measures (EPMs) pursuant to Division 4C.12 (Environmental Protection) of the New Zoning Code as appropriate to implement the MMP.
5. **Find** that the City Planning Commission has reviewed and considered the Draft Environmental Impact Report (EIR) (City EIR No. ENV-2019-3379-EIR and State Clearinghouse No. 2019080248), as shown in Exhibit A8, and direct staff to prepare a Final EIR, EIR findings, a Statement of Overriding Considerations, and a Mitigation Monitoring Program (MMP) for City Council consideration.
6. **Recommend** the City Council **adopt** the Resolutions in Exhibit A to certify a Final EIR, adopt EIR findings and a Statement of Overriding Considerations, and adopt a Mitigation Monitoring Program.
7. **Instruct** the Department of City Planning to finalize the necessary General Plan land use designation maps, zone ordinances to be presented to the City Council, and authorize the Department of City Planning to make additional, non-substantive text edits to the plan policy documents and land use designation maps to correct typographical errors, and make other technical corrections/ modifications to the zoning ordinances as necessary.
8. **Approve** and **Recommend** that the Mayor **approve** and the City Council **adopt**, pursuant to LAMC Section 11.5.6 and City Charter Section 555, the attached Resolutions in Exhibit A to amend the General Plan as follows:
    a. **Amend** the General Plan Land Use Element and **adopt** the Harbor LA Community Plans as shown in Exhibit A1, inclusive of the revisions shown in Exhibit A2; **adopt** the General Plan Land Use Map for the Harbor LA Community Plans, inclusive of Symbols, Footnotes, and Corresponding Zone and Land Use Nomenclature as shown in Exhibit A4, and the General Plan Land Use Maps and Matrices as shown in Exhibit A5.
    b. **Amend** the Mobility Plan 2035 to reclassify selected Street Designations and Enhanced Networks, as shown in Exhibit A7.
    c. **Amend** the Citywide General Plan Framework Element, as shown in Exhibit A6.

[1] Note that references to processes in Chapter 1 of the LAMC will be updated once the Processes and Procedures Ordinance (Council File 12-0460-S4) goes into effect on January 22, 2024.

9. **Approve** and **Recommend** that pursuant to LAMC Sections 12.04 and 12.32 and City Charter Section 558, the City Council **adopt** the draft ordinance to amend the Zoning Map, as shown in Exhibit B1 (Zone Change Maps and Matrices).
10. **Approve** and **Recommend** that pursuant to LAMC Sections 12.04, 12.32, 13.14.C and City Charter Section 558, the City Council **adopt** the proposed Harbor LA Plans Community Benefits - Local Affordable Housing Maps as shown in Exhibit B4
11. **Approve** and **Recommend** that the City Council pursuant to LAMC Section 12.32.S and City Charter Section 558 **adopt** the proposed ordinance to amend the Clean Up Green Up (CUGU) Ordinance as shown in Exhibit B5.
12. **Approve** and **Recommend** that pursuant to LAMC Sections 12.04, 12.32, 13.14.C and City Charter Section 558, the City Council **adopt** the proposed Conservation District and Individual Historic Resource Review Supplemental Districts and Maps shown in Exhibit B3.
13. **Approve** and **Recommend** that pursuant to LAMC Sections 12.04, 12.32, 13.14.C and City Charter Section 558, the City Council **adopt** the proposed Hazardous Sites Maps shown in Exhibit B2.
14. **Authorize** the Director of Planning to present the resolutions and proposed General Plan amendments (Exhibits A4, A5 and A6) to the Mayor and City Council, in accordance with City Charter Section 555 and LAMC Section 11.5.6, and the proposed zoning ordinances (Exhibits B1-B5, C1 and C2) to the City Council, in accordance with City Charter Section 558 and LAMC Section 12.32.
15. **Approve** and **Recommend** that the City Council **adopt** the New Zoning Code Ordinance to amend Chapter 1 and 1A (“New Zoning Code”) of the Los Angeles Municipal Code to add new zoning districts and related regulations to Articles 1-12, and Articles 14 and 15, and amend the accompanying Zoning Code Maps established in Division 1.4. (Zoning Code Maps) of Article 1 of the New Zoning Code (Exhibit C2).

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TABLE OF CONTENTS

Project Analysis **A-1**

- Project Summary
- Background
- Key Issues
- Proposed Plan Components
  - Community Plan Policy Document
  - General Plan Land Use Designations
  - Zoning Changes
  - Other Amendments
- Components of the New Zoning Code
- Environmental Analysis/CEQA
- Recommended Revisions to the Proposed Plan
- Existing & Proposed Land Use Designations
- Measure JJJ Assessment

Findings **F-1**

- General Plan/Charter Findings
- Other Findings
- Summary of CEQA Findings

Public Hearing and Communications **P-1**

Exhibits:

A – Draft Resolutions
- A1 – Community Plan Policy Documents
- A2 – Policy Document Revisions
- A3 – Existing General Plan Land Use Maps
- A4 – Proposed General Plan Land Use Maps
- A5 – General Plan Land Use Change Maps and Matrices
- A6 – General Plan Framework Amendments
- A7 – Mobility Plan 2035 Amendments
- A8 – Draft Environmental Impact Report

B – Proposed Overlays and Ordinances
- B1 – Zone Change Maps and Matrices
- B2 – Hazardous Sites Map
- B3 – Protected Historic Resources: Conservation District and Individual Historic Resources Map
- B4 – Local Affordable Housing Maps
- B5 – Clean Up Green Up (CUGU) Overlay Amendment

C – Proposed Zoning Actions
- C1 – Amendments to the New Zoning Code
- C2 – Zoning Code Maps

PROJECT ANALYSIS

Project Summary

The Harbor LA Community Plans ("Proposed Plans") consist of an update to the Harbor Gateway Community Plan, adopted December 6, 1995 and the Wilmington-Harbor City Community Plan, adopted July 14, 1999. The Proposed Plans include updates to the Community Plan policy documents and changes to general plan land use designations and zones, which, in addition to planning for and accommodating foreseeable growth in the Harbor LA Community Plan Areas (CPAs), are intended to achieve several overarching objectives.

Adoption of the Proposed Plans will also involve several implementing ordinances including amendments to the New Zoning Code. Each of the Proposed Plans' new zoning tools have been developed as part of a comprehensive update to the City of Los Angeles's Zoning Code.

The Proposed Plans also include other ordinances to implement the Harbor LA Community Plans, including Zone Changes to apply new zoning districts throughout both Community Plan areas, and amendments to the Clean Up Green Up (CUGU) Overlay in Wilmington. Another component of the Proposed Plans is additional General Plan Amendments for consistency, which includes reclassifications of streets and enhanced networks in the Mobility Plan 2035, and amendments to the Framework Element to introduce new general plan land use designations pertinent to the Harbor LA Community Plans.

Objectives and Guiding Principles

The underlying purpose of the Proposed Plans is to plan for and accommodate foreseeable growth in the City, including the Community Plan areas, consistent with the growth strategies of the City as provided in the Framework Element, as well as the policies of Senate Bill 375, Senate Bill 330, and the Southern California Association of Governments' (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).

Since the inception of the plan updates in 2018, the Proposed Plans have evolved in response to a wide range of stakeholder input. The Proposed Plans seek to address many of the challenges facing the Harbor LA Plan Areas and the larger region, such as revitalization, industrial uses, maintaining residential neighborhoods and environmental justice through strategies that guide thoughtful growth. Acknowledging the Plan Areas' history and current conditions, the programs and policies proposed aim to begin the process of equitably meeting the needs of various stakeholder communities in the Harbor LA Community Plan Areas.

The key objectives of the Harbor LA Community Plans are to address the history of contamination and incompatible land use patterns; create hybrid industrial areas that prioritize job producing uses and serve as a buffer between residential and heavy industrial uses; encourage mixed-use and equitable transit-oriented development at key locations; revitalize existing commercial areas through zoning regulations for improved street frontage and pedestrian- oriented design standards, and promote a diversity of uses that serve the needs of the community; preserve industrial districts and improve their function and visual character through new zoning regulations for improved street frontage, screening and quality building design; and maintain stable single- and multi- family residential neighborhoods and apply new zoning regulations for appropriate neighborhood massing.

By 2040, the population of the Harbor LA Community Plan Areas is projected to grow by 4,000 new residents. With the implementation of the Proposed Plans, land use designations and

intensities would be revised to accommodate projected population growth, housing, and employment demand through land use patterns that meet these and the other key Proposed Plans objectives to create hybrid industrial areas, encourage mixed-use, revitalize and refine commercial areas, preserve appropriate industrial districts, and maintain stable residential neighborhoods.

The following Guiding Principles represent the long-term priorities for the Proposed Plans:

Improve Community Health and Foster Climate Resilience and Regional Efficiency. Address the history of contamination and advance environmental justice goals. Foster a harmonious and beneficial relationship between the community and industrial uses and public facilities. Support a clean Dominguez Channel, improved air and water quality and remediation of superfund and brownfield sites. Support a climate-resilient built environment that reduces energy and water usage, carbon footprint, and greenhouse gas emissions and promotes renewable energy and low/zero emission vehicles.

Promote Equitable, Sustainable and Healthy Neighborhoods. Reduce negative health impacts by restricting new uses detrimental to the health and welfare of the community. Encourage residential infill that contributes to the mixed-income and affordable housing supply. Promote strategies to increase home ownership opportunities. Improve land use compatibility between heavy uses and residential areas. Reduce the footprint of the oil and gas industry within residential neighborhoods.

Foster Complete Neighborhoods and Vibrant Commercial Districts. Promote a diversity of uses that support healthy living and community needs. Concentrate growth near transportation corridors and commercial centers. Create opportunities for a mix of housing, jobs and services. Support the development of public realm and streetscape improvements, including improvements that will have a cooling effect.

Support Job Growth and Increased Local Employment. Allow for more commercial opportunities along corridors and embedded within select neighborhoods. Encourage innovative and green industries that provide a greater number of jobs for local youth and residents. Develop partnerships between local unions, employers, and educational institutions such as LA Harbor College to create career pathways for local youth. Establish locations with a baseline of productive uses to support an increase in employment opportunities within the community.

Advance Industry as a Good Neighbor and Community Asset. Foster the transition of industrial edges into clean, flexible, productive areas that provide a range of job opportunities. Ensure new industrial development is environmentally sustainable and well designed. Encourage improvements to existing businesses to upgrade the visual quality of industrial areas. Ensure that goods movement respects residential neighborhoods and follows appropriate routes.

Strengthen Neighborhood Character. Preserve unique urban development patterns. Protect and restore historic resources, neighborhoods, and landmarks. Develop design standards that strengthen character and identity of the community's diverse neighborhoods.

Enhance Connections Between Neighborhoods, Recreational Facilities & Open Space Amenities. Improve access to, and connectivity between, parks, recreation centers, open spaces and neighborhoods. Encourage the creation of public spaces & non-traditional open spaces for people to gather and interact. Connect neighborhoods to amenities like the Waterfront and Harbor Regional Park.

Promote a Transit, Bicycle, and Pedestrian-Friendly Environment. Encourage expansions to transit service along major corridors. Prioritize pedestrian safety and comfort to encourage walking. Increase bicycle infrastructure including bicycle parking & storage facilities, where needed.

Background

Regional Context

The Harbor LA Community Plan Areas (CPAs) are located within the incorporated City of Los Angeles. The Harbor LA CPAs are geographically contiguous, sharing a common boundary along Sepulveda Boulevard. The combined area of the Harbor LA CPAs is approximately 15.3 square miles. The Harbor Gateway CPA encompasses approximately 5.1 square miles (3,264 acres) and is situated in the southern portion of Los Angeles. The Harbor Gateway CPA is a narrow corridor which links the City's harbor communities to the main body of the City. The Harbor Gateway CPA is generally bounded on the north by 120th Street, on the south by Sepulveda Boulevard, on the west by Vermont Avenue and Western Avenue, and on the east by Figueroa Street and Normandie Avenue. The Harbor Gateway CPA is bordered by the communities of South and Southeast Los Angeles to the north (at 120th Street), the cities of Gardena and Torrance to the west, and Carson and unincorporated Los Angeles County to the east. Immediately to the south of the Harbor Gateway CPA at Sepulveda Boulevard is the Wilmington-Harbor City CPA, which encompasses approximately 10.2 square miles (6,481 acres) and is situated in the far southern portion of the City, near the Los Angeles Harbor. It is generally bounded on the north by Sepulveda Boulevard and Lomita Boulevard, on the south by Harry Bridges Boulevard and Port of Los Angeles, on the west by Western Avenue, and on the east by the City of Long Beach. The Wilmington-Harbor City CPA is bordered by the communities of Harbor Gateway to the north, San Pedro and the Port of Los Angeles to the south, and is adjacent to the cities of Torrance, Lomita, and Rancho Palos Verdes to the west, and the cities of Carson, Long Beach, and unincorporated Los Angeles County to the east.

The Harbor Gateway CPA has a residential population of approximately 41,826. The following is a breakdown of the current land uses in the Harbor Gateway CPA: 39 percent Residential, 39 percent Industrial, four percent Commercial, 15 percent Public Facilities, and three percent Open Space. The Wilmington-Harbor City CPA has a residential population of approximately 82,858. The following is a breakdown of the current land uses in the Wilmington-Harbor City CPA: 34 percent Residential, 38 percent Industrial, six percent Commercial, seven percent Public Facilities, and 15 percent Open Space.

Wilmington and Harbor City each have their own unique identities, yet these neighboring communities share many common goals, as well as local community assets. Wilmington is one of the City’s earliest port communities in the Harbor Region, while Harbor City developed primarily as a residential community. Together, they provide a vital link from the core of the City to the Port of Los Angeles. Historically, Wilmington and Harbor City have functioned as part of the City’s main economic location for heavier industrial uses such as: oil refineries and production, goods movement, and Port related uses. While Wilmington and Harbor City have a significant amount of industrial land, they are also home to many Angelenos. Aside from the industrial uses, Wilmington and Harbor City have an abundance of single-family and multi-family residential neighborhoods.

Environmental justice has been an important issue in the Harbor LA CPAs. It is especially salient because residents have historically experienced disproportionate pollution exposure. The Wilmington and Harbor City communities continue to confront various environmental and air

quality challenges stemming from a number of industries including oil extraction, refineries, auto dismantling and open storage, as well as from mobile sources such as the use of railroads, freight truck traffic and port related goods movement. The community has endured long-standing industrial-residential land use conflicts that have caused adverse environmental and visual impacts and contributed to negative effects on public health and wellness.

Community Plan Updates

The State of California requires every city to adopt a General Plan that covers various topics in sections called Elements, such as the Land Use Element, the Housing Element, and the Circulation Element. The Land Use Element of the City's General Plan currently consists of 34 Community Plans. The Community Plans function as a guide for future growth and adaptation in neighborhoods, providing policies and strategies to achieve each community's vision and the broader objectives of the General Plan and state law requirements. Through the Community Plan update process, the Department of City Planning works with community stakeholders to develop a vision for future growth in each area, based on longstanding and emerging conditions related to land use, housing, employment, transportation, climate change, and other factors. The intent of the updates is to underscore the City's commitment to advancing tailored strategies and neighborhood regulations to facilitate future development decisions. To balance the need for jobs and housing with neighborhood preservation, these Plans reflect the priorities of each community and the City as a whole. The City updates the Community Plans regularly to encourage smart growth, identify appropriate locations for new development, minimize lengthy discretionary approvals, and provide certainty and predictability for community members, developers, homeowners, and anyone else concerned with the future development of the City of Los Angeles. Recommended changes to Community Plans and their policies and programs are based on public input as well as collaboration with other City departments and government agencies.

Current Community Plans

The Harbor LA Community Plans were last updated in the late 1990s. The Harbor Gateway Community Plan was last updated in 1997 and the Wilmington-Harbor City Community Plan was last updated in 1999. The current plans were created to guide development through the year 2010. Since the adoption of the 1997 and 1999 Community Plans, several important changes have occurred within the Harbor LA CPAs. Changes within the Harbor Gateway CPA include the completion of the Harbor Gateway Transit Center and a major commercial center at 190th Street and Normandie Avenue. More recently in Harbor Gateway, the Department of City Planning, in coordination with the Environmental Protection Agency, processed a General Plan Amendment to add a footnote to the General Plan Land Use Map that prohibits residential uses at the approximately 280-acre Del Amo Superfund Site. In the Wilmington-Harbor City CPA, the extension of the Metro J (Silver) Line with a stop at the I-110 and Pacific Coast Highway, the completion of the Alameda Corridor (freight railroad) and related grade separations and street improvements mark significant changes to transportation and goods movement within and throughout the CPA. Other notable changes within the Wilmington-Harbor City CPA include the restoration of the Ken Malloy Harbor Regional Park, the completion of the Harbor City Greenway and the development of the Wilmington Waterfront Park. Further, the following issues have substantially evolved or been prioritized since the last plan updates: sustainability (including through the 2006 California Global Warming Solutions Act, or Assembly Bill [AB] 32, and 2008 Sustainable Communities Act, or Senate Bill [SB] 375); mobility (the 2008 Complete Streets Act, or AB 1358, and the City's revised Mobility Element known as Mobility Plan 2035); housing (the City's updated 2021-2029 Housing Element and Assembly Bill AB 2299 and SB 1069 for accessory dwelling units); health and wellness (the City's Plan for a Healthy Los Angeles); and historic preservation.

To keep the Harbor LA Community Plans up to date, the existing Community Plans are being revised to guide development through the year 2040. The update process for these Community Plans involves determining the rate of anticipated residential and employment growth and where new growth or infill should occur with consideration for the improvement of the quality of life of existing and future residents of the Harbor LA CPAs and the City of Los Angeles. In arriving at these determinations many factors are accounted for, including a variety of community preferences, housing demand, leveraging investment in infrastructure, opportunities for economic development, public health and safety, and the potential for environmental impacts.

Plan Development Public Outreach

Development of the Community Plans involved extensive public engagement that began in 2018 and was ongoing, involving numerous community stakeholder, advocacy, and constituent groups. Continuous coordination with several City and County agencies also occurred. In total, over 60 community outreach events were conducted, reaching over 1700 participants in addition to numerous agency and interdepartmental coordination meetings. Beyond formal Department-hosted outreach meetings, the Harbor LA Community Planning team had an ongoing presence at numerous community events to share information about the Plan Updates and hear from the community in an informal setting. The continued input generated throughout the outreach process shaped and refined the plans through their development. The ongoing outreach process was formulated into three phases that were each anchored by a series of significant public events.

Phase I - *Listen Phase.* This phase was conducted concurrently with the Background and Information Gathering phase. It involved meetings with the Certified Neighborhood Councils and other key stakeholder, advocacy and constituent groups to discuss issues and opportunities affecting the Community Plan Areas, as well as ongoing coordination with Department and City staff and the Council Office. This involved scheduling meetings with the plan areas' respective Neighborhood Councils. In addition, staff held meetings with key community organizations at the outset of the plan update for the Wilmington-Harbor City Community Plan and the concurrent update for the Harbor Gateway Community Plan to garner their participation and assistance in reaching their membership base. Some of the key community organizations reached during this phase include: Del Amo Action Committee, Communities for a Better Environment, SBCC Thrive LA, Harbor Gateway Chamber of Commerce, Wilmington Rotary Club, Wilmington Chamber of Commerce, and Best Start First 5 LA. Additional outreach activities during this phase included: tabling at Farmers Markets and participating at local community events such as Arbor Day, SBCC's Family Fiesta, and Ciclavia.

In the Fall of 2018, two joint community workshops were held at Harry Bridges SPAN School (Wilmington) and Gardena High School (Harbor Gateway) to engage residents, community leaders, and other stakeholders in both the Wilmington-Harbor City and Harbor Gateway communities. Numerous individual comments, including mapping of areas of potential change and conservation, were captured during these community workshops. Land uses were discussed through a "round table" process where stakeholders were able to make notes directly on a large aerial map of the Plan Area. There were also opportunities to converse with planning staff at the various stations with boards and information on specific land use topics and policies. Key community issues and opportunities were identified during this first round of outreach.

Phase II - *Share Phase.* The second round of community outreach focused on efforts to share the preliminary concepts for the Plans that were developed in response to the Phase I comments and information received. Conducted in 2019, Phase II outreach took a different approach with "office hours" held at local libraries, in addition to the two community workshops (Concept Workshops) and briefings with individual community groups and Neighborhood

Councils of the Community Plan Areas. The office hours and workshops provided an opportunity for community members to review, ask questions and provide input on conceptual land-use recommendations and learn about the new zoning code under development for the City. The events featured the preliminary recommendations related to the transition of industrial land uses in close proximity to residential areas, enhancement of commercial corridors and opportunity areas for mixed-use development with commercial amenities and mixed income housing in areas served by transit.

During this phase additional key stakeholder and neighborhood groups such as Communities for a Better Environment, as well several governmental agencies in the Community Plan Areas, actively engaged staff and informed development of the Plans. Also during this time, the Harbor LA Community Planning team worked with the Los Angeles Unified District (LAUSD) for assistance with outreach efforts. LAUSD assisted by sharing event flyers/notifications to parents at local schools through their internal communication portal. In addition, the Harbor LA team participated at local events, such as the Arbor Day Celebration at Banning Park.

Phase III - Consult Phase. The third phase of public outreach started during the pandemic, in Fall 2020. During this critical time in our history, the Harbor LA team pivoted to virtual communication methods to share information with the community. The outreach during this phase took the form of an interactive Storymap (in English and Spanish) that included information on the Plan Updates' purpose, objectives, and major land use recommendations. It also featured an interactive map where stakeholders could zoom in and out to view proposed land uses throughout the Plan Areas and click on individual properties to get parcel-level information, such as existing and proposed land use designations, density and height limits. The Harbor LA team also hosted several days of virtual "office hours" to provide stakeholders an opportunity to ask questions and provide feedback directly to staff. In addition, another round of outreach to the Neighborhood Councils and key community groups took place online to announce the availability of the Storymap and to provide an update on the proposed implementation strategies of the Plan.

The Consult phase spanned from 2020 to 2021 and was conducted concurrently with the development of new zones for the entire Harbor LA Community Plan Areas using the City's New Zoning Code system. The development of the new zoning was ongoing and extended into Phase IV of the update process (described below). In the Summer of 2021, the text-only drafts of the Community Plan policy documents were released for public review and feedback.

Phase IV - *Finalize.* This fourth outreach phase took place over a period of three years (2021-2023). During this phase the Harbor LA team released the Preliminary Draft Plans (policy documents) which featured infographics, photos and updated policies and programs based on input received on the text-only draft. The team also shared information on the new zones, and updated proposed land use maps. In Summer 2023, the Harbor LA team released the Proposed Zoning drafts and a multi-video zoning tutorial series to the public, hosted in-person and virtual "office hours", and presented the proposed zones at Neighborhood Council meetings and local community groups to gather and collect comments. The Storymap was updated to provide full zoning information for every property within the Harbor LA communities. Office Hours have been held at every step to collect feedback.

In September 2023, City Planning published the Draft Environmental Impact Report (DEIR) for public review and comment. The DEIR comment period was open for 60 days.

Phase V – *Adopt Phase.* Following the release of the DEIR, City Planning held a Virtual Information Session and Public Hearing on November 9, 2023, and written comments were accepted via email and hardcopy through November 20 2023. A summary of the public testimony is in the portion of this report titled “Public Hearing and Communications”. Additional steps in the adoption phase include presenting the Proposed Plans to the CPC in February, then to the City Council’s Planning and Land Use Management Committee (PLUM) before being heard by the full City Council.

Project Website and Storymap

The Department created a website for the Harbor LA Community Plans to enable extensive and ongoing public participation and collaboration with the community, other city departments, and agencies. The reader-friendly website provides up-to-date information on the planning process and access to all the information and materials of the Proposed Plans as they become available. An English-Spanish website for the Harbor LA Community Plans was created to enable extensive and ongoing public participation and collaboration with the community, other city departments, and agencies and to encourage involvement in the planning process regardless of English language limitations, age, social status, income level and ethnicity. The website also provides information about past and upcoming meetings and includes a sign-up page to receive email updates. The website has various informational resources that explain planning terms and concepts. Written in layperson’s terms, the website helped meet a critical need for information in both English and Spanish.

The Harbor LA team also utilized an interactive web-based tool known as a ‘storymap’ - an invaluable resource that walks visitors through the ‘story’ of the community plan update process, the objectives, and major land use changes proposed for the Community Plan Areas. The interactive Storymap also features a searchable map that allows visitors to research zoning recommendations for individual properties. While some people have access to a computer, most people have mobile phones that provide access to the web. The effectiveness of using this technology lies in the storymap’s accessibility via PC’s, smart phones, tablets etc., which helps reach as many community members as possible from the diverse communities throughout Harbor Gateway, Wilmington and Harbor City.

Key Issues

Environmental Justice and Public Health

The Harbor LA communities have endured long-standing industrial-residential land use conflicts which have caused adverse environmental and visual impacts and contributed to negative effects on general health and wellness. Approximately 40 percent of the Harbor LA Community Plan Areas have historically been zoned to allow industrial and manufacturing uses, which has generated employment opportunities. Many of the industrial uses were established to accommodate goods movement and Port of Los Angeles related activities. The industrial uses in the Harbor LA CPAs include an array of industrial uses that include open storage, oil refineries, logistics centers, chemical manufacturing, food distributions, and research and design. The large concentration of industrial land uses has inevitably created conflicts with abutting and neighboring sensitive uses, such as residential uses and schools, open spaces and waterways. The mix of industrial uses near or adjacent to residential areas and other sensitive uses, coupled with proximity to the Port of Los Angeles, I-110, I-405 and 91 Freeways, have made Harbor LA residents bear the burden of pollution and air quality health impacts stemming from freeways, truck traffic, and industry.

Many State sponsored programs have been established to address the environmental issues within the Harbor LA CPAs. These include Senate Bill 535 and Assembly Bill 1550 which direct funding to environmental justice communities; Assembly Bill 617 which created a community air quality protection program; and Senate Bill 1000 which requires environmental justice to be addressed in local government planning. Senate Bill 1000 (SB 1000) requires cities to identify environmental justice communities, referred to as “disadvantaged communities” and address them in their general plans. Given the current and historical environmental conditions in the Harbor LA region, environmental justice and community health are of prime importance to the Harbor LA community. This has propelled residents and community groups to mobilize around these issues for decades, including advocating clean-up of two U.S. EPA Superfund sites that have long-term negative impacts on the soil and local groundwater below the sites. The Proposed Plans support these important state laws and environmental justice goals which seek to correct the inequitable and disproportionate burden of pollution and associated health risks by reducing the pollution experienced by frontline communities and ensuring their input is considered in decisions that affect them. The Proposed Plans work to respond to these issues by limiting new heavy manufacturing and industrial uses near residential and other sensitive uses, incorporating “Clean Up Green Up” (CUGU) as permanent regulations in the new zoning, supporting mobility improvements, and introducing Hybrid Industrial General Plan Land Use Designations and Use Districts to function as a buffer between industry and sensitive uses.

Improve Compatibility Between Industrial Land and Residential Neighborhoods and Other Sensitive Uses*.* Given the significance of Harbor LA’s industrial and manufacturing uses as crucial local and regional employment centers, the Proposed Plans aim to preserve a significant portion of its industrial land for future job opportunities. While maintaining this focus, the Proposed Plans introduce several policies and zoning adjustments to address the incompatibility with neighboring residential areas and to safeguard the well-being of Harbor LA residents. The proposed land use policies are designed to ensure that industrial activities do not continue to negatively affect human health or the environment from operators managing potential hazards and contaminants, especially those abutting sensitive uses. Moreover, there are strategies in place to gradually phase out facilities handling hazardous materials in close proximity to homes and schools. Some of the prime concerns shared by residents within the Harbor LA Plans have included 7-story stacked shipping containers, 24-hour diesel truck traffic on Local Residential Streets, chemical manufacturing facilities, and ongoing development within known brownfield and superfund sites all occurring with close proximity to residential uses and

open spaces. Additionally, the majority of Harbor LA residents live within communities divided by major freeways and heavy rail.

Proposed policies discourage disruptive or hazardous activities along streets bordering residential zones, and open spaces. Many heavy industrial uses will be required to meet specific buffering standards to prevent potential adverse impacts. Any proposed development and/ or enlargement of trucking-related uses near residential uses are inconsistent with the goals, policies and proposed land uses which seek to protect residential areas from adverse impacts caused by nearby heavy or incompatible industrial uses. The Proposed Plans include zone changes for industrial areas that are located near residential neighborhoods such as along Normandie Avenue, Vermont Boulevard, Pacific Coast Highway, and Anaheim Street in the Wilmington-Harbor City CPA, and Figueroa Boulevard, Redondo Beach Boulevard and the area near the Dominguez Channel in the Harbor Gateway CPA. These proposed zone changes would limit future uses in these areas to light manufacturing, storage and distribution, and office space. Under this proposal future heavy commercial and industrial uses would not be allowed, and existing uses would be phased out over time. Specifically, the Proposed Plans change the existing zoning from M2 and M3 zones, which allow commercial, light industrial, and heavy industrial uses, to the IX6 and IX7 Use Districts of the New Zoning Code.

Zone changes are also proposed along the major corridors abutting residential uses in the Harbor LA Plans, such as Vermont Avenue, Carson Blvd, and Pacific Coast Highway in order to discourage auto-related uses such as auto repair, auto body shops, and gas stations. Specifically, the Proposed Plans change the existing zoning from C1.5 and C2 zones (which allow auto-related uses either by-right, or through a Conditional Use process), to the CX6, CX8, and CX10 Use Districts. Light and Heavier manufacturing uses would continue to be allowed within the I4, I5, I6, I7 and I8 Use Districts, located at the traditional industrial cores of the CPAs, adjacent to various rail rights of way or existing industrial clusters.

Embed "Clean Up Green Up" Regulations and Trucking Related Interim Control Ordinance Provisions as Permanent Zoning Regulations. The "Clean Up Green Up" (CUGU) Ordinance No. 184,246, adopted on June 4, 2016, reflects a community driven effort to establish "green zones," or standards and regulations for heavy, noxious uses close to sensitive or residential uses. This overlay district ordinance was initially adopted as a pilot program to add additional restrictions in communities impacted by heavy industrial uses, and includes Wilmington, as well as the communities of Boyle Heights and Sun Valley-Pacoima. CUGU regulations are incorporated into the zoning for the Proposed Plans and include buffering and landscape standards to better separate noxious uses from sensitive uses, locational standards requiring mechanical equipment or loading areas to be oriented away from sensitive uses, and use limitations for certain noxious uses if other similar uses exist within a defined radius. These standards are broadly applied to all Industrial and Industrial-Mixed Use Districts as part of the New Zoning Code initially established in the Downtown Los Angeles Community Plan. All Industrial and Industrial-Mixed Use Districts proposed in the Harbor LA Plans continue to embed these standards. In addition, the CUGU program resulted in changes to the Building Code that required specified air filtration methods for residential projects adjacent to freeways. This standard remains in effect citywide.

On March 1, 2022, Council District 15 proposed a motion directing the Department of City Planning, in collaboration with the City Attorney, to draft an Interim Control Ordinance (ICO). This temporary action aimed to prevent the issuance of permits related to demolition, construction, grading, and other applicable permits, specifically targeting the establishment or expansion of truck parking, open storage, and container storage on industrial land within the Wilmington-Harbor City Community Plan Area. The motion sought to restrict permits or certificates associated with various industrial activities, emphasizing limitations on 'open storage,' 'truck parking,' and 'container storage' within the specified area. A revised ICO was

established that would encompass a broader range of trucking-related activities, including but not limited to truck parking, storage, yards, and terminals. This expanded prohibition of permits would apply to industrial land in the Wilmington-Harbor City Community Plan Area, except for specific zones delineated east of Alameda Street and in the Wilmington Industrial Park area south of G Street and east of Broad Avenue. The ICO was extended by one additional year and is set to expire July 6, 2024.

Throughout the plan update process, residents have consistently raised issues regarding incompatible land uses, and problems associated with truck idling, increased truck traffic intrusion, unapproved container storage, and other impacts stemming from industrial activities near residential zones. In response to these concerns voiced by the community, the Harbor LA Community Plans have been formulated to specifically tackle the conflicts arising from the juxtaposition of industrial and residential land uses. The primary aim is to address these challenges through proposed changes to land use designations and the development of innovative zoning mechanisms. One of the key strategies outlined in the Proposed Plans involves the introduction of a Hybrid Industrial land use model in specific targeted areas. This approach aims to create a physical barrier or buffer zone between residential and industrial areas. By doing so, it aims to mitigate the various health, environmental, and nuisance issues that have arisen due to the current incompatible land use patterns in these areas.

Emissions Reduction through Commercial Development Around Transit and Other Non-Automobile Mobility Options*.* The Proposed Plans promote a built environment that prioritizes pedestrian activity and equitable access to goods and services and reduces the negative health and environmental impacts of relying solely on driving to meet daily needs. The integration of multimodal mobility options into land use planning helps reduce greenhouse gas (GHG) emissions, reduce vehicle miles traveled (VMT), and improve overall air quality and access to commercial uses, fresh food establishments, jobs, and schools without a car. The Proposed Plans include policies and zoning that concentrate new higher density mixed-use developments near transit and commercial corridors and provide design standards for commercial developments to encourage multimodal options over single occupancy vehicle usage.

Department of Substance Control (DTSC) Coordination*.* Over the years, many concerns have been raised regarding soil contamination and soil disturbances within areas of known contamination, from decades of contamination associated with industrial uses. To address contaminated soils, minimize public health risks and better protect the community, the Proposed Plans include parcels of concern on a Hazardous Sites Map located within the grading section of Article 4 of the Proposed Plans' zoning code (Exhibit B2). The Hazardous Sites Map updates and memorializes Zoning Information (ZI) footnotes ZI 1192 (Hazardous Waste Areas / Border Zone Properties) and ZI 2354 (Del Amo Superfund Site) to require coordination with DTSC for any proposed ground disturbances. The new requirements may require a Preliminary Endangerment Assessment , based on DTSC's review and any further conditions imposed by DTSC, which is stated in Article 4. This requirement applies to all properties within the boundaries of the Harbor LA CPAs that have existing ZIs for a hazard waste facility or adjacent to a hazardous waste facility. Existing contamination has limited the type of potential uses within redevelopment projects within these brownfield sites. Currently, much of the area surrounding the Del Amo and Montrose Superfund Sites has been designated by the City (as formally requested by the Federal Environmental Protection Agency), to not allow residential uses, hospitals and schools for children.

Housing

The City of Los Angeles is a world city and will continue to grow. Without an increase to our housing supply, the increased demand on the existing housing stock will continue to have

consequential negative effects including over-crowding, upward pressure on rent levels, displacement of low-income residents, and increased prices of for-sale housing. Throughout the Harbor LA Community Plans' public outreach process, residents and community members have commented on the need for more housing options that reflect the diverse living arrangements and income levels of the community. In response to this, the Proposed Plans introduce several strategies that are detailed below.

***Direct Future Housing Growth to Opportunity Areas and Transit Serviced Corridors*.** The Harbor LA Plans align with the City's commitment to Affirmatively Further Fair Housing consistent with the objectives, policies and implementation programs of the 2021-2029 Housing Element (Plan to House LA). Housing Element Policy 1.3.1 states, "Prioritize housing capacity, resources, policies and incentives that include Affordable Housing in residential development, particularly near transit, jobs, and in Higher Opportunity Areas of the City". The Proposed Plans serve the housing needs of the City by directing the majority of new housing growth and development towards mixed-use corridors around proposed Opportunity Areas and existing transit accessible areas including the Harbor Gateway Transit Center, Harbor Gateway C (Green) Line Station, and Carson Street in the Harbor Gateway CPA, and segments of Avalon Boulevard, and Pacific Coast Highway in the Wilmington-Harbor City CPA. Directing growth towards commercial and transit-served corridors helps mitigate the impacts of climate change by adding new housing closer to commercial amenities, allowing residents to rely less on automobiles and increasing multi-modal transit options. This strategy expands opportunities for more affordable housing which is accessible to nearby transit stations and built at densities that will enable more residents to access commercial uses, fresh food establishments, jobs, and schools as pedestrians and transit riders. By directing new housing and commercial development around transit, the Proposed Plans enable streets that are accessible to all users and can function as lively public spaces, offering a diversity of small businesses. Access to bicycle infrastructure and increased transit ridership will also help reduce vehicle miles traveled and the resulting emissions, and positively affect overall air quality in the greater Harbor LA region. The strategy also helps alleviate development pressures on surrounding residential neighborhoods where naturally occurring affordable housing exists.

Production of New Affordable Housing. A key component of the Harbor LA Community Plans update is the creation of a Community Benefits Program that establishes incentives to produce affordable housing tailored to the needs of the community. The proposed incentives in the Community Benefits Program would apply throughout the Harbor LA Community Plan Areas and are focused around areas served by transit as well as strategic areas that introduce more opportunities for mixed use buildings. Currently, there are two city designated Transit Oriented Communities (TOC) Incentive Program areas in the Harbor LA Community Plans, both located in the Harbor Gateway CPA. One TOC area is located at the Harbor Gateway Transit Center, but due to surrounding industrially zoned parcels, the area is ineligible for such TOC incentives. Consequently, many mixed income or 100 percent affordable housing projects have been unable to utilize TOC incentives and instead have defaulted to other state and local Density Bonus incentive programs.

***Neighborhood Stability*.** The Harbor LA Community Plan Areas are composed of several communities, defined to this day by rich cultural identity and history. With the overall rise in regional housing costs and lack of housing supply as a result of the ongoing statewide housing crisis, recent revitalization efforts such as the San Pedro Waterfront project have led to concern about potential displacement in the adjacent Wilmington community. The Harbor LA CPAs are home to some of the lowest-income households in the City having a median household income that is approximately 50% percent less than that of the Citywide median income. Furthermore, the Plan Areas are predominantly renter occupied with approximately 58.7 percent of units in the Harbor Gateway CPA and 60.6 percent of units in the Wilmington-Harbor City CPA occupied by renters, and therefore more likely to experience displacement pressures.

***Minimize Displacement*.** The Proposed Plans encompass goals, policies, programs, and zoning strategies designed to maintain the stability of established neighborhoods while enabling the integration of infill housing. This approach seeks to extend housing options to new residents and growing families within residential zones. A primary focus lies in safeguarding and conserving existing affordable housing resources, both naturally occurring and those established by covenant, while also providing incentives to encourage the construction of additional restricted affordable units within the community. Moreover, the Harbor LA Plans emphasize collaboration and coordination among various city departments and organizations. This collective effort aims to proactively address eviction risks and bolster tenant protection programs, ensuring a robust response to potential threats faced by residents.

Working in tandem with proposed zoning tools and Plan policies, the Proposed Plans apply a Community Benefits Program that focuses on providing affordable housing where it is most needed, while also reflecting the existing physical and economic characteristics of the Harbor LA Community Plans' geography. The proposed Community Benefits Program, Local Affordable Housing Program incentivizes the development of Restricted Income Affordable Housing Units on-site, as part of new housing projects. Under this program, housing projects can achieve higher development rights by setting aside a certain number of affordable units. The program is designed to encourage the development of mixed- income, and 100 percent affordable housing, as well as larger multi-family units that can accommodate multi-generational households. This program also streamlines the production of affordable housing units, offering ministerial approvals for most housing development projects that participate in the process, and negating the need for case-by-case environmental review. Projects that provide affordable housing units under the Program are required to sign a legally binding covenant to keep these rents affordable to households at that applicable income level for 99 years. The Community Benefits Program, Local Affordable Housing Programs supplants the Citywide TOC Guidelines, and functions in tandem with California's State Density Bonus Law.

Preserving Existing and Naturally Occurring Affordable Housing Stock. When people are priced out of their community, it affects the stable factors of their lives from shelter and determines their social and health environment outcomes. As discussed within this staff report, the Proposed Plans prioritize housing preservation in the lower density neighborhoods, which have a high percentage of units that are subject to the Rent Stabilization Ordinance (RSO), with provisions to permit additional units by reducing rear yard setbacks. This goal speaks to preserving naturally occurring affordable housing, while allowing for additional infill at the rear of a property. These proposed regulations provide flexibility and space for additional family members to live, or supplemental income as a rental unit.

Housing units are kept affordable through the City's Rent Stabilization Ordinance (RSO), which limits the year-to-year rent increase allowed on multi-unit properties built before 1978. As previously mentioned, the Proposed Plans prioritize the preservation and maintenance of existing multi-unit housing stock as naturally occurring affordable housing. In addition, under the proposed zoning, all multi-family Form Districts reduce the rear yard setback to 4 feet, from the current 15- foot requirement. This allows for infill development, such as new rear structures, including housing units to be built or converted, while preserving existing housing stock. The Very-Low Rise Narrow (VN) Form Districts also introduce a reduced Floor Area Ratio (FAR) that reflect the existing development patterns found throughout the neighborhood, while discouraging redevelopment of existing properties into larger market-rate only units.

Protects Existing Neighborhoods and Infill Housing Opportunities. The Proposed Plans seek to accommodate new housing opportunities along transit-served corridors, while providing greater stability for the existing lower-scale, multi-unit residential neighborhoods that predominate within the CPAs. These lower-scale neighborhoods contain a variety of housing forms, from smaller apartment buildings to modestly scaled homes, duplexes and four-plexes,

as well as an array of accessory structure living quarters. Here, two new zoning strategies are proposed to better protect existing housing units, and thus existing households:

- Right-sizing FAR: under present-day zoning, new multi-family housing development can utilize up to 3:1 FAR. However, the number of residential units that can be built ranges from two to approximately five units per lot. This zoning condition makes present-day residential lots susceptible to redevelopment with larger, less affordable residential units, without a net increase in the number of overall residential units. The Proposed Plans set forth zoning that is designed to accommodate a range of multi-unit building typologies, maintaining the height and density of today's zoning, while decreasing the Floor Area Ratio (FAR) from 3:1 to 0.75:1 or 1.25:1, depending on the Form District, to reflect the existing development patterns found in residential areas today, and to encourage sensitive infill development that is proportional to existing density.

- Re-thinking rear-yard in-fill: The Proposed Plans reduce the rear yard setback requirement from 15 feet to 4 feet in most residential zones, which allows existing non-conforming structures to be more easily converted to residential units and facilitates the construction of new units. This strategy allows additional infill development to occur throughout the residential neighborhoods while preserving the existing housing stock. This also enables existing residential properties to become multi-unit or continue to be multi-unit, including those built before 1978, which are subject to the Rent Stabilization Ordinance (RSO).

Jobs, Economic Development, and Small Business

The Plan Areas feature a diverse economy ranging from heavy industrial, logistics and manufacturing uses to corner stores, big box and strip mall developments. In more concentrated areas, there are clusters of independently owned small businesses on older commercial corridors such as Avalon Boulevard and Belle Porte Avenue in the Wilmington-Harbor City CPA and Carson Street, and Garden Boulevard in the Harbor Gateway CPA. Due to the connection and proximity to the Ports of Long Beach and Los Angeles, there are many concentrations of maritime and port-related industrial uses. As a result of the current General Plan Use Designations, the Harbor LA CPAs are primarily composed of residential and industrial uses.

In more recent years traditional manufacturing jobs have generally declined, while others such as media, office, and technology have emerged. One of the major emerging sectors has been logistics and shipping container storage. These growing uses have adversely affected abutting sensitive uses with noise, poorer air quality, increased truck traffic and visual blight. Federal laws such as HR 3372 have helped boost the goods movements sector during the COVID-19 pandemic, but have run contrary to new local and state laws to protect frontline communities from concentration of industrial uses, especially for logistic and warehousing uses. Warehousing and logistics have grown so prominently that the Bureau of Environmental Justice, a special division of the California Attorney General's Office, has developed best practices and mitigation measures for new projects and routinely scrutinizes proposed warehousing and logistics facilities for environmental impacts.

Industrial. Approximately 40% of the land area in the Harbor LA CPAs is designated for industrial purposes, a notably higher percentage than the 8% designated for industry across the city. This includes non-conforming industrial uses in residential and commercial zones. Industrial zones historically offer diverse local job opportunities, particularly in vocational and trade professions, often offering more potential for career growth and stability compared to the service-sector jobs found in typical commercial areas. Although industrial practices are evolving and efforts in the Proposed Plans aim to address environmental justice concerns related to some industries, the concentration of employment-focused and port-related land in the Harbor

LA Plans remain a vital economic asset. The Plans propose to preserve industrial land for industrial purposes, aligning with the city's policy to ensure the availability of job-producing activities. However, targeted areas currently zoned for heavier industrial uses are proposed to transition to lighter industrial, commercial and in some cases limited residential to foster better compatibility with nearby residential communities and sensitive uses. In keeping with state and local regulations, the plans propose to improve the design of new industrial buildings by adding buffers, adding distancing requirements requiring targeted uses to be fully enclosed, and allowing for more community engagement in the entitlement process. One key feature of the new code is to allow these uses in most industrial areas with distancing requirements, but in cases where the industrial use abuts sensitive uses, certain industrial uses will require approval with conditions or be prohibited. For the Industrial Mixed-Use Districts, Light Industrial, Sensitive (I5) Use District, wholesale trade & warehousing uses would be allowed conditionally with recommended approval from the City Planning Commission.

Regional Center. The proposed Regional Center in the Harbor Gateway CPA aims to create new commercial opportunities for the Harbor area. In the case of Harbor Gateway, a built out regional center is desired by many residents to assist in establishing a regional identity for Harbor Gateway. The proposed zoning permits a base of 3.5:1 FAR. The proposed Form and Used District zone allows for mixed-use buildings and a variety of regional commercial services, such as restaurants, retail spaces, services, and office headquarters, while discouraging automobile-related uses and outdoor storage. For mixed-use projects, the maximum limit for ground floor commercial spaces is set at 100,000 square feet to accommodate larger retail stores, outdoor walkways, and other significant retail establishments. The primary aim of this proposed zone is to facilitate vibrant commercial activities and housing on upper floors, attract major retailers, significant cultural facilities and retail commercial venues, and improve connectivity between Vermont Ave and 190th Street by fostering an active ground-floor experience. Most importantly, it will enable a diverse array of shops, services, dining venues, hotels, and entertainment options, aiming to become a regional destination that can support commercial uses that are less detrimental to the abutting Dominguez Channel and local watershed. A key feature of the proposed Regional Center is to increase access to the abutting Dominguez Channel and Class I bike path. As part of the proposed Form District, 20 percent of any new development is required to be allocated for Amenity Space. For parcels directly abutting the Dominguez Channel, a dual Frontage is required to foster better connections to the water way and existing bike path.

Commercial. Small, neighborhood-serving businesses are the predominant uses on the commercial corridors of both community plan areas. Industrial uses and rising housing costs create pressure on commercial space, leading to commercial displacement. This has been a major concern of the community, second only to neighborhood stability and housing affordability. The percentage of land designated for commercial uses for the Harbor LA CPAs is approximately 5 percent. In addition to several proposed policies to help support existing and future small businesses, the proposed CX6 Use District will ensure smaller spaces are available for smaller businesses by prohibiting commercial square footage that exceeds 10,000 square feet. This helps deter consolidation of existing small spaces. While a development project or commercial building may house multiple business spaces totaling over 10,000 square feet, each individual business space must be a maximum of 10,000 square feet. This will allow for needed neighborhood uses, like grocery stores while deterring more suburban big box retailers.

Maintain and Create Spaces for Small Businesses. The local economy is in large part driven by small businesses in the form of retail and services for residents and the port. The Plans identify the need to protect existing locally owned businesses from displacement, and better facilitate new locally owned businesses. To achieve this, the Community Plans propose policies and zoning that aim to maximize opportunities for small and local businesses by limiting the sizes of new commercial tenant spaces to help maintain affordability, avoid displacement, and

promote diversity, while encouraging mixed-use and commercial developments to provide commercial tenant spaces that are appropriately scaled for neighborhood-serving small businesses. As discussed earlier, due to the low percentage of land designated for commercial uses in Harbor Gateway and Wilmington-Harbor City, there are several proposed policies to help support existing and future small businesses. The proposed CX6 Use Districts help ensure smaller spaces are available for smaller businesses by prohibiting commercial square footage that exceeds 10,000 square feet. In both the CX6 and CX8 Use Districts, larger commercial uses may be permitted through a Conditional Use process. Additionally, the "Shopfront 4" (SH4) Frontage District requires a high build-to width, a high level of transparency, frequent entryways, and a ground floor elevation at or near sidewalk grade. This promotes a legible street wall and activates the public realm with pedestrian activity and visual interest. The at-grade ground floor elevation allows for an increased connection between the interior uses and the pedestrian space. A majority of the Development Standard Districts selected for the Harbor LA commercial corridors prohibit drive-thru establishments to help preserve small independent businesses, while concurrently maintaining an intimate pedestrian scale for shoppers.

Neighborhood Identity and Historic Resources

The Harbor Gateway CPA was originally part of Rancho San Pedro. Harbor Gateway is unlike any other community plan area in Los Angeles with its unique columnar geographic orientation, which shares major corridors with other cities and jurisdictions such as Gardena, Torrance, and Los Angeles County. Harbor Gateway provides a vital link to the core of the City to neighboring Wilmington- Harbor City, San Pedro, and the Port of Los Angeles. Harbor Gateway and the general Harbor Area have functioned as a part of the City's main economic hub for industrial uses such as: recycling, clothing, goods, and food production and distribution headquarters, metal plating and goods movement. The land that encompasses the Harbor Gateway was annexed into the City of Los Angeles in 1908 so that Los Angeles could be connected to its harbor in San Pedro. At the time, the area was known as the "shoestring strip" or the city strip. The annexation of the "shoestring strip" was set into motion by the necessity of Los Angeles having its own harbor. The area was not given the name Harbor Gateway until 1985; prior to that it was still colloquially referred to as the "shoestring strip". The area's councilwoman at the time felt that the new name would give the area more cohesion and its residents a sense of place and pride. Today, Harbor Gateway has 25 SurveyLA identified individual Historic Resources. Additionally, the Chacksfield Tract Residential Historic District is identified as a Planning District. The tract comprises 204 contributing and 30 non-contributing properties that are distinguished by the Traditional Ranch House style of architecture and Japanese-style gardens. The gardens are known for their manicured Japanese black pine trees, Sago palms, "Nana" juniper plants, pruned dwarf eugenias, junipers, mondo grass, Japanese stone or cast concrete lanterns, large stones, and other distinct hardscapes.

Wilmington and Harbor City each have their own unique identities, yet these neighboring communities share many common goals, as well as local community assets. Wilmington is one of the City's earliest port communities in the Harbor Region, while Harbor City developed primarily as a residential community. Together, they provide a vital link from the core of the City to the Port of Los Angeles. Historically, Wilmington and Harbor City have functioned as part of the City's main economic drivers for heavier industrial uses such as: oil refineries and production, goods movement, and Port related uses. While Wilmington and Harbor City have a significant amount of industrial land, they are also home to many Angelenos. Aside from the industrial uses, Wilmington and Harbor City have an abundance of single-family and multi-family neighborhoods. Early residential development in Wilmington dates back to the late 1890s through 1950s. Much of Harbor City's residential development dates back to the late 19th and early 20th century. Distinctive residential neighborhoods include: Banning Park HPOZ in Wilmington and Harbor Pines in Harbor City. Wilmington has historic resources dating back as early as the Civil War, and has 11 Historical Cultural Monuments (HCMs), 1 Historic

Preservation Overlay Zone (HPOZ), and 68 SurveyLA identified Historic Resources. Harbor City has 8 SurveyLA identified Historic Resources such as Narbonne High School, completed in 1957, and known for its unique spiral design with school buildings fanning out from a central hub.

Preservation and Restoration of Historic Resources. The Proposed Plans include policies and programs to preserve historic resources identified through the Los Angeles Historic Resources Survey (Survey LA). The Plans include safeguards to protect individually significant resources and districts from demolition and adverse alteration. The Plans' policies also promote the restoration and reuse of vacant and or deteriorating historic buildings for new uses that will benefit the community while reinforcing the site's historic and cultural legacy.

Additional Design Regulations in Identified Historic Neighborhoods*.* The Proposed Plans use the new zoning code's Form and Frontage Districts to ensure new development is reflective of the existing built character in areas of the community identified as potentially historic. A proposed Character Frontage will be applied to certain areas such as the historic commercial corridor on Avalon Boulevard. The Character Commercial 1 (CC1) Frontage District, which requires facade elements found in today's historic commercial buildings, is applied along a stretch of the corridor. In addition, the new Low-Rise Medium 4 (LM4) Form District applies a three-story height limit to new buildings, with an option to reach five stories if the project provides the required amount of affordable housing.

The Proposed Plans also include new zoning regulations in neighborhoods or on specific parcels of the Harbor LA Plans identified as historic or potentially historic in SurveyLA. These zoning regulations are applied through Article 8 of the new Zoning Code and would require that new infill development respond to prevailing neighborhood characteristics by including objective and measurable standards for features such as front porches, pitched roofs, recessed fenestration, and other features commonly found throughout the neighborhood. The intent is to provide zoning regulations to maintain an individual property's character-defining features. While SurveyLA has identified several eligible historic districts and individual historic sites throughout the Harbor LA Plan Areas, these resources remain susceptible to degradation or redevelopment. The Proposed Plans include a Conservation District (CD) in Wilmington and an Individual Historic Resource Review (IHR) to specific parcels in Harbor Gateway and Wilmington-Harbor City. The CD can be applied to an area of the City that has been identified in a Historic Resources Survey accepted by the Office of Historic Resources (OHR) as a historic district made up of Surveyed Historic Resources. The CD maintains a district's character-defining features and retains the district's integrity. It includes properties that have been identified in a Historic Resources Survey as a Contributing Element or Non-Contributing Element. For contributing properties, the Secretary of the Interior's Standards for Rehabilitation shall be applied to projects. For non-contributing properties, all zoning district standards and applicable Character Frontage standards, as denoted in the zone string, shall be applied to projects. The Individual Historic Resource Review, or IHR review, requires additional planning review in consultation with OHR for projects that involve select eligible or surveyed individual properties within the CPA. This additional review, paired with additional zoning regulations such as Form Districts and Characters Frontages, helps to maintain the rich cultural identity and history of buildings.

Athens on the Hill. With the release of preliminary land use designations and zoning standards, which were informed through the community outreach process, there was a desire from residents to maintain the scale and character of the single-family zoned area known as Athens on the Hill in the Harbor Gateway Community Plan Area. Multiple earlier efforts have been made to create a formal historic district. In 2001 the City Planning Commission (CPC-1999-0197), did not recommend the approval of an Athens on the Hill HPOZ. The findings concluded that the neighborhood did not have a common pattern of development, as nearly

60% of homes were developed after the 1950s. Additionally, the report concluded that many of the pre-1950s homes had been altered. Most recently, SurveyLA identified four potentially eligible historic resources, and there remains a local desire to maintain the current patterns of development and explore other approaches to historic designation. One of the Harbor Gateway Community Plan's objectives is to “maintain stable single- and multi-family residential neighborhoods.” In the case of the Athens on the Hill Neighborhood, the Proposed Plan adds zoning regulations to help maintain the existing scale and built pattern of the area, utilizing an array of tools, including the following:

- 50’ foot minimum lot width
- Primary setback of 20’ feet
- 20% Amenity Space requirement
- Upper wall plate at 22’ feet
- Frontage landscape requirements
- Prohibiting parking in the front parking setback or between buildings and the street
- Allowing only residential units
- Porch features (porch, forecourt, recessed entry and projecting entry)
- Limiting lot coverage to 45%
- Fence and wall limitations
- Building width maximum

These new zoning tools will help maintain the current development pattern and scale of the neighborhood. Additionally, new protections may be applicable through Article 8 programs, in conjunction with the Office of Historic Resource’s identification of eligible historic resources.

Mobility and Connectivity

The Proposed Plans recognize the crucial relationship between land use and mobility. Investments to improve mobility and connectivity in the Harbor LA CPAs would support the Proposed Plans’ land use strategies and, as such, the Proposed Plans identify and prioritize improvements. Stakeholder comments have highlighted the need for improved access and connectivity across the Harbor LA Plan Areas and to the rest of the city.

Enhanced Safety. The Proposed Plans support community initiatives, such as Vision Zero and Safe Routes to School to bring further attention to pedestrian and bicycle safety improvements. Traffic crashes are the leading cause of death for school-age children in Los Angeles. Streets that are safe for children are safer for everyone, including older adults who are also disproportionately impacted by severe and fatal traffic crashes in Los Angeles. Vision Zero, the citywide initiative to eliminate deaths from traffic crashes by 2025, has identified city streets with the highest rates of severe and fatal crashes involving people walking and bicycling. In the Harbor LA Plan Areas, streets such as Carson Street in Harbor Gateway, and Western Avenue, Lomita Boulevard, Pacific Coast Highway, Normandie Avenue, and Anaheim Street in Wilmington-Harbor City, are identified on the High Injury Network (HIN). One of the goals of the Proposed Plans is to facilitate pedestrian-oriented access and routes that are safe, efficient and attractive for a variety of uses. The Proposed Plans encourage the development and improvement of safe routes to schools throughout the community via walking, bicycles or transit. The Proposed Plans’ programs prioritize engineering and street design improvements, such as prioritizing additional Safe Routes to School interventions around schools located near the High Injury Network within the CPAs.

Increase Transit Options. The communities within the Harbor LA Plan Areas have high levels of transit ridership, making transit options a high priority to create better connectivity throughout the Plan Areas, as well as to neighboring communities. The Proposed Plans support transportation improvements identified through Mobility Plan 2035, such as options for

increased bus service and dedicated bus lanes, and protected bicycle lanes to provide safe connections throughout neighborhoods.

Concentrating Growth Near Transit. The Proposed Plans concentrate growth around transit and promote a mix of uses to support walkable communities. The regional transportation network extends through the Harbor LA Plan Areas with one C (Green) Line station and four J (Silver) Line stations. The Proposed Plans' land use strategies are focused on increasing access to housing and jobs – especially affordable housing and jobs for a range of educational and skill levels – while reducing reliance on single occupancy vehicles.

Racial Justice and Equity

City Planning is dedicated to integrating equity and anti-racist principles into every aspect of community planning in Los Angeles. There is a clear link between Black, Indigenous, and people of color (BIPOC) communities and lower income levels in the city. The Harbor LA Community Plans Update reflects years of intentional collaboration and relationship-building with various stakeholders, including community-based and advocacy groups representing Harbor LA residents. This joint effort has significantly influenced the policy direction of the Community Plans, aiming to empower those in the Harbor LA region who have been negatively affected by prior planning practices that created barriers to jobs, housing, and a healthy living environment.

The Proposed Plans preserve existing affordable housing and promote new affordable housing opportunities. The Harbor LA Plans also support local job opportunities, minimize the impact of current and future sources of pollution, like heavy industrial sites near residential areas, and encourage the development of accessible residential and commercial spaces through alternative transportation options.

Recent events, most notably the COVID-19 pandemic and the ongoing discourse on racial justice and restorative planning, have underscored and heightened the significance of longstanding systemic issues. These events have emphasized several key points:

- The critical need for affordable housing, especially for lower-income groups. They've highlighted that a lack of affordable housing poses health risks and restricts access to resources during crises.
- The impact of overcrowding on community health has become apparent.
- Businesses need flexibility to adapt swiftly to changing circumstances.
- The necessity of open spaces for various purposes such as socializing, recreation, and extending business services outdoors.
- The importance of safe and inclusive engagement strategies and activities.

The Proposed Plans aim to attract further investment in the Harbor LA Plan Areas while implementing strategies to minimize displacement and uplift communities that have been historically overlooked or marginalized. The inadequate supply of affordable housing coupled with environmental injustices has resulted in disparities, poverty, and public health concerns, which remain pressing issues for the Harbor LA community. The Plans aim to create more opportunities for mixed-income and 100 percent affordable housing near major transit stops to accommodate residents from all income levels. Additionally, it aims to reduce the impact of existing and future sources of pollution within the community.

Wellness, Sustainability, and Open Space

The Harbor LA Community Plans emphasize the importance of environmentally sustainable land use strategies. The Proposed Plans aim to tackle climate change by lessening impacts on the climate and preparing a community response to climate change. There has been a history of

unfair exposure to harmful activities in the Harbor LA CPAs, a concern repeatedly voiced by community members. A significant portion live close to truck routes, port-related and trucking-related industries, and near manufacturing sites, indicating some of the highest percentages of resident exposure in the city. Both Harbor LA Community Plan Areas consistently rank poorly in metrics measuring Pollution Burden, Environmental Effects, and Pollution Exposure, and are among the lowest on the Community Health and Equity Index. Past land use decisions and freeway construction in the latter part of the 20th century have led to various adverse health effects. According to CalEnviroScreen 4.0 data, the Harbor LA CPAs fall within the top tenth percentile for asthma, cardiovascular disease, and low birth weight. These health disparities worsened during the COVID-19 pandemic. Research indicates that prolonged exposure to air pollutants raises the risk of COVID-19 mortality. The Proposed Plans aim to support ongoing efforts to rectify the negative practices of the past and promote resilient development patterns that meet the community's health and wellness needs.

Tree Canopy, Urban Heat Island, and Open Space. The New Zoning Code (LAMC Chapter 1A) allows for sustainability measures. Lot Amenity Space requirements are located in the Form District regulations, which means that they apply to all development and uses, whereas the current Zoning Code's (LAMC Chapter 1) common open space requirements apply only to residential projects. The lot amenity space calculation provides a bonus to amenity spaces that are open to the public, encouraging property owners to provide green space for the benefit of the surrounding community. Similarly, the Development Standards of the new code require tree planting for all uses based on FAR, as opposed to the existing dwelling unit-based tree planting requirements of the current zoning code. The Proposed Plans also call for more planting of shade trees in the public right-of-way to mitigate urban heat island effects and contribute to the sustenance of the urban forest. The Proposed Plans also add a requirement for certain filtration plants and trees to be planted on properties that are zoned for industrial uses, as well as properties within 500 feet of a freeway.

Mobility. The Proposed Plans prioritize infrastructure for pedestrians, bicyclists, and other active transportation modes to reduce dependency on private vehicles, which are the largest contributor to greenhouse gas emissions in the state. The Proposed Plans are tailored to encourage developments that contribute to active streets, include pedestrian access on large sites, and provide public open spaces. Beyond providing infrastructure, the public realm serves as a space for civic engagement and public participation, and as a gathering space that has proven essential in serving the needs of the community.

Waterfronts and Waterways.
The Wilmington Waterfront and Dominguez Channel are located within the Harbor LA CPAs and abut major opportunity areas, where the plans intend to accommodate more growth and commercial activities. They serve as natural resource areas where commercial amenities and increased connectivity to surrounding neighborhoods is desired. When possible, the Proposed Plans call for buildings to be oriented toward the water through special Frontage District rules that include landscaping requirements. Additionally, the Proposed Plans include goals and policies that encourage repurposing underutilized parcels and right-of-ways to better connect to the water's edge by creating a network of linked public amenities (gateways, plazas, paseos, and pedestrian paths) that provide safe and attractive public access.

Proposed Plan Components

<u>Community Plan Policy Document</u>

The Policy Documents for the Harbor LA Community Plans guide future discretionary decision-making, City initiatives, and the prioritization of public resources and investment

through 2040, the horizon year of the Proposed Plans. Each Plan's Policy Document is composed of the following:

Chapter 1, **Introduction & Community Profile** offers an overview of the document's structure and intent, states the Proposed Plan's overall vision and guiding principles, explores the Proposed Plan's background and relationship to other plans, discusses the Community Plan Area's historic and modern-day context, and summarizes the land use designations applied in the Community Plan Area;

Chapter 2, **Land Use & Urban Form** expresses the community's vision for the future, outlining specific goals and policies that address the range of land uses in the Proposed Plan, including residential, commercial and industrial land uses;

Chapter 3, **Environmental Justice** sets goals and policies to guide and address the intersection between land use, public health, and the environment from an equity lens, as well as considering both existing land use conflicts and evolving land use planning priorities;

Chapter 4, Mobility & Connectivity sets goals and policies for the community's circulation system, focused on enhancing mobility and safe access for all users, as well as addressing goods movement and parking;

Chapter 5, Public Realm & Open Space sets goals and policies to improve the public realm, access to parks and open space;

Chapter 6, Implementation, describes the process for implementing the Proposed Plan's policies through a variety of implementation programs. Programs are divided into two phases of implementation: 1) established programs, and 2) proposed (long-range) implementation programs. The proposed long-range implementation programs of the Community Plan seek to link Plan policies to ongoing Department Programs and promote collaboration with other agencies.

Appendix A, Relationship to Other Plans, explains the relationship of the Proposed Plan to the General Plan, City's General Framework Element, specific plans and overlay zones, and plans of other non-City agencies and organizations.

General Plan Land Use Designations

Both Community Plans include a Land Use Map, which is a map identifying the General Plan Land Use Designations for all properties within each CPA. The proposed General Plan Land Use Map includes the proposed general plan land use designations in its respective plan area, as well as a corresponding zone table to identify the zoning types that are allowed for each type of land use designation (Exhibit A4). The Proposed Plans also include amendments to the General Plan Framework Element to introduce new general plan land use designations applicable in both plan areas. These designations are designed to reflect the intent of the Harbor LA Plans land use strategies and the proposed amendments that will allow for their limited applicability in each CPA. General plan land use designations help guide development by establishing the general location and intensity of different uses of land, in addition to the allowable scale of development. Each land use designation expresses a variety of goals and policies and corresponds to a set of implementing zones that regulate development, including uses, FAR, densities, and height. The Land Use Map shows the locations of the proposed land use designations in each respective CPA. The proposed land use designations, along with

implementing zoning actions, would reinforce a pattern of development that directs future growth to urbanized and transit-served areas and transition incompatible industrial land uses adjacent to residential land uses to a more compatible land use designation that advances environmental justice goals for the Harbor LA communities.

In the Harbor LA Community Plan Areas, the following general plan land use designations are applicable with the generally listed uses and development ranges. For more detailed information and zoning correspondence please see the General Plan Land Use Maps (Exhibit A4).

Regional Center (Only applicable in the Harbor Gateway CPA)

Per the Harbor Gateway Community Plan: "Regional Center areas function as hubs of regional commerce and activity, and are usually located near major transportation hubs or along major transportation corridors. The building form ranges from Mid Rise to High Rise, active shopfronts along active streets. Regional Centers typically provide a significant number of jobs, in addition to residential, retail, government, entertainment and cultural facilities, and health facilities on a regional scale. The residential density generally ranges from 1 unit per 400 square feet of lot area to 1 unit per 200 square feet of lot area; residential density may also be limited by floor area."

The Regional Center land use designation is being applied along major commercial corridors near the Dominguez Channel, along Artesia Boulevard to 190th Street in the Harbor Gateway CPA. Based on its existing framework designation, proximity to a transit center, surrounding towers, major employment centers and abutting waterway/open space the Regional Center designation is applied to foster the development of a centralized commercial center that allows mixed-use development with higher density. Accordingly, the corresponding zoning districts aim to accommodate the types and intensities of development that are anticipated, as follows:

- Form Districts allowed in the Regional Center represent the greatest range of maximum Floor Area Ratio (FAR), with a maximum bonus of 5:1 FAR allowed near the Harbor Gateway Transit Center. Those commercial parcels not identified through the Local Affordable Housing Maps (Exhibit B4) are limited to 3.5:1 FAR. Height is limited by FAR.
- Use Districts allow for residential uses and an array of regional commercial-serving uses to accommodate larger retail stores, and outdoor promenades.
- Density Districts work in concert with the other zoning districts to realize the Regional Center's goal of maximizing housing development in Regional Centers. Here the Density Districts allow a residential density of "4", or 1 unit per 400 square feet of lot area.
- This table demonstrates the corresponding districts within the Regional Center designation in Harbor Gateway:

Community Plan Area	General Plan Land Use Designation	Form Districts	Use Districts	Density Districts
Harbor Gateway	Regional Center	Mid-Rise Broad 6 (MB6)	Commercial-Mixed 10 (CX10)	4

Community Center (Only applicable in Wilmington-Harbor City CPA)

Per the Wilmington-Harbor City Community Plan: "Community Centers are vibrant places of activity typically located along commercial corridors, in concentrated nodes, or adjacent to major transit hubs. The building form is Low Rise. The use range is broad and may include commercial, residential, institutional facilities, cultural and entertainment facilities, and

neighborhood-serving uses. The residential density generally ranges from 1 unit per 800 square feet of lot area to 1 unit per 400 square feet of lot area." Accordingly, the corresponding zoning districts aim to accommodate the types and intensities of development that are anticipated, as follows:

- Form Districts allowed within Community Centers represent a range of maximum FAR, with a Maximum Bonus FAR of 3:1. LM4 is applicable to segments of Western Avenue, Pacific Coast Highway, and Vermont Boulevard. These commercial corridors are limited to 3-stories with an option to build to 5 stories through the provision of affordable housing. Corridors not identified through the Local Affordable Housing Maps (Exhibit B4) are limited to 1.5:1 FAR and 3-stories.
- Use Districts allow for a broad range of commercial and residential uses. The CX6 Use District accommodates community-serving commercial and prohibits heavy commercial uses like auto-related, cargo storage, open storage and commercial vehicle storage. The CX8 Use District is an equivalent zone to the existing C2 zone. Auto-related uses may be permitted with use standards that distance from sensitive uses. The CX10 Use District allows for an array of regional commercial-serving uses to accommodate larger retail stores, and outdoor promenades.
- Density Districts work in concert with the other zoning districts to realize the Community Plan's goal of maximizing housing development in Community Centers. Here the Density Districts allow a residential density of "8", or 1 unit per 800 square feet of lot area. This table demonstrates the corresponding districts within the Community Center designation in Wilmington-Harbor City:

Community Plan Area	General Plan Land Use Designation	Form Districts	Use Districts	Density Districts
Wilmington-Harbor City	Community Center	Low-Rise Medium 4 (LM4)	Commercial-Mixed 6 (CX6) Commercial-Mixed 8 (CX8) Commercial-Mixed 10 (CX10)	8

Villages

Per the Harbor Gateway and Wilmington-Harbor City Community Plans: "Villages are characterized by walkable and fine-grained block patterns that serve as historic and cultural regional niche market destinations. The building form ranges from Low-Rise to Mid-Rise. Commercial uses, such as restaurants, retail, services, and small offices may be interspersed with a range of housing types; commercial uses on the ground floor help promote a pedestrian atmosphere. Adaptive reuse of historic buildings and infill development is responsive to the historic and cultural legacy of these areas. The residential density generally ranges from 1 unit per 1,200 square feet of lot area to being limited by floor area." Accordingly, the corresponding zoning districts aim to accommodate the types and intensities of development that are anticipated, as follows:

- Form Districts allowed within Villages represent a range of maximum FAR, with a Maximum Bonus FAR of 3:1 for the LM4 Form District and 4:1 for the LB3 Form District. LM4 is applicable to Avalon Boulevard between Opp Street to Harry Bridges Boulevard, and to a few streets that abut the commercial corridor including segments of Fries Avenue, Marine Avenue, Broad Avenue and Anaheim Street, in the Wilmington-Harbor City CPA. These commercial corridors are limited to 3-stories with an option to build to 5 stories through the provision of affordable housing. LB3 is applicable to segments of Figueroa Boulevard, El Segundo Boulevard, Rosecrans Avenue, Torrance Boulevard,

and Carson Boulevard in the Harbor Gateway CPA. These commercial corridors are limited to a 4-story height limit with an option to build to 7 stories through the provision of affordable housing. Corridors not identified through the Local Affordable Housing Maps (Exhibit B4) are limited to the base Form District metrics.

- Use Districts allow for a broad range of commercial and residential uses. The CX6 Use District accommodates community-serving commercial and prohibits heavy commercial uses like auto-related, cargo storage, open storage and commercial vehicle storage. The CX8 Use District is an equivalent zone to the existing C2 zone. Auto-related uses may be permitted with use standards that distance from sensitive uses.
- Density Districts work in concert with the other zoning districts to realize the Community Plan's goal of maximizing housing development in Villages. Here the Density Districts allow up to a residential density of "6", or 1 unit per 600 square feet of lot area in Harbor Gateway and "10", or 1 unit per 1,000 square feet of lot area in Wilmington-Harbor City. Corridors not identified through the Local Affordable Housing Maps (Exhibit B4) are limited to base Form District metrics.
- This table demonstrates the corresponding districts within the Villages designation in Harbor Gateway and Wilmington-Harbor City:

Community Plan Area	General Plan Land Use Designation	Form Districts	Use Districts	Density Districts
Harbor Gateway	Villages	Low-Rise Broad 3 (LB3)	Commercial-Mixed 8 (CX8)	6
Wilmington-Harbor City	Villages	Low-Rise Medium 4 (LM4)	Commercial-Mixed 6 (CX6)	12, 10

Neighborhood Center

Per the Harbor Gateway and Wilmington-Harbor City Community Plans: "Neighborhood Center areas are focal points for surrounding residential neighborhoods and include uses that serve the needs of residents and employees. The building form ranges from Low Rise to Mid Rise and is characterized by pedestrian-scale commercial development. Uses generally include a mix of residential and commercial uses, such as local businesses and services. The residential density generally ranges from 1 unit per 1,200 square feet of lot area to 1 unit per 400 square feet of lot area." Accordingly, the corresponding zoning districts aim to accommodate the types and intensities of development that are anticipated, as follows:

- Form Districts allowed within the Neighborhood Center represent a range of maximum FAR, with a Maximum Floor Area Ratio (FAR) of 1:5:1 for LM4 to 3.5:1 for MB5. LM5 is applicable to Western Avenue, Lomita Boulevard, Belle Porte Avenue, Normandie Avenue, Pacific Coast Highway, Anaheim Street, Wilmington Boulevard, C Street, Avalon Boulevard and Harry Bridges Boulevard in the Wilmington-Harbor City CPA and segments along Western Avenue, Normandie Avenue, Gardena Boulevard, Figueroa Street, Vermont Avenue, Redondo Beach Boulevard, and Rosecrans Avenue in Harbor Gateway CPA. These corridors have a 3-story height limit, whereas, Vermont Avenue, Rosecrans Avenue, Alondra Avenue, Figueroa Street, Western Avenue, and Normandie Avenue in the Harbor Gateway CPA are limited to a 5-story height limit. Corridors not identified through the Local Affordable Housing Maps (Exhibit B4) are limited to base Form District metrics.
- Use Districts allow for a broad range of commercial and residential uses. The CX6 Use District accommodates community-serving commercial and prohibits heavy commercial

uses like auto-related, cargo storage, open storage and commercial vehicle storage. The CX8 Use District is an equivalent zone to the existing C2 zone. Auto-related uses may be permitted with standards that distance the use from sensitive uses.

- Density Districts work in concert with the other zoning districts to realize the Community Plans' goals of maximizing housing development in Neighborhood Centers. Here the Density Districts allow up to a residential density of "4", or 1 unit per 400 square feet of lot area, "8", or 1 unit per 800 square feet of lot area, "10", or 1,000 square feet of lot area, and "12", 1,200 square feet of lot area. Density Districts 8 and 4 correspond to the Harbor Gateway CPA and Density Districts 8, 10, and 12 correspond to the Wilmington-Harbor City CPA.
- This table demonstrates the corresponding districts within the Neighborhood Center designation in Harbor Gateway and Wilmington-Harbor City:

Community Plan Area	General Plan Land Use Designation	Form Districts	Use Districts	Density Districts
Harbor Gateway	Neighborhood Center	Low-Rise Medium 4 (LM4) Moderate-Rise Broad 5 (MB5)	Commercial-Mixed 6 (CX6) Commercial-Mixed 8 (CX8)	8 4
Wilmington-Harbor City	Neighborhood Center	Low-Rise Medium 4 (LM4)	Commercial-Mixed 6 (CX6) Commercial-Mixed 8 (CX8)	12 10 8

Medium Neighborhood Residential

Per the Harbor Gateway and Wilmington-Harbor City Community Plans: "Medium Neighborhood Residential areas are primarily residential and may integrate limited local-serving commercial uses; these neighborhoods are adjacent and connected to commercial and employment areas. The building form ranges from Very-Low Rise to Low Rise and buildings are typically oriented toward the street. The residential density generally ranges from 1 unit per 1,000 square feet of lot area to being limited by floor area." Accordingly, the corresponding zoning districts aim to accommodate the types and intensities of development that are anticipated, as follows:

- Form Districts allowed within Medium Neighborhood Residential represent a range of maximum FAR up to 1:25 FAR in the LN2 Form District and 1.5:1 in the LM3 Form District. LN2 Form District is applicable to Western Avenue, and Banning Boulevard in Wilmington-Harbor City. LM3 Form District is applicable to 182nd Street and 228th Street in Harbor Gateway and Pacific Coast Highway and Vermont Boulevard in Wilmington-Harbor City. Both Form Districts limit height to 3-stories. Residential-mixed areas not identified through the Local Affordable Housing Maps (Exhibit B4) are limited to base Form District metrics.
- Use Districts allow for a range of limited neighborhood commercial uses and residential uses. The residential mixed use districts emphasize residential uses and only allow a minimal amount of compatible services and amenities and limited commercial uses.
- The RX3 Use District accommodates residential uses with limited commercial uses that only include eating/dining and personal services limited to 1,500 square feet of ground floor space. The RX4 Use District accommodates residential uses with limited commercial uses that only include: counter service, animal services, retail, eating/dining

and personal services limited to 3,000 square feet of ground floor space. Both Use Districts have limited hours of operation.
- Density Districts work in concert with the other zoning districts to realize the Community Plan's goal of maximizing housing development in Medium Neighborhood Residential. Here the Density Districts allow up to a residential density of "8", or 1 unit per 800 square feet of lot area and "10", or 1 unit per 1,000 square feet of lot area.
- This table demonstrates the corresponding districts within the Medium Neighborhood Residential designation in Harbor Gateway and Wilmington-Harbor City:

Community Plan Area	General Plan Land Use Designation	Form Districts	Use Districts	Density Districts
Harbor Gateway	Medium Neighborhood Residential	Low-Rise Medium 3 (LM3)	Residential-Mixed 4 (RX4)	8
Wilmington-Harbor City	Medium Neighborhood Residential	Low-Rise Narrow 2 (LN2) Low-Rise Medium 3 (LM3)	Residential-Mixed 3 (RX3)	10 8

Medium Residential

Per the Harbor Gateway and Wilmington-Harbor City Community Plans: "Medium Residential areas provide a concentration of multi-unit housing and are typically located near commercial or employment centers. The building form ranges from Very Low Rise to Low Rise. Supportive institutional uses may also be provided in certain Residential Use Districts. The residential density generally ranges from 1 unit per 1,000 square feet of lot area to 1 unit per 800 square feet of lot area." Accordingly, the corresponding zoning districts aim to accommodate the types and intensities of development that are anticipated, as follows:

- Form Districts allowed within Medium Residential represent a range of maximum FAR up to 1:25 FAR in the LN2 Form District and 1.5:1 in the LM3 Form District. The LN2 Form District is applicable to Western Avenue, Anaheim Street, Lomita Boulevard, Normandie Avenue, Frampton Avenue, Wilmington Boulevard, Lakme Avenue, F Street and Marine Avenue in Wilmington-Harbor City. The LM3 Form District is applicable to the Medium Residential areas near 120th Street, Vermont Avenue, Figueroa Street, Redondo Beach Boulevard, Alondra Boulevard Normandie Avenue, Western Avenue, and Del Amo Boulevard in Harbor Gateway and Pacific Coast Highway, Fitness Drive, Broad Avenue and Lakme Avenue in Wilmington-Harbor City. Both Form Districts limit height to 3-stories. Residential areas not identified through the Local Affordable Housing Map (Exhibit B4) are limited to base Form District metrics.
- The Use Districts emphasize residential uses and only allow a minimal amount of compatible services and amenities.
- The RG3 Use District accommodates a wide variety of housing types for a variety of housing needs, in a predominantly residential setting.
- Density Districts work in concert with the other zoning districts to realize the Community Plans' goals of maximizing housing development in Medium Residential. Here the Density Districts allow up to a residential density of "8", or 1 unit per 800 square feet of lot area and "10", or 1 unit per 1,000 square feet of lot area.

- This table demonstrates the corresponding districts within the Medium Residential designation in Harbor Gateway and Wilmington-Harbor City:

Community Plan Area	General Plan Land Use Designation	Form Districts	Use Districts	Density Districts
Harbor Gateway	Medium Residential	Low-Rise Medium 3 (LM3)	Residential General 3 (RG3)	8
Wilmington-Harbor City	Medium Residential	Low-Rise Narrow 2 (LN2) Low-Rise Medium 3 (LM3)	Residential General 3 (RG3)	10 8

Low Neighborhood Residential

Per the Harbor Gateway and Wilmington-Harbor City Community Plans: “Low Neighborhood Residential areas are primarily residential and may integrate limited localserving commercial uses; these neighborhoods are adjacent and connected to commercial and employment areas. The building form is Very Low Rise and buildings are typically oriented toward the street. The residential density generally ranges from 2 units per lot to 1 unit per 1,000 square feet of lot area.” Accordingly, the corresponding zoning districts aim to accommodate the types and intensities of development that are anticipated, as follows:

- Form Districts allowed within Low Neighborhood Residential represent a range of maximum FAR up to 1.0:1. The VN2 Form District is applicable to Palos Verdes Drive and near the southern portion of Western in Wilmington-Harbor City. The VN3 Form District is applicable to Vermont Avenue in the Harbor Gateway CPA and Western Avenue, Wilmington Boulevard, Figueroa Street, Watson Avenue and Fries Avenue in the Wilmington-Harbor City CPA. Both Form Districts limit height to 3-stories. Residential areas not identified through the Local Affordable Housing Maps (Exhibit B4) are limited to base Form District metrics.
- The Use Districts emphasize residential uses and only allow a minimal amount of compatible services and amenities.
- The RX Use Districts accommodate a wide variety of housing types for a variety of housing needs, in a predominately residential setting.
- The RX3 Use District accommodates residential uses with limited commercial uses that only include eating/dining and personal services limited to 1,500 square feet of ground floor space.
- Density Districts work in concert with the other zoning districts to realize the Community Plans’ goal of maximizing housing development in Low Neighborhood Residential. Here the Density Districts allow up to a residential density of “15”, or 1 unit per 1,500 square feet of lot area.
- This table demonstrates the corresponding districts within the Low Neighborhood Residential designation in Harbor Gateway and Wilmington-Harbor City:

Community Plan Area	General Plan Land Use Designation	Form Districts	Use Districts	Density Districts
Harbor Gateway	Low Neighborhood Residential	Very-Low Narrow 3 (VN3)	Residential-Mixed 3 (RX3)	30 20
Wilmington-Harbor City	Low Neighborhood Residential	Very-Low Narrow 2 (VN2) Very-Low Narrow 3 (VN3)	Residential-Mixed 3 (RX3)	40 20 15

Low Medium Residential

Per the Harbor Gateway and Wilmington-Harbor City Community Plans: “Low Medium Residential areas provide multi-unit housing, ranging from duplexes to small scale apartments, generally near neighborhood-serving uses. The building form ranges from House Scale to Low Rise. The residential density generally ranges from 2 units per lot to 1 unit per 1,000 square feet of lot area.” Accordingly, the corresponding zoning districts aim to accommodate the types and intensities of development that are anticipated, as follows:

- Form Districts allowed within Low Medium Residential represent a range of maximum FAR up to 0.75:1 FAR for H2, 1:1 FAR for VN2 and VN3 and 1.25:1 for LN2. The H2 Form Districts limit height to 33’ and VN2, VN3 and LN2 limit height to 3 stories. Residential areas not identified through the Local Affordable Housing Map (Exhibit B4) are limited to base Form District metrics.
- The Use Districts emphasize residential uses and only allow a minimal amount of compatible services and amenities.
- The RG3 Use District accommodates a wide variety of housing types for a variety of housing needs, in a predominately residential setting
- Density Districts work in concert with the other zoning districts to realize the Community Plan’s goal of maximizing housing development in Low Medium Residential. Here the Density Districts allow up to a residential density of “2L”, or 2 units per lot and “15”, or 1 unit per 1,500 square feet of lot area. Density Districts 2L, 15, 20 and 30 area applicable in the Harbor-Gateway CPA. Density Districts 2L, 3L, 4L, 40, 30, 20, 15, and 10 are applicable in the Wilmington-Harbor City CPA.
- This table demonstrates the corresponding districts within the Low Medium Residential designation in Harbor Gateway and Wilmington-Harbor City:

Community Plan Area	General Plan Land Use Designation	Form Districts	Use Districts	Density Districts
Harbor Gateway	Low Medium Residential	House 2 (H2) Very-Low Narrow 3 (VN3)	Residential General 3 (RG3)	2L 15 20 30
Wilmington-Harbor City	Low Medium Residential	House 2 (H2) Low-Rise Narrow 2 (LN2) Very-Low Narrow 2 (VN2) Very-Low Narrow 3 (VN3)	Residential General 3 (RG3)	2L 3L 4L 40 30 20 15 10

Compact Residential (Only applicable in the Wilmington-Harbor City CPA)

Per the Wilmington-Harbor City Community Plan: "Compact Residential areas are predominantly pedestrian-scale residential neighborhoods with compact lots and blocks, but corner lots may contain neighborhood-scaled shops and amenities that provide local services. The building form is House Scale. The minimum size of each lot typically ranges from 3,000 square feet to 5,000 square feet. The residential density generally ranges from 1 unit per lot to 4 units per lot." Accordingly, the corresponding zoning districts aim to accommodate the types and intensities of development that are anticipated, as follows:

- Form Districts allowed within Compact Residential represent a range of maximum FAR up to 0.45:1. Height is limited to 33 feet.
- The Use Districts emphasize residential uses and only allow a minimal amount of compatible services and amenities.
- The RG3 Use District accommodates a wide variety of housing types for a variety of housing needs, in a predominantly residential setting.
- Density Districts work in concert with the other zoning districts to realize the Community Plan's goal of maximizing housing development in Compact Residential. Here the Density Districts allow up to a residential density of "1L", or 1 unit per minimum lot area.
- This table demonstrates the corresponding districts within the Compact Residential designation in Wilmington-Harbor City:

Community Plan Area	General Plan Land Use Designation	Form Districts	Use Districts	Density Districts
Wilmington-Harbor City	Compact Residential	House 1 (H1)	Residential General 3 (RG3)	1L

Low Residential

Per the Harbor Gateway and Wilmington-Harbor City Community Plans: "Low Residential areas provide single unit housing, typically set away from centers of activity. The building form ranges from House Scale to Low Rise. The minimum size of each lot is 4,000 square feet and

residential density is limited to 1 unit per lot." Accordingly, the corresponding zoning districts aim to accommodate the types and intensities of development that are anticipated, as follows:

- Form Districts allowed within Low Residential represent a range of maximum FAR up to 0.45:1. Height is limited to 33 feet.
- The Use Districts emphasize residential uses and only allow a minimal amount of compatible services and amenities.
- The RG3 Use District accommodates a wide variety of housing types for a variety of housing needs, in a predominantly residential setting.
- Density Districts work in concert with the other zoning districts to realize the Community Plan's goal of house scale development in Low Residential. Here the Density Districts allow up to a residential density of "1L", or 1 unit per minimum lot area.
- This table demonstrates the corresponding districts within the Low Residential designation in Harbor Gateway and Wilmington-Harbor City:

Community Plan Area	General Plan Land Use Designation	Form Districts	Use Districts	Density Districts
Harbor Gateway	Low Residential	House 1 (H1)	Residential General 3 (RG3)	1L
Wilmington-Harbor City	Low Residential	House 1 (H1)	Residential General 3 (RG3)	1L

Very Low Residential (Only applicable in the Harbor Gateway CPA)

Per the Harbor Gateway Community Plan: "Very Low Residential areas provide predominantly residential use, most typically in hillside areas or in flat less dense areas where parcels are larger and street grids are less compact. The building form is Residential Agriculture or Estate Scale. The minimum size of each lot typically ranges from 7,500 square feet to 20,000 square feet. The residential density is generally 1 unit per lot or 2 units per lot." Accordingly, the corresponding zoning districts aim to accommodate the types and intensities of development that are anticipated, as follows:

- Form Districts allowed within Very Low Residential represent a range of maximum FAR up to 0.35:1. Height is limited to 33 feet.
- The Use Districts emphasize residential uses and only allow a minimal amount of compatible services and amenities.
- The RG3 Use District accommodates a wide variety of housing types for a variety of housing needs, in a predominantly residential setting.
- Density Districts work in concert with the other zoning districts to realize the Community Plan's goal of house scale development in Very Low Residential. Here the Density Districts allow up to a residential density of "1L", or 1 unit per minimum lot area.
- This table demonstrates the corresponding districts within the Very Low Residential designation in Harbor Gateway:

Community Plan Area	General Plan Land Use Designation	Form Districts	Use Districts	Density Districts
Harbor Gateway	Very Low Residential	Hillside Estate 3 (HE3)	Residential General 3 (RG3)	1L

Hybrid Industrial

Per the Harbor Gateway and Wilmington-Harbor City Community Plans: “Hybrid Industrial areas preserve productive activity and prioritize employment uses, but may accommodate live/work uses or limited residential uses. The building form ranges from Low-Rise to Mid-Rise. Uses include light industrial, commercial, and office, with selective live/work uses. The residential density generally ranges from 1 unit per 1,500 square feet of lot area to limited by floor area.” Accordingly, the corresponding zoning districts aim to accommodate the types and intensities of development that are anticipated, as follows:

- Form Districts allowed within Hybrid Industrial represent a range of maximum FAR up to 1.5:1. These are typically applied along: Figueroa Street, Redondo Beach Boulevard, Vermont Avenue in the Harbor Gateway CPA and Lomita Boulevard, Normandie Avenue, Vermont Avenue, 259th Street, Figueroa Street, C Street, Fries Avenue, Marine Avenue, Broad Avenue, Anaheim Street, Pacific Coast Highway, Mauretania Street, and Sandison Street in Wilmington-Harbor City. Hybrid Industrial areas not identified through the Local Affordable Housing Maps (Exhibit B4) are limited to base Form District metrics.
- The Industrial-Mixed (IX) Use Districts accommodate a mixture of light industrial, office, and research and development activity, with limited residential uses and other compatible uses. They serve as compatible buffers to sensitive uses within the Plans from more intense industrial uses.
- The IX5, IX6 and IX7 Use Districts accommodate most light industrial uses, and commercial and residential uses. Many light industrial uses are allowed, while warehousing and logistics are allowed conditionally. Heavy Commercial uses like Outdoor Storage, Cargo Container Storage, and Commercial Vehicle Storage (i.e. freight vehicles) are prohibited in all IX Use Districts.
- IX7 only allows residential uses by way of Joint Living & Work Quarters and adaptive reuse.
- Density Districts work in concert with the other zoning districts to realize the Community Plans goal of accommodating housing development in Hybrid Industrial.
- For Harbor Gateway, the Density Districts allow up to a residential density of “8”, or 1 unit per 800 square feet of lot area.
- In Wilmington-Harbor City, the Density Districts allow up to a residential density of “15”, or 1 unit per 1,500 square feet of lot area and of “10”, or 1 unit per 1000 square feet of lot area. “FA” applies to areas where adaptive reuse of an existing building is permitted, because through the adaptive reuse process, the number of new dwelling units in a project is limited by the floor area (FA) of the existing building.
- This table demonstrates the corresponding districts within the Hybrid Industrial designation in Harbor Gateway and Wilmington-Harbor City:

Community Plan Area	General Plan Land Use Designation	Form Districts	Use Districts	Density Districts
Harbor Gateway	Hybrid Industrial	Low-Rise Broad 2 (LB2)	Industrial-Mixed 6 (IX6)	8
Wilmington-Harbor City	Hybrid Industrial	Low-Rise Broad 2 (LB2)	Industrial-Mixed 5 (IX5) Industrial-Mixed 7 (IX7)	15 10 FA

Markets (Only applicable in the Harbor Gateway CPA)

Per the Harbor Gateway Community Plan: “Markets are bustling centers of commercial activity, each with its own mini-economy of specialized commercial uses, including wholesale. The building form generally ranges from Low-Rise to Moderate-Rise. Adaptive-reuse and rehabilitation of structures and warehouses maintain the built environment and support sustainable development. Uses also include retail, limited housing, and goods movement activities. The residential density is limited by floor area.” Accordingly, the corresponding zoning districts aim to accommodate the types and intensities of development that are anticipated, as follows:

- Form Districts allowed within Markets represent a range of maximum FAR up to 1.5:1. These are typically applied along: 190th Street, Vermont Avenue, and Hamilton Avenue. Market areas are limited to the base Form District metrics.
- The I4 Use District allows heavy commercial, light industrial, and heavy industrial uses as well as a full range of commercial activity. Many light industrial uses are allowed, while warehousing and logistics are allowed in conjunction with other approved uses.
- Density Districts work in concert with the other zoning districts. In Light Industrial areas, Density Districts applied are “N”, which does not permit any density for areas where housing is not permitted.
- This table demonstrates the corresponding districts within the Markets designation in Harbor Gateway:

Community Plan Area	General Plan Land Use Designation	Form Districts	Use Districts	Density Districts
Harbor Gateway	Markets	Low-Rise 2 (LB2)	Industrial 4 (I4)	N

Light Industrial

Per the Harbor Gateway and Wilmington-Harbor City Community Plans: “Light Industrial areas preserve and sustain industrial activity while serving as a jobs base. The building form ranges from Very-Low Rise to Low Rise and the site layout typically varies to accommodate a range of industries. Uses include manufacturing, warehouse and distribution, research and development, office, and limited commercial. Housing is generally not permitted in Light Industrial areas, but limited residential uses may be allowed, for example, through adaptive reuse of existing buildings.” Accordingly, the corresponding zoning districts aim to accommodate the types and intensities of development that are anticipated, as follows:

- Form Districts allowed within Light Industrial represent a range of maximum FAR up to 1.5:1. These are typically applied along: Figueroa Street, Del Amo Boulevard, and Sepulveda Boulevard in Harbor Gateway and 240th Street, Frampton Avenue, Lomita Boulevard, Figueroa Street, Eubank Avenue, Pacific Coast Highway, Alameda Street, and Broad Avenue in Wilmington-Harbor City. Light Industrial areas are limited to the base Form District metrics.
- The Industrial (I) Use Districts are intended to support employment and accommodate the most intense industrial activities while minimizing potential disruptions to surrounding uses.
- The I4, I5 and I6 Use Districts accommodate most light industrial uses, and commercial and residential uses.

- The I4 Use District allows heavy commercial, light industrial, and heavy industrial uses as well as a full range of commercial activity. When heavy commercial and light industrial uses are allowed, uses must meet distancing, enclosure and screening requirements.
- The I5 and I6 Use District allows heavy commercial and light industrial uses as well as a limited amount of commercial activity. The I4 and I5 Use Districts prohibit outdoor storage uses. When heavy commercial and light industrial uses are allowed, uses must meet distancing, enclosure and screening requirements.
- Density Districts work in concert with the other zoning districts. Here the Density is “N”, indicating that there is no residential density, because residential uses are not permitted..
- This table demonstrates the corresponding districts within the Light Industrial designation in Harbor Gateway and Wilmington-Harbor City:

Community Plan Area	General Plan Land Use Designation	Form Districts	Use Districts	Density Districts
Harbor Gateway	Light Industrial	Low-Rise 2 (LB2)	Industrial 5 (I5) Industrial 6 (I6)	N
Wilmington-Harbor City	Light Industrial	Low-Rise 2 (LB2)	Industrial 4 (I4) Industrial 5 (I5)	N

Production

Per the Harbor Gateway and Wilmington-Harbor City Community Plans: “Production areas preserve and sustain industrial activity while serving as a regional jobs base. The building form ranges from Very Low-Rise to Mid-Rise. Site layout and development in these areas are flexible to accommodate goods movement, loading, and distribution needs. Uses include heavy industrial and evolving and innovative industries, such as light assembly and manufacturing, clean technology, incubators, and research and development facilities. Housing is generally not permitted in Production areas but limited residential uses may be allowed, for example, through adaptive reuse of existing buildings.” Accordingly, the corresponding zoning districts aim to accommodate the types and intensities of development that are anticipated, as follows:

Form Districts allowed within Production represent a range of maximum FAR up to 1.5:1. These are typically applied along: 190th Street, Normandie Boulevard, Knox Street and Vermont Avenue in Harbor Gateway and the Wilmington Industrial Park between G Street, Alameda Street, Harry Bridges Boulevard, Lakme Avenue and Quay Avenue in Wilimington-Harbor City.

- The Industrial (I) Use Districts are intended to support employment and accommodate the most intense industrial activities while minimizing potential disruptions to surrounding uses.
- The Industrial Use Districts accommodate most light industrial uses, and commercial and residential uses.
- The I7 Use Districts allow more General Commercial Uses and prohibit more Heavy Industrial Uses than I8. The I7 allows more General Commercial Uses, whereas the I8 Use District is less permissive. When heavy commercial or heavy industrial uses are allowed, uses must meet distancing, enclosure and screening requirements.
- The I8 Use District allows heavy commercial and light industrial uses as well as a limited amount of commercial activity. It is intended for industrial activities to occur with minimal interruptions. When heavy commercial or heavy industrial uses are allowed, uses must meet distancing, enclosure and screening requirements.
- Density Districts work in concert with the other zoning districts. Here the Density is “N”, indicating that there is no residential density, because residential uses are not permitted.

- This table demonstrates the corresponding districts within the Production designation in Harbor Gateway and Wilmington-Harbor City:

Community Plan Area	General Plan Land Use Designation	Form Districts	Use Districts	Density Districts
Harbor Gateway	Production	Low-Rise Full 3 (LF3)	Industrial 8 (I8)	N
Wilmington-Harbor City	Production	Low-Rise Full 3 (LF3)	Industrial 7 (I7)	N

Industrial (Only applicable in the Wilmington-Harbor City CPA)

Per the Wilmington-Harbor City Community Plan: “Industrial areas are centers of industrial activity while serving as a regional jobs base. The building form is Very-Low Rise to Low Rise. Site layout and development in these areas are flexible to accommodate a range of vehicles, equipment, and industries. Uses include office, warehouse, distribution, heavy manufacturing, recycling and waste transfer, utilities, and mining. The Industrial designation does not allow residential uses.” Accordingly, the corresponding zoning districts aim to accommodate the types and intensities of development that are anticipated, as follows:

- Form Districts allowed within Industrial designated areas are low-scale, with a Maximum Floor Area Ratio (FAR) of 1.5:1.
- Use Districts allow for a range of industrial and manufacturing uses, with some commercial uses such as office permitted. No housing is permitted in the Industrial designation Use Districts.
- The I8 Use District allows heavy commercial and light industrial uses as well as a limited amount of commercial activity. It is intended for industrial activities to occur with minimal interruptions. When heavy commercial or heavy industrial uses are permitted, uses must meet distancing, enclosure and screening requirements.
- Density Districts work in concert with the other zoning districts. Here the Density is “N”, indicating that there is no residential density, because residential uses are not permitted.
- This table demonstrates the corresponding districts within the Industrial designation in Wilmington-Harbor City:

Community Plan Area	General Plan Land Use Designation	Form Districts	Use Districts	Density Districts
Wilmington-Harbor City	Industrial	Low-Rise Full 3 (LF3)	Industrial 8 (I8)	N

Open Space

Per the Harbor Gateway and Wilmington-Harbor City Community Plans: “Open Space areas primarily serve as public recreational sites or parks but can include reservoirs and nature reserves. These largely open areas are intended for passive and active outdoor recreation, public gathering, and education. The building form, if there are accessory structures or buildings on site, typically facilitates recreational and/or communal activities, such as playground equipment, restrooms, and community centers. The Open Space designation does not allow residential uses.”

The Open Space designation is applied to public recreation facilities and open spaces throughout the Community Plan Areas. Accordingly, the corresponding zoning districts aim to accommodate the types and intensities of development that are anticipated, as follows:

- Form Districts allowed within the Open Space designation are low scale and flexible, with a maximum Floor Area Ratio (FAR) of 1.5:1 and no height limit.
- The Open Space Use District allows for open spaces, recreational facilities, and accessory uses.
- Density Districts work in concert with the other zoning districts, and Open Space designations have a Density District “N”, that does not allow residential development.
- This table demonstrates the corresponding districts within the Open Space designation in Harbor Gateway and Wilmington-Harbor City:

Community Plan Area	General Plan Land Use Designation	Form Districts	Use Districts	Densities
Harbor Gateway	Open Space	Very-Low Rise Full 2 (VF2)	OS1	N
Wilmington-Harbor City	Open Space	Very-Low Rise Full 2 (VF2)	OS1	N

Public Facilities

Per the Harbor Gateway and Wilmington-Harbor City Community Plans: “Public Facilities areas serve as centers of civic life, promoting governmental, institutional, and cultural functions. These areas provide for the use and development of land typically owned by government agencies. The building form generally ranges from House Scale to Mid Rise, with a variety of site layouts and flexible building designs that support civic activity and an active public realm. Uses include government offices, libraries, schools, and service systems. Housing is not typically associated with Public Facilities but may be permitted on a limited basis.”

- Form Districts allowed within Public Facilities vary and are limited to the adjacent Form District.
- Use Districts also allow for a broad range of uses, primarily focusing on civic and institutional uses, but permitting uses based on what adjacent zoning permits.
- In limited cases, the Use District permits housing to be built through public private partnerships.
- Density Districts work in concert with the other zoning districts to realize the Proposed Plans goals, particularly to allow for development of housing on publicly owned land. Density districts applied vary by zone, allowing for flexibility or housing density.
- This table demonstrates the corresponding districts within the Public Facilities designation in Harbor Gateway and Wilmington-Harbor City:

Community Plan Area	General Plan Land Use Designation	Form Districts	Use Districts	Densities
Harbor Gateway	Public Facilities	Various districts	P1	Per adjacent zone
Wilmington-Harbor City	Public Facilities	Various districts	P1	Per adjacent zone

Public Facilities – Freeways

As stated in the Policy Documents for the Harbor Gateway and Wilmington-Harbor City Community Plans: "Public Facilities- Freeways comprises land dedicated to freeways that exist within the Plan Area, including storage and parking uses, that is owned by the California Department of Transportation (Caltrans)." The Public Facilities – Freeways designation is applied to parcels used for freeway purposes throughout the Harbor Gateway and Wilmington-Harbor City CPAs, as well as on-ramps and some abutting and landscaped Caltrans owned parcels. This designation does not have corresponding Form, Use, and Density districts applied, instead the "FWY" Special District is applied to all parcels with this designation."

Zoning Changes

In addition to the general plan land use designations and associated districts discussed above, the following zoning districts and other zoning regulations are proposed for the Plan Areas. The associated zone changes are part of implementing the new zoning code in the Plan Areas and will include updated zones and general plan land use designations for every parcel within the CPAs. Zone changes are described in more detail below. In general, the new zoning code aims to make development regulations on any given parcel clearer through a modular zone string including Form, Frontage, Use, Standards, and Density Districts. These districts allow tailored zoning to any given area without using Q Conditions and D Limitations. Many current zoning regulations are carried over into the zoning string tailored to the needs of the Harbor LA Plan Areas community. Additionally, new zoning tools, such as the Frontage District, allow for better standards to reflect the neighborhood.

The zone change process also allows the Proposed Plans to reflect the current conditions in the Harbor CPAs with consideration for future development. Zone changes resulting in increased development rights such as height, floor area ratio or density are proposed near 120th Street, El Segundo Boulevard, and Redondo Beach Boulevard, Vermont Avenue, Hoover Street, 180th Street, Western Avenue and Carson Street in Harbor Gateway and along segments of Western Avenue, Pacific Coast Highway, Vermont Avenue, Wilmington Boulevard, and Avalon Boulevard in Wilmington-Harbor City. The goal for these areas is to allow for pedestrian oriented, mixed-use, and residential development with multi-unit housing in proximity to transit.

The existing General Plan Land Use Maps (Plan Maps) include a list of administrative and plan-related footnotes. The Proposed Plans would remove and incorporate Height District and use related footnotes. For Height District metrics not incorporated, the new Form Districts have been developed to emulate the existing scale to the best extent possible. For example, the new House 1 (H1) Form District limits height to 33 feet to allow new zoning regulations for Upper Wall Plate Height, which must begin at 22 feet. The new regulation will protect the scale and character of development in low residential neighborhoods. It will influence rooflines and protect against tall, boxy buildings.

While zone changes and general plan amendments will occur throughout the Plan Areas, a majority of the Plans' area will maintain the current scale and density to the best extent possible with an equivalent zone. The Proposed Plans will maintain most of the existing densities for Low and Multi-Family residential areas, and include new zoning regulations aimed at safeguarding existing residential uses and allowing for sensitive infill development. Industrial areas that abut sensitive uses will transition to a more compatible land use. While targeted industrial land will be transitioned to other land uses to ensure compatibility with adjacent neighborhoods, established industrial areas will continue to be prioritized for jobs and industry. In addition to changes to building form regulations, uses will be revised to create more complete, healthy neighborhoods by introducing limited neighborhood serving commercial amenities into residential neighborhoods, and prohibiting and/or limiting noxious uses from sensitive uses along commercial corridors and in industrial areas.

Height limits in residential areas will maintain the existing low scale of 1 to 3 stories. Commercial corridors and industrial areas will maintain existing height and scale 1.5:1 FAR and 3-4 stories along commercial corridors. Select commercial corridors throughout the CPAs will allow a bonus FAR, Height, and Density by the provision of providing affordable housing.

In addition to the zoning districts previously outlined within each General Plan Land Use designation, the Proposed Plans include Frontage Districts, Development Standards Districts, Supplemental Districts and Alternate Typologies to further implement the goals of the Proposed Plans. Frontage Districts (Chapter 1A, Article 3) regulate building facades and design and help achieve the goals of the Proposed Plans to create more pedestrian friendly streets and developments. The Proposed Plans use 7 Frontage Districts in Harbor Gateway and 7 Frontage Districts in Wilmington-Harbor City, which include: Front Yard 1, Multi-Unit 4, Shopfront 4, Commercial Character 1 (applicable in Wilmington-Harbor City), Greenway 2 (applicable in Harbor Gateway), Workshop 1, Flex 1 and Flex 3 Frontage Districts. These Frontage Districts regulate how buildings are oriented towards the street and generally establish objective standards for better urban design. In Harbor Gateway, Greenway 2 is a Dual Frontage District applied to parcels within the Regional Center that front the Dominguez Channel with the intent to improve access to the Dominguez Channel and bicycle path. In Wilmington-Harbor City, the Character Commercial 1 Frontage District applied along Avalon Boulevard meets the plan's objectives of recognizing the historic and cultural legacy of the community through requirements that new buildings use building design elements and features that reflect the development styles of the era. The Character Commercial 1 Frontage includes large ground story windows, a prominent entrance feature, and use of certain materials such as brick or concrete.

Development Standards Districts (Chapter 1A, Article 4) regulate features of development such as parking requirements, landscaping requirements, and signs. The Proposed Plans use several Development Standard Districts throughout the Plan Areas, each accomplishing the goals of the Community Plans. Parking is reduced in Commercial-Mixed and Residential-Mixed areas and is consistent with state law. Development Standard Districts require pedestrian oriented signage and include new requirements for above grade parking design. This includes requirements for certain above grade parking to be wrapped with active uses or entirely concealed and screened from public view. For more details, please view Exhibit C1.

Article 7 of the new zoning code includes Alternate Typologies, which are pre-packaged sets of exceptions from zoning districts for specified uses or development typologies. Some Alternate Typologies include Civic Institution, Corner Store, and Small Lot Subdivision. The Proposed Plans introduce the Civic Institution 3 Alternate Typology. It allows greater design flexibility for large-scale, multi-functional hospital and associated medical campuses, and all related support services and uses. Standards are flexible enough to accommodate evolving changes and expansion in medical campus plans, and help create the proper transitions between campus activities and adjacent neighborhoods.

Article 8 of the New Zoning Code establishes additional regulations that may be applied through the use of Specific Plans and Supplemental Districts. The Proposed Plans will apply the Individual Historic Resources Review to targeted properties within both CPAs and the Conservation District along a segment of Avalon Boulevard in the Wilmington-Harbor City CPA, which is identified as a Historic Planning District through SurveyLA.

Article 9 of the New Zoning Code further implements the goals and policies of the Proposed Plans. While the final ordinance effectuating Article 9 of the new zoning code is pending the operative date of the Downtown Community Plan (CPC-2017-432-CPU) and the Boyle Heights Community Plan (CPC-2016-2905-CPU), the Community Benefits Programs established in Article 9 are part of the Proposed Plans and help meet the Plans objectives to provide more affordable housing. This is done through the Local Affordable Housing Program (Exhibit B4) brought forward as part of the Proposed Plans.

Conservation Districts & Individual Historic Resources

In an effort to ensure appropriate and well designed development in historic areas, the Proposed Plans establish additional regulations to historic properties with the application of the Individual Historic Resources Review (IHR) Supplemental District in Harbor Gateway and the Conservation District (CD) Supplemental District in Wilmington-Harbor City.

In Harbor Gateway, 19 properties are within the IHR boundary. These sites have been identified as Individual Historic Resources through SurveryLA. In Wilmington-Harbor City, 10 properties are within the IHR boundary. The IHR Supplemental District can be applied to any building, structure, object, site, landscape, or natural feature identified through a Historic Resources Survey as an individually Surveyed Historic Resource. IHR provides additional zoning regulations to maintain an individual property's character-defining features. For IHR properties, please refer to Exhibit B3.

In the Wilmington-Harbor City CPA, Avalon Boulevard between Opp Street to E Street and one block to the east and west of Anaheim Street is identified as a Historic Commercial Planning District through SurveyLA. Avalon Boulevard is a relatively large commercial district containing 120 parcels. Lot sizes vary from large and square to more narrow, depending on the size of the building and if surface parking accompanies the building. Most buildings are set at the sidewalk with no setback. Resources in the district consist of one- and two-story commercial buildings. The area contains a mixture of architectural styles, including Neoclassical, Mediterranean Revival, and commercial vernacular. Common alterations include storefront alterations and the replacement of second story windows. The Avalon Boulevard Commercial Planning District is significant as the historic commercial center of Wilmington. The district does not appear eligible for listing as a historic district based upon a low percentage of intact contributing buildings. A relatively high percentage of the district consists of later commercial buildings, and original buildings often have undergone some degree of alteration that affects their individual integrity. In an effort to bring cohesiveness, revitalization and connection to the waterfront, the Character Commercial 1 Frontage District was paired with the Conservation District. Together, these two zoning tools will work to ensure that development along Avalon Boulevard maintains the district’s character-defining features and integrity, while encouraging appropriate infill development.

Local Affordable Housing Program
The Proposed Plans utilize a Community Benefits Program, Local Affordable Housing Program of Article 9 to encourage the development of restricted affordable units citywide beyond the levels encouraged by the State Density Bonus program, and to increase the production of affordable housing units in the Harbor LA Plan Areas. The Local Affordable Housing Program Maps (Exhibit B4) defines the geographies in which affordable housing regulations are applicable. The Local Affordable Housing Program Maps generally mirror the location of the Proposed Opportunity Areas of the CPAs.

Through the Proposed Plans, FAR and situational height increases are allowed, and work in concert with zoning Form District Base and Maximum Bonus FARs and height limits. Density increases are outlined in Article 9. Remaining development incentives offered include averaging of FAR or density, lot width reduction, and building coverage increases, as listed in Article 9. Reductions in open space (i.e. Lot Amenity Space as defined in the new zoning code) are not offered as development incentives in order to better achieve the Proposed Plans' goal of advancing healthy and livable communities. The Community Benefits Program, Local Affordable Housing Program is consistent with Measure JJJ and is intended to replace the current TOC Guidelines in effect since 2017.

Hazardous Sites Map
The Proposed Plans establish a Hazardous Sites Map (Exhibit B2) for each respective plan area. The maps encompass existing Zoning Information (ZI) footnotes that require coordination with the Department of Toxic Control (DTSC). Identification of hazardous sites provides more oversight, better protection, and ability to address contaminated soils and minimize public health risks. Article 4 of Chapter 1A, cites specific grading regulations for sites that have been identified as potentially hazardous, and projects will be required initial approval from DTSC prior to the issuance of grading approval from the Department of Building and Safety. Additionally, a Preliminary Endangerment Assessment may be required by DTSC, prior to issuance of any grading permits, based on DTSC standards.

Other Amendments

Clean Up Green Up (CUGU)
The Proposed Plan will amend the CUGU Ordinance maps (Exhibit B5) to remove the Wilmington community from the boundary. The CUGU District is a special use district that requires new development projects to meet buffering, landscaping, and locational requirements within industrial areas. These regulations will be incorporated into the Use District and General Development Standards of the Proposed Plans' new zoning.

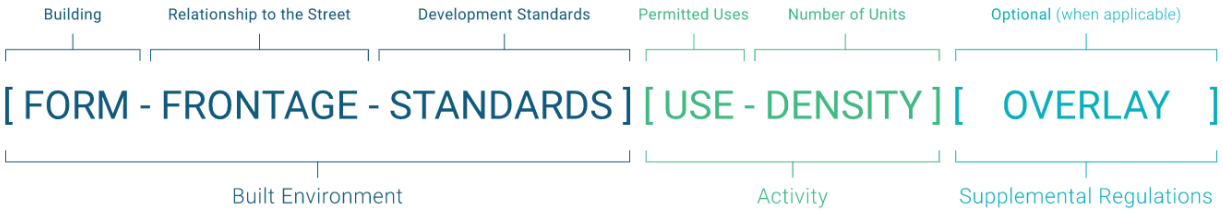
Framework Element Amendments
While the Proposed Plans are not amending the Framework Element Diagram, the Proposed Plans include amendments to Framework Appendix A (Exhibit A6), a supplemental table outlining the general plan land use designations and corresponding zones being applied in the Harbor LA CPAs. Framework Appendix A, adopted with the Downtown Community Plan Update, and further amended with the Boyle Heights Community Plan Update, provides guidance on zoning correspondence for projects using Chapter 1A of the Municipal Code (i.e., the New Zoning Code) and builds upon the zoning correspondence established through the Downtown and Boyle Heights Community Plan Updates.

Circulation Element (Mobility Plan 2035)
The City's streets are organized by official standard street designations or classifications, established in the General Plan Circulation Element, called Mobility Plan 2035 (MP 2035), and standard street dimensions shown in the Department of Public Works Standard Street Plan. Actual street dimensions vary from standards due to historic development patterns where streets were built to different standards, often with narrower roadways. In many of these circumstances, older streets are incrementally widened through street dedications from new development. Existing non-standard street dimensions, land uses, lot depths, and volume of vehicular, pedestrian, and bicycle activity may all indicate the need for a different street dimension than the citywide adopted standards. In these cases, classifications of streets and street alignments can be modified to meet the specific needs of the community. The Proposed Plans would amend street designations and modify the enhanced network designations that are consistent with the intent of Mobility Plan 2035. The modified enhanced networks are only applicable in the Wilmington-Harbor City CPA, there are no modifications to enhanced networks in the Harbor Gateway CPA. Street reclassifications reflect changes in nomenclature to better reflect roadway configurations and preferred sidewalk widths and do not impact the number of lanes or roadway capacity. The enhanced network treatments envisioned through MP 2035 were reviewed and refined to complement the anticipated growth areas as well as the Proposed Plan's goals and policies.

Since MP 2035 does not prescribe or mandate how the enhanced network treatments are implemented within each community plan, refinements to the enhanced network treatments primarily consist of developing potential implementation options based on stakeholder input and analysis of the mobility options available throughout the CPAs. The Neighborhood Enhanced Network (NEN) is a selection of streets that provide comfortable and safe routes for localized travel of slower-moving modes such as walking, bicycling, or other slow speed motorized means of travel. The Bicycle Enhanced Network (BEN) seeks to provide safe, convenient, and comfortable local and regional facilities for people of all abilities to ride a bicycle or other micro mobility options. The Transit Enhanced Network (TEN) aims to improve the performance and reliability of existing and future bus service.

The proposed modifications to the Mobility Plan's enhanced networks refine application of the TEN and NEN in the Wilmington-Harbor CPA to reflect existing and planned land uses, infrastructure projects, and transit service. Reclassifications of Enhanced Networks in the Mobility Plan 2035 amend Pacific Coast Highway from Western Avenue to the 110 Freeway to a Moderate TEN, and removal of Avalon Boulevard between East Bonds Street to East Harry Bridges Boulevard. See Exhibit A7 street reclassifications and enhanced network maps.

New Zoning Code
The New Zoning Code (LAMC Chapter 1A) is a comprehensive update to the Los Angeles Planning and Zoning Code (LAMC Chapter 1), and the framework and the structure was adopted through the Downtown Community Plan Update and New Zoning Code Project, with case numbers CPC-2017-432-CPU and CPC-2014-1582-CA (recommended for approval by the CPC in September 2021). Followed by the Boyle Heights Community Plan Update (CPC-2016-2905-CPU), the Harbor LA Community Plans are the third batch of the Community Plan Update program to adopt and implement new zoning districts. As part of the Harbor LA Community Plans Update, new zoning districts will be adopted to implement the community vision, as well as any necessary revisions or additions to rules, regulations, or standards to implement the districts. The following discussion provides an overview of the format and structure of the new zoning code components and articles. Using the New Zoning Code, each parcel within the Harbor LA CPAs will be rezoned with new zoning districts. The image below demonstrates what the new "zoning string" will be comprised of:



Components of the New Zoning Code

Article 1 – Introductory Provisions

Article 1 provides an overview of the New Zoning Code, including its intent and applicability. The intent of the New Zoning Code is to provide a comprehensive regulatory system that implements the goals, objectives, and policies of the City's adopted General Plan and land use plans, in addition to meeting various other policy goals specified in Article 1.

Article 2 – Form Districts

Article 2 establishes Form Districts, the first component of the zone string. Form Districts generally govern the scale and intensity of development, as well as the placement of a building on a lot.

Organization and Nomenclature

Form Districts are grouped and named according to their maximum floor area ratio (FAR) and building width. The FAR categories are Rural, Estate, House, Very Low-Rise, Low-Rise, Mid-Rise, Moderate-Rise, and High-Rise. The building width categories are Narrow, Medium, Broad, and Full. Within these groupings, Form Districts are distinguished by a variation number, which may reflect differences in base FAR, setbacks, and/or other metrics compared to other Form Districts in the same grouping.

Article 3 – Frontage

Article 3 establishes Frontage Districts, the second component of the zone string. The Frontage District governs how a site or building addresses abutting streets, parks, pedestrian amenity spaces, waterways, or other public spaces. Frontage Districts are intended to help achieve many of the urban design objectives that the current Zoning Code addresses through overlays, reducing the need to create a new overlay district in each instance where a particular design outcome is desired.

Article 4 – Development Standards

Article 4 establishes Development Standards Districts, the third component of the zone string. Development Standards regulate site design, including the location and characteristics of access, parking, landscaping, and other features of a site. Each Development Standards District provides regulations that are appropriate to a particular context, acknowledging that development outcomes considered desirable in one part of the City may not be as desirable in other areas.

Article 5 – Use

Article 5 establishes standards for Use Districts, the fourth component of the zone string. Use Districts determine which uses are allowed on a property, as well as the level of permission associated with each use (permitted, permitted with limitations, conditionally permitted, or not allowed).

The two most important features of the New Zoning Code's regulation of use are a) the creation of groupings of uses with clear definitions, making the Code more easily adaptable to new uses that emerge over time; and b) the visual presentation of permitted uses in a table format, making the regulations for a particular use easier to find and understand.

Organization and Nomenclature

The New Zoning Code organizes Use Districts into nine categories: Open Space (OS), Agricultural (A), Residential (RG), Residential-Mixed (RX), Commercial-Mixed (CX), Commercial (C), Industrial-Mixed (IX), Industrial (I), and Public (P). Within each category, a variation number distinguishes individual Use Districts and indicates differences in the precise mix of uses, permission levels, and/or supplemental standards for specific uses or Use Groups.

Article 6 – Density

Article 6 contains provisions pertaining to Density, the fifth component of the zone string. Density Districts determine the maximum number of household dwelling units or efficiency dwelling units (the new terms for what the current Zoning Code refers to as "dwelling units" and "guest rooms") allowed on a lot in any Use District that identifies "dwelling" as a permitted use.

Organization and Nomenclature

Part 6B of Article 6 sets forth two types of Density Districts that regulate the maximum density allowed on a lot. **Lot-Based Districts** specify the maximum number of units per lot without regard to lot area. The number of units permitted ranges from one to four, with the districts numbered 1L through 4L. **Lot Area-Based Districts** specify the minimum lot area per household dwelling unit and efficiency dwelling unit in square feet and are numbered by dividing the minimum number of square feet per unit by 100. For example, Density District 8 requires a minimum of 800 square feet per household dwelling unit, while Density District 15 requires a minimum of 1,500 square feet per household dwelling unit.

In addition, Density District FA indicates that the number of dwelling units is limited only by the maximum floor area for the lot and other practical requirements of the New Zoning Code, with no density limit specified. Density District N indicates that dwellings are not a permitted use.

Article 7 – Alternate Typologies

Alternate Typologies are pre-packaged exceptions to Zoning Districts that may be applied on an optional basis and are intended to produce specific built outcomes for certain types of uses or activities. Each Alternate Typology will specify the range of Zoning Districts and other specified criteria by which it is eligible to be used and will contain specially tailored regulations that supersede the requirements of the applicable Form, Frontage, Development Standards, Use, and/or Density Districts, as needed to achieve the intent of the Alternate Typology.

Article 8 – Specific Plans & Supplemental/Special Districts

Article 8 regulates the adoption and amendment of Specific Plans, Supplemental Districts, and Special Districts. The New Zoning Code carries forward Specific Plans and several types of "Supplemental Use Districts" from the current zoning code, including Specific Plans, Community Plan Implementation Overlays, Historic Preservation Districts, Community Design Overlays, Oil Drilling Districts, and Sign Districts. When there is a policy need for regulations not covered in a Zoning District, Supplemental Districts implemented through Article 8 may be appropriate.

Article 9 – Public Benefit Systems

Article 9 establishes a range of Public Benefit Systems, including incentive programs that offer concessions on density, floor area, and other regulations in exchange for the provision of affordable housing, community benefits, and other desired project attributes. The intent of these programs are described within Divisions 9.2, 9.3, and 9.4 of Article 9.

The Form Districts described in Article 2 include maximum base FAR and bonus FAR. A project may be built to the maximum base FAR by right, but in order to access the maximum bonus FAR, an applicant must provide additional public benefits according to a menu of options from the Public Benefit Systems.

Article 10 – Streets and Parks

Article 10 carries forward current zoning code regulations governing street dedication and improvements; private streets; and park fees and dedications for new residential projects.

Article 11 – Division of Land

Article 11 carries forward current zoning code regulations for subdividing land pursuant to the Subdivision Map Act, with nominal modifications to ensure consistency with the new zoning system.

Article 12 – Nonconformities

Article 12 regulates nonconforming properties—those that are developed or used in a manner inconsistent with regulations that were adopted after the building was constructed or the use began operating. To the extent possible, the New Zoning Code retains nonconforming regulations from the current Zoning Code and translates them into the new system; however, Article 12 also contains nonconforming provisions for new regulations that are introduced in the New Zoning Code, such as those governing minimum height and upper-story bulk. In general, nonconforming structures may continue to exist and be repaired or altered as long as the alterations do not increase the size of the nonconforming portion or decrease the structure's compliance with the applicable regulation.

Article 13 – Administration

Article 13 pertains to the administrative and procedural elements of the land use entitlement process, covering legislative, quasi-judicial, and administrative actions. City Council recently adopted the Processes and Procedures Ordinance (CPC-2016-3182-CA) which will be operative on January 22, 2024, to simplify the existing administrative provisions and update them to work within the New Zoning Code. One of the objectives of this effort is to consolidate multiple similar entitlement processes, making project review more transparent and accessible and reducing confusion and delays. In some cases, this may result in changes to the

decision-making body, appeal body, notification requirements, time limits, or other aspects of specific processes.

Article 14 – General Rules

Article 14 sets forth definitions and rules of measurement for terms used throughout the New Zoning Code.

One notable defined term that has changed in the New Zoning Code is floor area, which is modified to exclude unenclosed covered spaces from the total floor area calculation. This change also allows for covered outdoor amenity space to be exempt from the floor area calculation.

Article 15 – Fees

Article 15 will govern fees charged to applicants for the processing of entitlement and clearance requests. Fees are an on-going, regularly updated portion of the current Zoning Code and will continue to be updated regularly through a separate process. Article 15 is not included in the New Zoning Code at this time.

Environmental Analysis/California Environmental Quality Act (CEQA)

Pursuant to CEQA Guidelines Section 15082, a Notice of Preparation (NOP) for the Draft EIR was issued on August 15, 2019, by the City for a 30-day public review period. A total of 22 comment letters and 14 verbal comments were received regarding the Harbor LA Community Plans Draft EIR. A public scoping meeting was held on August 22, 2019, at Kaiser Permanente Conference Center in Harbor City. The purpose of the scoping meeting was to provide early consultation for the public and responsible and trustee agencies to express their concerns about the potential environmental impacts of the proposed project and acquire information and make recommendations on issues to be addressed in the Draft EIR, as well as the mitigation measures and alternatives to be considered. The Draft EIR analyzed potential impacts with respect to the following environmental impact areas.

- Aesthetics
- Air Quality
- Biological Resources
- Cultural Resources
- Tribal Cultural Resources
- Energy
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Noise and Vibration
- Population, Housing, and Employment
- Public Services and Recreation
- Transportation/ Circulation
- Utilities and Service Systems

The Draft EIR was circulated for a 60-day review period (15 days more than required). The review period began on September 21, 2023, with a closing date of November 20, 2023. As the lead agency, the City of Los Angeles received 10 written comments on the Draft EIR from public agencies, community groups, and individuals.

Responses to all comments that raise significant environmental issues received during the comment period will be included in the Final EIR in compliance with CEQA. The Final EIR will be made available prior to City Council's consideration and adoption of the recommended Harbor LA Community Plans Update and certification of the EIR pursuant to CEQA Section 15090.

Recommended Revisions to the Proposed Plans
Several appendices were published with the Draft EIR, including the Summer 2023 Preliminary Policy Documents, and zoning. Review of written comments and verbal testimony received during the Draft EIR comment period and the Public Hearing identified several revisions that were requested by community members and stakeholders. In response to the public testimony, written comments, and additional staff analysis, revisions are included as part of the Proposed Plans presented in this report. Revisions to the Summer 2023 drafts were made to the Policy Documents, and zoning. Revisions include refinements to policies, maps, and General Plan Land Use descriptions (Exhibits A1, A2, A4, A6, and C2).

Policy Document
Revisions to the text of the Harbor LA Community Plans Policy Documents include minor revisions to the General Land Use Designation descriptions in Chapter 1, and policies and programs in Chapter 2 and 6, to address broader accessibility. The Policy Document Revisions can be reviewed in Exhibit A2.

Zoning Code Revisions and Additions (Articles)
The Proposed Plans bring forth targeted revisions to LAMC, Chapter 1A. The Plans propose minor revisions to the following Articles:

- Article 2 – Form Districts
- Article 3 – Frontage Districts
- Article 4 – Development Standards
- Article 5 – Use Districts
- Article 8 – Specific Plans & Supplemental/Special Districts
- Article 9 – Public Benefits

The proposed zoning revisions include updates to Articles 2 - 5, Article 8 and 9. For more detailed information on the proposed revisions to Chapter 1A, review Exhibit C1.

Zoning & GPLU Map Revisions

<u>Harbor Gateway CPA</u>

Form Districts:

- Change of Low-Medium 5 (LM5) to Low-Medium 4 (LM4) for all Neighborhood Center and Community Commercial Land Use Designations to correct a mapping error.
- Change of Very-Low Rise Full (VF1) to Very-Low Rise Full 2 (VF2) for all Open Space Land Use Designations to correct a mapping error.
- Change of GPLU/Zone for LADWP owned parcel located at 8120 S Normandie Avenue from Medium Neighborhood Residential/ [LM3-MU4-11][RX4-8] to Public Facilities/ [H1-FY1-11][P1-1L].

Frontage Districts:

- Change of Workshop 1 (WS1) to Flex 3 (FX3) for all Production, Market and Light Industrial Land Use Designations to allow more flexibility and development on a lot.

Development Standards Districts:

- Change of District 8 to District 14 for the GPLUs designated Neighborhood Center parcels zoned [MB5-SH4-8][CX8-4] and [LM5-SH4-8][CX8-8] to correct a mapping error.

Supplemental Districts:

- New Individual Resources Review District to include a total of 19 Individual Historic Resources.

Wilmington-Harbor City

Form Districts:

- Change of Low-Medium 5 (LM5) to Low-Medium 4 (LM4) for all Neighborhood Center, Community Commercial, and Villages General Plan Land Use Designations to correct a mapping error.
- Change of Very-Low Rise Full (VF1) to Very-Low Rise Full 2 (VF2) for all Open Space Land Use Designations to correct a mapping error.

Frontage Districts:

- Change of Workshop 1 (WS1) to Flex 3 (FX3) for all Light Industrial Land Use Designations to allow more flexibility and development on a lot.

Development Standards Districts:

- Change of Development Standard District 15 to District 18 for all Light Industrial Land Use Designations to correct a mapping error.
- Change of Development Standard District 18 to District 16 for all Open Space Land Use Designations to correct a mapping error.
- Change of Development Standard District 9 to District 15 for select Neighborhood Center Land Use Designations to correct a mapping error.

Supplemental Districts:

- Removal of the “Conservation District (CD)” suffix to parcels along Avalon Boulevard between E Street and Harry Bridges Boulevard. Properties are not within SurveryLA’s Historic Planning District.
- New Individual Resources Review District to include a total of 10 Individual Historic Resources to capture the three Historic Resources removed from the Conservation District along Avalon Boulevard and seven additional resources that abut the commercial corridor.

Other Comments/ Requests. A number of comments were submitted requesting site specific changes to land use designations and/or zoning districts. After further analysis, Planning proposed no additional changes to land use designations or zones, except for the few discussed in the previous section. The Proposed Plans seek to balance opposing interests of community stakeholders. New zoning regulations will reinforce pedestrian-oriented and well-designed development and employ use standards for heavier commercial and industrial uses when permitted in a zone. Additional Technical Corrections identified by DCP staff have also been addressed as needed.

Measure JJJ Assessment

Section 11.5.8 – In November 2016 voters passed Measure JJJ which was certified by the County Clerk on December 13, 2016. Measure JJJ requires, in accordance with Charter Section 555, that the Planning Department complete a comprehensive assessment for any amendment to a Community Plan to ensure that proposed changes do not:

1. Reduce the capacity for creation and preservation of affordable housing and access to local jobs; or

2. Undermine California Government Code Section 65915 or any other affordable housing incentive program.

The Proposed Plan does not reduce the capacity for creation and preservation of affordable housing.

The Proposed Plans include land use policies that support the preservation and creation of affordable housing through equitable housing distribution, including the following:

Wilmington-Harbor City Policies

LU 1.1 Promote the provision and preservation of adequate housing for people of all income levels, races, ages, abilities and suitable for their various needs.

LU 1.2 Retain existing housing and provide for the development of new housing to meet the diverse economic and physical needs of current residents and the projected population of the Community Plan Area.

LU 1.3 Promote mixed-income neighborhoods with a range of housing affordability, with higher numbers of low, very low, extremely low and moderate income units.

LU 4.1 Discourage the displacement of existing residents by implementing programs that include no-net-loss provisions and provide housing relocation assistance and services for persons displaced as a result of public or private actions.

LU 4.2 Encourage the replacement of demolished affordable housing stock with new, quality affordable housing opportunities and strive for a no net loss of affordable housing units in the plan area.

LU 4.3 Support development projects that offer former low income tenants of demolished units with the first right of refusal on leases for the new housing units.

Harbor Gateway Policies

LU 1.1 Promote the provision and preservation of adequate housing for people of all income levels, races, ages, abilities and suitable for their various needs.

LU 1.2 Retain existing housing and provide for the development of new housing to meet the diverse economic and physical needs of current residents and the projected population of the Community Plan Area.

LU 1.3 Promote mixed-income neighborhoods with a range of housing affordability, with higher numbers of low, very low, extremely low and moderate income units.

LU 1.12 Implement the City's continued efforts that address individuals and families experiencing homelessness and housing insecurity equitably across the City, in a manner that is balanced across all communities.

LU 2.3 Promote new housing in mixed-use projects along major corridors supported by existing transportation infrastructure and in pedestrian-oriented areas.

LU 4.1 Discourage the displacement of existing residents by implementing programs that include no-net-loss provisions and provide housing relocation assistance and services for persons displaced as a result of public or private actions.

LU 4.2 Encourage the replacement of demolished affordable housing stock with new, quality affordable housing opportunities and strive for a no net loss of affordable housing units in the plan area.

LU 4.3 Support development projects that offer former low income tenants of demolished units with the first right of refusal on leases for the new housing units.

The Proposed Plans apply land use designation and zoning districts that continue to allow multi unit residential development and introduces zoning districts and incentive tools that prioritize affordable housing. The Proposed Plans increase maximum development capacity in several areas, allowing for more housing to be built. For reference, the Proposed Plans estimate reasonably accommodating approximately 115,000 residents and 33,000 housing units over existing as-built conditions. As discussed above, the Proposed Plans also include a Community Benefits Program that introduces a mechanism to incentivize the inclusion of affordable units in development projects and offers additional density, height, and FAR and does not necessitate a discretionary review process, providing additional opportunity for increased housing development that includes affordable units. Select corridors throughout the Plan Areas can utilize the Community Benefits Program, Local Affordable Housing Program to increase affordable housing stock.

The Proposed Plans do not undermine California Government Code Section 65915 or any other affordable housing program.

The Proposed Plans introduce a Community Benefits Program that aligns with other affordable housing programs. The Proposed Community Benefits Program prioritizes the provision of affordable housing, requiring that housing development projects participate in the Local Affordable Housing Incentive Program, which requires affordable housing units consistent with California Government Code Section 65915, before offering incentives for other public benefits. Furthermore, the Local Affordable Housing Incentive Program requires the provision of a higher amount of affordable housing units than is currently required under 65915, in exchange for greater incentives, while the provisions and incentives of 65915 would remain available.

The Proposed Plans do not reduce access to local jobs.

The Proposed Plans seek to create flexibility to respond to changing economic conditions, retain affordable commercial spaces for neighborhood-serving businesses, and encourage partnerships and job training for local residents as new industries emerge:

Wilmington-Harbor City Policies

Commercial Areas

LU 9.1 Support existing neighborhood stores (i.e. mom-and-pop shops) that support the needs of local residents, are compatible with the neighborhood and create a stable economic environment.

LU 9.2 Encourage mixed-use and commercial developments to provide retail spaces conducive to community-serving small businesses and business incubation.

LU 9.3 Maintain and increase the commercial employment base for community residents, including those facing barriers to employment, through local hiring, living wage provisions, job resource centers and training.

LU 9.4 Support incentive programs that help revitalize commercial businesses and attract new small businesses and local entrepreneurs in the Plan's commercial centers, such as Opportunity Zones and the Jobs and Economic Development Incentive (JEDI) Zones.

Industrial Areas

LU 10.1 Retain viable industrially-designated lands for the continuation of existing industry and development of new clean industries, research and development uses, light manufacturing, and similar uses which provide employment opportunities for community residents.

LU 10.2 Protect established industrial districts from encroachment by unrelated commercial and other non-industrial uses, which do not support the industrial base of the City and community.

LU 10.3 Incentivize safe, job-rich industries that provide new employment opportunities for the residents of the community, while discouraging businesses that do not generate significant employment opportunities.

LU 10.4 Promote job training, living wage provisions and local hiring for community residents and develop partnerships between major employers and educational institutions, such as the Los Angeles Harbor College and worksource centers to create career pathways that connect local residents and students with green job opportunities and occupational and professional service jobs.

LU 10.5 Support plans to develop and improve the Wilmington Industrial Park into a vital and thriving industrial center taking full advantage of its location near the Alameda Corridor and the Port of Los Angeles, providing a strong economic and employment base within the community.

LU 10.6 Encourage efforts to upgrade the appearance, infrastructure and built environment of the East Wilmington industrial areas to improve economic activity and viability of those areas.

LU 10.7 Promote efforts that ensure businesses in Wilmington have access to the City's Clean-Up Green-Up implementation programs, such as financial incentives and technical support programs, as well as Opportunity Zone incentives.

LU 11.1 Create light industrial and hybrid industrial areas that foster clean and emerging industries that are compatible with adjacent residential areas.

LU 11.2 Encourage a range of light industrial and productive activities that bolster the employment base and provide skilled employment opportunities to local residents.

LU 11.3 Prioritize jobs and employment activities in hybrid industrial areas and support limited live/work or residential uses within selected hybrid industrial areas, where deemed appropriate.

LU 11.4 Promote light and hybrid industrial districts that feature clean, port-related services that capitalize on the competitive advantages of port adjacency and water, railroad and road transportation infrastructure.

Harbor Gateway Policies

Commercial Areas

LU 7.1 Encourage investment and new commercial uses in established commercial areas, existing shopping centers, and the regional center.

LU 7.2 Attract a variety of uses that strengthen the economic base; expand market opportunities for existing and new businesses; and provide an equitable distribution of desirable uses and amenities throughout the community, including full-service grocery stores, sit-down restaurants and entertainment venues.

LU 7.5 Encourage neighborhood-oriented shopping and services to be developed within walking distance to residential areas.

LU 7.8 Support commercial development in and around the Harbor Gateway Transit Center, Dominguez Channel, and the entire Regional Center providing access to transit shopping, civic, social and recreational activities.

LU 7.10 Support the retention of compatible, legal non-conforming uses that are recognized and helpful contributors to the well-being of a neighborhood (e.g., small-scale and independently-owned neighborhood stores, corner grocery stores).

LU 11.1 Provide opportunities for mid-scale to high-rise commercial and residential development within the Regional Center.

LU 11.4
Support hotel tourist-serving land uses in the Regional Center which address the needs of visitors arriving to the Harbor Gateway area for business, tourism, conventions, entertainment and trade shows.

LU 11.8 Support the development of major projects within the Regional Center that create livable communities with access to open space, hubs for employment, housing, community-serving facilities, and entertainment uses served by various transit options.

Industrial Areas

LU 13.1 Retain viable industrially-designated lands for the continuation of existing industry and development of new clean industries, research and development uses, light manufacturing, and similar uses which provide employment opportunities for community residents.

LU 13.2 Protect established industrial districts from encroachment by unrelated commercial and other non-industrial uses, which do not support the industrial base of the City and community.

LU 13.3 Incentivize safe, job-rich industries that provide new employment opportunities for the residents of the community, while discouraging businesses that do not generate significant employment opportunities.

LU 13.5 Encourage efforts to upgrade the appearance, infrastructure and built environment of the industrial areas to improve economic activity and viability of those areas.

LU 14.2 Encourage a range of light industrial and productive activities that bolster the employment base and provide skilled employment opportunities to local residents.

LU 15.1 Ensure an efficient goods movement system that accommodates the needs of local industry and businesses without impacting quality of life.

The Proposed Plans apply land use designations and zoning districts that reinforce the existing pattern of small and neighborhood-serving businesses in the Harbor LA Plan Areas, both through plan policies that encourage commercial spaces in new development and through zoning regulations that require it. The Proposed Plans also maintain most of the existing industrial land as part of the local jobs base, recognizing the importance of the industrial land in proximity to the Port of Los Angeles. As a regional jobs center the Proposed Plans increase the geographic area where a variety of employment uses may occur and increase the development capacity in many areas, especially near transit and other infrastructure. The Proposed Plans increase access to jobs by facilitating the co-location of a variety of employment opportunities near housing, institutions, and services and by focusing the largest increases in development capacity in areas that are walkable and well-served by transit. The proposed zoning districts would allow for a flexible mix of uses, reducing prescriptive regulations in mixed-use areas and allowing for flexibility to adapt to a changing economy over time.

The Proposed Plans include new zoning tools for transitioning industrial areas that support a dynamic economy by facilitating a broad range of industries, ensuring a focus on employment uses while allowing for the careful introduction of compatible residential uses and amenities, and encouraging flexible and durable building design. Additionally, the Proposed Plans protect industrial uses through tools that limit residential and commercial uses in appropriate areas, safeguarding land for heavy industrial use and buffering sensitive uses from heavy industry.

State Law Restrictions on Zoning Actions under Housing Crisis Act SB 330

On October 9, 2019, Governor Newsom signed into law SB 330, the Housing Crisis Act of 2019. The act amends existing state laws and creates new regulations around the production, preservation and planning of housing. The bill has been in effect since January 1, 2020, and sunsets on January 1, 2025. SB 8 extends key provisions of SB 330 until January 1, 2030. The goal of SB 330 is to create certainty in the development of housing projects, speeding up the review of these projects. The bill requires that the historic status or designation of any site be determined at the time an application for a discretionary action is deemed complete. Non-objective design review standards established after January 1, 2020, cannot be imposed or enforced. SB 330 also prevents zoning actions that reduce the capacity of housing. Plans that result in a net downzoning or otherwise reduce housing and population (except for specified reasons involving health and safety, affordable housing and voter initiatives) are prohibited. Moratoriums on housing development, or limits on approval, permits, or housing units cannot not be imposed by local jurisdictions. This does not apply to zoning efforts that reduce development intensity (e.g. FAR, height, setbacks, etc.) for parcels that allow residential uses as long as density (number of units allowed on a parcel) and intensity (buildable envelope) is increased on other parcels and therefore results in “no net loss” in zoned housing capacity or intensity. The Proposed Plans allow for the net increase of approximately 8,000 housing units

over the current plans' land use and zoning and allow greater development intensities in select areas throughout the CPAs, and therefore comply with this requirement.

Increasing housing, and particularly affordable housing, is an objective of the Harbor LA Community Plans Update. The CPAs are currently zoned primarily for industrial, single-family and multi-unit housing development along corridors and throughout residential neighborhoods. The Proposed Plans identify additional areas where more housing growth is appropriate and reduces barriers to housing development through several zoning strategies.

Today, the Harbor LA Community Plan Areas' multi-family zoning typically allows for a 3:1 Floor Area Ratio (FAR), with permitted density levels that do not practicably allow developers to maximize floor area. For example, on a typical residentially zoned R-2 lot of 10,000 square feet, the zoning would permit 2 units to be built. This could allow up to 30,000 square feet of floor area, yielding units that are up to 15,000 square feet each. Existing height and yard requirements would preclude most lots from maximizing this floor area. The Proposed Plans reduce the FAR down from 3:1 to the practicable FAR inclusive of yard, height and other zoning requirements, while maintaining the allowable residential density (number of units) that can be built in the lower density residential neighborhoods. This approach is taken to reduce demolition, and loss of existing "naturally occurring" affordable housing units, in a community that is composed of renters and vulnerable to a changing housing market and displacement pressures. While the zoning of the Proposed Plans reflect FARs that are lower than existing FARs, the Proposed Plans reflect a more accurate representation of development potential while also providing greater flexibility in the siting and design of buildings by reducing the rear, front and side yard setback requirements, thereby expanding areas of the lot on which housing can be developed, and more easily permitting the addition or conversion of rear yard structures to housing units.

Any reduction in housing development potential resulting from the reduction in FAR or new height limits is offset by increases to housing development potential across other areas of the Community Plan. Four primary areas are proposed to increase housing development potential, as follows:

1. Proposed Hybrid Industrial General Plan Land Use (GPLU): Proposed parcels designated as Hybrid Industrial GPLU in the Harbor Gateway and Wilmington-Harbor City CPAs will introduce residential densities ranging from 1 unit per 1,500 square feet of lot area to limited by Floor Area (unlimited). These parcels are currently industrially zoned and designated as Light or Limited Industrial GPLUs and do not allow residential uses. In the Harbor Gateway CPA, select parcels will also include incentives for additional density in exchange for affordable units.
2. Proposed Regional Center GPLU: In Harbor Gateway, proposed parcels designated as Regional Center GPLU will allow for new development potential through a "base/ bonus system" for FAR, height and density, which can be achieved through the Community Benefits Program - Local Affordable Housing Incentive. The proposed zoning will allow a base of 3.5:1 FAR, unlimited height, a base density of 1 unit per 400 sq ft of lot area and a bonus density of 6:1 FAR by providing affordable housing. Height is not limited and will be determined by the allowable FAR. These parcels will introduce more commercial and residential uses for the first time on parcels that are currently zoned industrial with existing FARs of 1.5:1.
3. Community Center GPLU: In Wilmington-Harbor City, select parcels designated as a Community Center GPLU will allow for increased new development potential through a base/bonus system for FAR, height and density, which can be achieved through the Community Benefits Program - Local Affordable Housing Incentive. The proposed zoning will allow a base FAR of 1.5:1, a base height of 3 stories and a base density of 1 unit per 800 square feet of lot area. A bonus FAR of 3:1, a bonus height of 5 stories and

density bonus will be allowed by providing affordable housing. This will introduce more commercial and residential development on lots currently zoned to allow 1 unit per 1,500 square feet of lot area and 1 unit per 1,000 square feet of lot area.

4. Villages GPLU: Proposed parcels designated as Villages GPLU will allow for increased new development potential through a base/bonus system for FAR, height and density, which can be achieved through the Community Benefits Program - Local Affordable Housing Incentive. In Harbor Gateway, the proposed zoning will allow a base FAR of 2.5:1, a base height of 4 stories, and a base density ranging 1 unit per 600 square feet of lot area. A bonus FAR of 4:1, a maximum bonus height up to 7 stories and bonus density will be allowed by providing affordable housing. This will introduce more commercial and residential for the first time on lots currently zoned R-3 with a density of 1 unit per 800 square foot of lot area, an existing maximum height of 45' feet and an FAR of 3:1. In Wilmington-Harbor City, the new zoning will provide a base of FAR 1.5:1, a base height of 3 stories and a base density of 1 unit per 1,000 square feet of lot area. A bonus FAR of 3:1 FAR, a bonus height of 5 stories and density bonus will be allowed by providing affordable housing. Some parcels in areas proposed to be designated as Villages are currently zoned to allow 1 unit per 1,500 of lot area. The proposed base density is increasing to allow more residential development .
5. Neighborhood Center GPLU: In Wilmington-Harbor City, parcels proposed to be designated Neighborhood Center will allow an increase in density from the existing density of 1 unit per 1,500 square feet of lot area. A majority of the Neighborhood Center designated corridors in the Plan Area will have a proposed density of 1 unit per 1,200 square feet of lot area. Select Neighborhood Center GPLU areas such as Belle Porte Avenue, Wilmington Boulevard and Pacific Coast Highway are proposed to increase to 1 unit per 1,000 square feet of lot area. This will allow for more residential development and housing capacity.
6. In Harbor Gateway, parcels within the existing Low Medium I Residential GPLU bounded generally by Carson Street and 221st Street are proposed to be designated Low-Medium Residential and allow a density of 1 unit per 2,000 square feet of lot area instead of the existing density that allows 2 units per lot. This will also allow a 36 foot height maximum instead of the existing zoning that is 33 feet in height, and will substantially reduce all setbacks.
7. Parcels within the existing Low Residential GPLU and Low Medium I Residential GPLU generally are bounded by Lomita Boulevard, Normandie Street, Anaheim Street and Western Avenue in Harbor City, and Figueroa Boulevard, Pacific Coast Highway and Watson Avenue to D Street in Wilmington-Harbor City. The existing zoning allows 1 unit per lot in the R1 single-family zone , 1 unit per 1,500 square feet of lot area in the RD1.5 restricted density multi-family zone and 1 unit per 2,000 square feet of lot area in the RD2 restricted density multi-family zone. The existing built-out conditions for many properties exceed these densities and do not reflect what the zoning allows. As a result, the Proposed Plans will increase density to match the existing as-built conditions on any given parcel. Select parcels within the current Low Residential GPLU will be redesignated to Low Medium Residential GPLU and will allow 2 units per lot (2L) or, up to 1 unit per 1,200 square feet of lot area, depending on the location. Parcels redesignated from the current Low Medium I Residential GPLU will be redesignated to the Medium Residential GPLU and will allow up to 1 unit per 1,000 square feet of lot area, or, up to 1 unit per 800 square feet per lot, depending on the location. In areas rezoned from the current R1 zone to the new 2L (2 units per lot) density district, the existing height limit of 30 feet in Height Districts 1VL and 1XL will increase to 33 feet through the new zoning. In areas going from the current R1 zone to the higher 3L (3 units per lot), 4L, 20, 15, and 12 density districts, the existing 30 foot height limit in Height District 1XL and 33 feet in Height District 1VL, will increase to 3 stories. Areas currently zoned RD1.5 (1 unit per 1500 square feet of lot area) or RD2 (1 unit per 2000 square feet of lot area) will be rezoned to a higher new density district of 10 (1 unit per

1000 square feet of lot area) or, density district 8, allowing 1 unit per 800 square feet of lot area. The existing height in these locations is currently limited to 45 feet and 3 stories with buildings solely devoted to residential uses only limited by feet. The new zoning will limit height by 3 stories.

In addition to increases to development potential through the individual zoning districts of the new code, the Proposed Plans also include a number of new regulations that help streamline the approval process and facilitate a simpler and faster permitting for housing projects. These new regulations pertain to parking and open space. With respect to parking, the Plans remove all minimum parking requirements for projects within ½ mile of transit, consistent with parking minimum reductions mandated recently through the passage of State Assembly Bill (AB) 2097, and further, the Plans reduce parking on many parcels adjacent to commercial amenities and local infrastructure. These new zoning standards will offer greater flexibility in producing a variety of housing unit types and sizes and increase the number of units in areas of the Harbor LA CPAs where AB 2097 does not currently apply. Reduction in parking requirements also allows developers more building area to provide housing units where ground floor or second floors utilized to provide required parking spaces restrict how many floors a building can be built. Under the Proposed Plans, those floors could instead be used for residential units. In addition, open space requirements, which are based on the total number of units in a building under current zoning regulations, have tended to limit the total number of units that a project can yield. Under the Proposed Plans open space requirements have been restructured to be based as a percentage of lot area rather than on a per unit basis, which offers flexibility for housing projects to achieve desired unit types and sizes and increase the number of units that can be built on a lot as compared to current regulations. Additionally, development standards are proposed which will increase the threshold for site plan review. This will allow more projects that comply with objective zoning standards to not require discretionary review.

Overall, zoning regulations such as height, density, and floor area ratio, as well as open space, minimum setback, minimum frontage and maximum lot coverage limitations, which shape the built form and determine the intensity of any use, including housing, are thoughtfully formulated to cumulatively increase the Plan Areas' housing development capacity. As a result, the Harbor LA Plans increase the current plans' capacity for up to 8,000 new housing units by the year 2040, compared to existing regulations which can only accommodate the current plans' capacity over existing conditions within the same timeframe.

The Plans also introduce a Community Benefits Program to incentivize the production of affordable housing in exchange for greater development intensity. The program offers additional density, height, and FAR and does not necessitate a discretionary review process, providing additional opportunity for increased housing development. The Community Benefits Program expands areas where larger FAR and density increases are available. Plans that result in a net downzoning or otherwise reduce housing and population (except for specified reasons involving health and safety, affordable housing and voter initiatives) are prohibited under SB 330. However, this does not apply to zoning efforts that reduce intensity for certain parcels as long as increased capacity on other parcels results in no net loss in zoned housing capacity or intensity. As described above, the zoning actions of the Proposed Plans allow for the net increase of 4,305 housing units in Harbor Gateway and 3,739 housing units in Wilmington-Harbor City. A combined net increase of 8,044 housing units compared to 2,900 that could be built under current regulations, and therefore the Plan complies with this requirement.

FINDINGS

Project Location

I. Finding Requirements for General Plan Amendments and Zoning Ordinances

City Charter Findings

Charter Section 555 – Charter Section 555 provides that the City Council may amend the General Plan in its entirety, by subject elements or parts of subject elements, or by geographic areas, provided that the part or area involved has a significant social, economic, or physical identity. No legislative findings are required to amend the General Plan. The Proposed Project proposes amendments to three elements of the General Plan: (1) adopting the Harbor LA Community Plans (Wilmington-Harbor City and Harbor Gateway CPAs), including a new policy document or Plan Text and amendments to the General Plan Land Use Map for the Harbor LA CPAs (2) amendments to the Mobility Element 2035, and (3) amendments to the Framework Element. All the amendments to the City's General Plan are related to areas of the City within the Harbor LA CPAs' boundaries, an area which has a significant social, economic, and physical identity as reflected in this report and the Attachments and the whole of the record on the Proposed Plans.

Charter Section 556 and 558 – Charter Section 556 and 558 require the City Planning Commission and the City Council to adopt the following findings when taking any action to (i) create or change a zone or zoning district created for the purpose of regulating the use of land, or (ii) zoning the permissible uses, height, density, bulk, location or use of buildings or structures, size of yards, open space, setbacks, building line requirements, and other similar requirements, including specific plan ordinances (collectively zoning ordinances):

> (1) The zoning ordinance is in substantial conformance with the purposes, intent, and provisions of the General Plan.
> (2) The zoning ordinance is in conformity with public necessity, convenience, general welfare, and good zoning practice.

Based upon this, the above findings are required for all of the following ordinances which are part of the Proposed Plans: adoption of the New Zoning Code, the amendments to the City's Zoning Map for the zone changes, the adoption of the Community Benefits Program, Local Affordable Housing Maps, Conservation District and Individual Historic Resources Review Maps, Hazardous Sites Maps, and amendments to Clean Up Green Up (CUGU) District (collectively, "Implementing Zoning Ordinances").

LAMC Section 12.32 C Findings

All the Implementing Zoning Ordinances must also comply with the procedures in LAMC Section 12.32 C, which provides procedures for zoning ordinances. Section 12.32 C incorporates the Charter findings in Section 556 and 558. It requires the CPC to adopt a finding that a proposed zoning ordinance is in conformity with public necessity, convenience, general welfare, and good zoning practice. The City Council is required to make the same finding before adopting the zoning ordinance, as well as a finding that the zoning ordinance is consistent with the General Plan.

State General Plan Consistency Requirements

In addition to the requirement for zoning ordinances to be consistent with the General Plan (vertical consistency), state law also requires that the General Plan must have internal consistency among its elements (horizontal consistency). The City of Los Angeles has the responsibility to maintain and implement the City's General Plan. Community Plans comprise

the Land Use Element of the City's General Plan and are the final determination of land use categories, zoning, development requirements, and consistency findings. The updated Community Plans and amended Mobility Plan and Framework Element must be consistent with the other elements and components of the General Plan. Those elements are Land Use, Circulation (Mobility), Housing, Conservation, Open Space, Noise, Safety, and Health Element. In addition to the eight mandated elements, the City's General Plan includes a Framework Element, an Infrastructure Systems Element, a Public Facilities and Services Element, and an Air Quality Element. State law does not require the City to adopt consistency findings or any other findings to amend a Land Use element. The findings below for Section 556 and 558 and LAMC Section 12.32, also discuss internal consistency of the Proposed Plans, the amended Mobility Plan, and the amended Framework Element with each other and with the rest of the City's General Plan. This consistency discussion is provided for the City Planning Commission's consideration in approving and recommending the Proposed Plans and their implementing zoning ordinances and its determination that the Proposed Plans are consistent with the City's General Plan.

II. Findings for the Implementing Zoning Ordinances Under Charter Section 556 and 558 and LAMC Section 12.32

For all of the reasons provided below and based on the whole of the record of proceedings, the adoption of the amendments to the City's Zoning Map for the zone changes, the adoption of the Proposed Plans' Community Benefits Program, Local Affordable Housing Maps, Conservation District and Individual Historic Resources Review Maps and amendments to the Clean Up and Green Up (CUGU) Overlay District, and the Hazardous Sites Maps (collectively, "Implementing Zoning Ordinances") are:

(1) in substantial conformance with the purposes, intent, and provisions of the General Plan.

(2) in conformity with public necessity, convenience, general welfare, and good zoning practice.

The findings for the amendments to the City's Zoning Map for the zone changes and adoption of New Zones, and the findings for the adoption of the Community Benefits Program, Local Affordable Housing Maps, Conservation District and Individual Historic Resources Review Maps, Hazardous Sites Map, and amendments to the Clean Up and Green Up (CUGU) Overlay District. The findings for each of the other remaining ordinances mentioned above are discussed in individual sections.

A. **Findings for Adoption of the New Zones, Zone Changes, and the** Community Benefits Program, Local Affordable Housing Maps, Conservation District and Individual Historic Resources Review Maps, Hazardous Sites Map, and amendments to the Clean Up and Green Up (CUGU) Overlay District.

Proposed Plans as used in this Section A refers to the Community Plans text and land use map amendments and Zoning Ordinances to amend the Zoning Map to implement the plans' amendments, unless otherwise specified.

Charter and Code Findings

Framework Element

The following "findings" are listed under categories similar to the categories found in the Framework Element, which although it does not mandate any particular policy or program be included in a Community Plan, is intended to guide Community Plan updates:

With respect to ***distribution of land use***, the General Plan Framework Element states the following:

> *Objective 3.1: Accommodate a diversity of uses that support the needs of the City's existing and future residents, businesses, and visitors.*
>
> *Policy 3.1.1: Identify areas on the Long-Range Land Use Diagram and in the Community Plans sufficient for the development of a diversity of uses that serve the needs of existing and future residents (housing, employment, retail, entertainment, cultural/institutional, educational, health, services, recreation, and similar uses), provide job opportunities, and support visitors and tourism.*
>
> *Objective 3.2: Provide for the spatial distribution of development that promotes an improved quality of life by facilitating a reduction of vehicular trips, vehicle miles traveled, and air pollution.*

The Proposed Plans provide for a variety of land uses to meet the diverse needs of the community, including housing that accommodates varying household sizes, and commercial and industrial businesses that contribute to the local and regional economy. The Southern California Association of Governments (SCAG) projects an increase in population, employment, and housing in the Harbor LA Community Plan Areas through the year 2040. The Proposed Plans include a recommended pattern of land use that directs future growth to areas of the Harbor LA CPAs best served by existing transportation infrastructure and facilitates mixed-use development along corridors and near transportation nodes. Permitting new limited commercial uses in targeted residential neighborhoods further allows current and future residents of the Harbor LA CPAs to access household goods and grocery items within walking or biking distance of their homes, reducing reliance on vehicle travel. The Proposed Plans direct new housing growth around commercial corridors closest to fixed transit stations and in proximity to schools and jobs, which reduces the number and length of vehicle trips, thus reducing greenhouse gas emissions associated with local trip generation in accordance with recent legislation (Senate Bill 375).

With respect to ***population and employment growth***, the General Plan Framework Element states the following:

> *Objective 3.3: Accommodate projected population and employment growth within the City and each Community Plan Area and plan for the provision of adequate supporting transportation and utility infrastructure and public services.*

The State of California requires that cities plan for changes in population, housing demand and employment. If growth is anticipated, each city must accommodate a share of the region's projected growth. These projections are developed by the Southern California Association of Governments (SCAG), the Metropolitan Planning Organization for the six-county region. SCAG is mandated by federal and state governments to prepare the Regional Transportation Plan (RTP), a long-range regional transportation plan that addresses regional growth, air quality and other issues, based on an analysis of past and future regional trends. The RTP informs SCAG's

projection of growth for the region. State and federal regulations require that local plans be consistent with the Regional Air Quality Plan and the Regional Mobility Plan.

Consistent with the above objective contained in the Framework Element, the Proposed Plans accommodate projected population and employment growth within the Harbor LA Community Plan Areas and include policies and programs that are aimed at providing adequate infrastructure, services, and a balance of land uses for the project population and employment growth. The Proposed Plans are estimated to reasonably accommodate approximately 63,523 (Harbor Gateway) and 97,822 (Wilmington-Harbor City) people by 2040, respectively, providing enough capacity to accommodate the SCAG 2040 forecasts of 43,561 (HG) and 81,492 (W-HC) people for the CPAs. While the Proposed Plans would accommodate more growth than forecast by SCAG, this growth would not be unplanned. The City has the discretion to refine its growth forecast based on the City's knowledge of each community plan area. The vision for the Harbor LA CPAs is consistent with statewide, regional and local goals to increase housing near transit and jobs. The Proposed Plans accommodate 40,998 jobs in Harbor Gateway and 21,341 jobs in Wilmington-Harbor City which meet the SCAG job forecasts of 23,800 (HG) and 20,280 (W-HC). While the Proposed Plans do anticipate more jobs than SCAG, such growth is not unplanned. The Proposed Plans would expand the development capacity of the Harbor LA CPAs in a manner consistent with SCAG projections, the General Plan Framework Element and the vision for the area. As such, implementation of the Proposed Plans would not cause unplanned employment growth in the Harbor LA CPAs. The Framework Element includes a 2010 population plan forecast of 45,950 for Harbor Gateway and 92,170 for Wilmington-Harbor City. The Framework forecasts best estimates since the adoption of the Framework in 1996 and 2001, and as implementation proceeds, the "population forecasts may be revised based upon specific land use actions adopted through the Community Plan update process." The Framework Element expressly does not provide caps on development based on its population forecast. Consistent with the Framework strategy, the Proposed Plans accommodate projected growth that reflects forecasts from SCAG and the Community Plan update process.

In addition, the Proposed Plans meet the requirements of the Sustainable Communities Strategy adopted by SCAG as part of the latest update to the Regional Transportation Plan (RTP) in accordance with Assembly Bill 32, the California Global Warming Solutions Act of 2006, and Senate Bill 375. These legislative acts require that California cities lay out a vision for regional growth that considers the relationship of land use to transportation in reducing vehicle trips to achieve greenhouse gas emission reduction targets. Since SCAG anticipates this level of growth in the Harbor LA CPAs, along with other transit-served communities in the City, the Proposed Plans' increases in development potential are growth-accommodating rather than growth-inducing, consistent with policies in the General Plan Framework. The Proposed Plans accommodate population and employment growth primarily in areas served by transit and along major mixed-use transit corridors, consistent with the Framework Element's policies.

With respect to ***economic development***, the Framework Element states the following:

> *Policy 7.2.3: Encourage new commercial development in proximity to rail and bus transit corridors and stations.*
>
> *Policy 7.2.8: Retain the current manufacturing and industrial land use designations, consistent with other Framework Element policies, to provide adequate quantities of land for emerging industrial sectors.*
>
> *Policy 7.2.9: Limit the redesignation of existing industrial land to other land uses except in cases where such redesignation serves to mitigate existing land use conflicts, and where it meets the criteria spelled out in Policy 3.14.6 of Chapter 3: Land Use.*

Policy 7.2.11: Ensure that the City has sufficient quantities of land suitable to accommodate existing, new and relocating industrial firms, whose operations are appropriate to a specific location in Los Angeles.

Policy 7.3.2: Retain existing neighborhood commercial activities within walking distance of residential areas.

Policy 7.9.2: Concentrate future residential development along mixed-use corridors, transit corridors and other development nodes identified in the General Plan Framework Element, to optimize the impact of City capital expenditures on infrastructure improvements.

Policy 7.10.2: Support efforts to provide all residents with reasonable access to transit infrastructure, employment, and educational and job training opportunities.

Consistent with the above policies, the Proposed Plans direct new housing, commercial, and mixed-use development towards transit served commercial corridors. The Plans support sustainable development principles to promote economic development throughout the Harbor Gateway and Wilmington-Harbor City CPAs. The goals and policies of the Proposed Plans seek to promote access to local jobs, and place housing and neighborhood serving commercial uses in close proximity through zoning to allow for limited commercial uses in targeted residential neighborhoods, and by zoning for neighborhood-serving commercial business spaces along neighborhood focused corridors. The Harbor LA CPAs are currently home to many underutilized and emerging commercial districts, such as Gardena Boulevard, Carson Boulevard, 190th Street in Harbor Gateway, and Belle Porte Avenue, Pacific Coast Highway, Wilmington Boulevard, and Avalon Boulevard in Wilmington-Harbor City. The Proposed Plans use multiple zoning and policy approaches to maintain those districts for commercial and mixed-use development.

The Proposed Plans supports a strong economic employment base by preserving viable existing industrial uses. The Proposed Plans delineate areas within the CPAs reserved for industrial use in the Markets, Light Industrial, Production, and Industrial land use designations, as well as Industrial-Mixed uses in the Hybrid Industrial land use designation to preserve the land for productive uses and generate jobs. While the Proposed Plans would reduce and limit the amount of land designated for heavy industrial uses to address long standing issues of environmental injustice, it would continue to allow lighter industrial uses such as warehousing, distribution, and light manufacturing uses as well as complementary commercial uses in the Hybrid Industrial, Markets, and Light Industrial land use designations, and as discussed below meets the criteria in Policy 3.14.6.

The Proposed Plans are consistent with the Framework Element in that they concentrate future growth around transit stations and encourage the development of complete communities with a range of employment and housing opportunities supported by services and amenities. The Proposed Plans direct new housing and jobs growth along major commercial corridors in close proximity to transit, consistent with the Framework Element's policies.

With respect to ***transit stations***, the General Plan Framework Element states the following:

Goal 3K: Transit stations to function as a primary focal point of the City's development.

Objective 3.15: Focus mixed commercial/residential uses, neighborhood-oriented retail, employment opportunities, and civic and quasi-public uses around urban transit stations, while protecting and preserving surrounding low-density neighborhoods from the encroachment of incompatible land uses.

Policy 3.15.3: Increase the density generally within one quarter mile of transit stations, determining appropriate locations based on consideration of the surrounding land use characteristics to improve their viability as new transit routes and stations are funded in accordance with Policy 3.1.6.

Policy 3.15.4: Design and site new development to promote pedestrian activity and provide adequate transitions with adjacent residential uses.

P18: Amend the Zoning Ordinance to implement the policies and standards of the General Plan Framework Element. The revisions provide tools needed to which are described below and are representative of the actions that may be taken.

b. Establish incentives to stimulate the types of use desired (e.g., mixed-use, community facilities in centers, districts, and boulevards, and other) and development in appropriate selected targeted growth areas as defined in the community plans, such as density bonuses for mixed-use development, parking in proximity to transit stations and transit corridors, "by-right" entitlements with administrative review and approval for traffic or other necessary studies and mitigation, and other.

The Proposed Plans include policies and implementation tools that concentrate the highest development potential near transit stations and promote a mix of uses that are accessible to transit. The Plans direct commercial and neighborhood serving uses towards walkable and accessible corridors. The Proposed Plans increase development potential around transit stations, primarily increasing floor area, height and density regulations along major corridors served by transit including Metro, Downtown Area Short Hop (DASH) buses, and other local operators including the City of Gardena's GTrans and City of Torrance's Torrance Transit. This growth is balanced by preserving the existing surrounding single- and multi-family residential areas of the communities from redevelopment, using zoning tools and plan policies to reduce the development impact on residential neighborhoods. In addition, the Proposed Plans utilize the City's Community Benefits Program, Local Affordable Housing Incentive Program in targeted commercial areas in the Harbor LA CPAs. The Local Affordable Housing Program will enable a bonus system for greater development potential and achieving the goal of more affordable housing development within the Harbor LA CPAs.

With respect to ***historic resources***, the General Plan Framework Element states the following:

Goal 3M: A City where significant historic and architectural districts are valued.

Objective 3.17: Maintain significant historic and architectural districts while allowing for the development of economically viable uses.

*With respect to **cultural and historic resources**, the Conservation Element states the following:*

Conservation Element - Objective: protect important cultural and historical sites and resources for historical, cultural, research, and community educational purposes.

Conservation Element Policy: continue to protect historic and cultural sites and/or resources potentially affected by proposed land development, demolition or property modification activities.

The Proposed Plans seek to maintain and protect important cultural and historic resources while balancing the need for new housing and affordable housing. The Proposed Plans introduce policies and zoning tools that apply standards for contextual and sensitive infill development, primarily through the Character Commercial 1 Frontage District applied to the SurveyLA identified Historic Planning District along Avalon Boulevard in the Wilmington community. Additionally, the Conservation District and Individual Historic Resources Review Supplemental Districts will be enabled in the Plan Areas, creating a new review process for identified eligible resources in specified areas. New form and frontage districts would introduce development standards to limit the scale and mass of new development in historic districts such as Avalon Boulevard and frontage standards that regulate elements of the building façade and entrance design for compatible development.

With respect to ***industrial lands***, the General Plan Framework Element states the following:

> *Goal 3J: Industrial growth that provides job opportunities for the City's residents and maintains the City's fiscal viability.*
>
> *Objective 3.14: Provide land and supporting services for the retention of existing and attraction of new industries.*
>
> *Policy 3.14.3: Promote the re-use of industrial corridors for small scale incubator industries.*
>
> *Policy 3.14.6: Consider the potential re-designation of marginal industrial lands for alternative uses by amending the community plans based on the following criteria:*
>
> > *e. Where the conversion of industrial lands to an alternative use will not create a fragmented pattern of development and reduce the integrity and viability of existing industrial areas;*
> >
> > *f. Where the conversion of industrial lands to an alternative use will not result in an adverse impact on adjacent residential neighborhoods, commercial districts, or other land uses;*
> >
> > *g. Where it can be demonstrated that the reduction of industrial lands will not adversely impact the City's ability to accommodate sufficient industrial uses to provide jobs for the City's residents or incur adverse fiscal impacts;*

The Proposed Plans introduce land use designations and zoning districts that support job opportunities by establishing land use regulations that allow the City to prioritize and retain industrial land for jobs in the Hybrid Industrial, Markets, Light Industrial, Production and Industrial areas of the Plan Areas. The Industrial areas of the Plans allow for retention of existing industrial land and viable industrial uses, including warehousing and distribution facilities that are part of a regional distribution network. Zoning districts applied within the Light Industrial, Markets, Production and Industrial areas would prohibit residential uses and limit commercial uses to activities that are compatible with and support industrial uses. Proposed Hybrid Industrial areas would allow limited residential and live/work units and limited commercial uses may be introduced that are compatible with and support industrial uses. The zones applied to the Hybrid Industrial and Light Industrial areas aim to address environmental justice by transitioning Heavy Commercial and Heavy Industrial uses to more compatible light industrial and commercial uses. The Proposed Plans contain Goals and Policies to facilitate local training for industrial and cluster industry jobs, including the following:

Wilmington-Harbor City

LU Goal 10 Land is designated for a variety of industrial uses with maximum employment opportunities.

LU 10.3 Incentivize safe, job-rich industries that provide new employment opportunities for the residents of the community, while discouraging businesses that do not generate significant employment opportunities.

LU 10.4 Promote job training, living wage provisions and local hiring for community residents and develop partnerships between major employers and educational institutions, such as the Los Angeles Harbor College and worksource centers to create career pathways that connect local residents and students with green job opportunities and occupational and professional service jobs.

LU 10.7 Promote efforts that ensure businesses in Wilmington have access to the City's Clean-Up Green-Up implementation programs, such as financial incentives and technical support programs, as well as Opportunity Zone incentives.

LU 11 Light and Hybrid industrial districts that feature development and businesses of all sizes engaged in green, emerging industries that provide services and employment opportunities.

LU 11.2 Encourage a range of light industrial and productive activities that bolster the employment base and provide skilled employment opportunities to local residents.

Harbor Gateway

LU Goal 13 Land is designated for a variety of industrial uses with maximum employment opportunities.

LU 13.1 Retain viable industrially-designated lands for the continuation of existing industry and development of new clean industries, research and development uses, light manufacturing, and similar uses which provide employment opportunities for community residents.

LU 13.3 Incentivize safe, job-rich industries that provide new employment opportunities for the residents of the community, while discouraging businesses that do not generate significant employment opportunities.

LU 13.4 Promote job training, living wage provisions and local hiring for community residents and develop partnerships between major employers and local educational institutions to create career pathways that connect local residents and students with green job opportunities and occupational and professional service jobs.

LU 13.6 Promote efforts that ensure businesses in Harbor Gateway have access to benefits and incentives similar to those in the City's Clean-Up Green-Up and other implementation programs, such as financial incentives and technical support programs, as well as Opportunity Zone incentives. Additional land use goals and policies specific to Environmental Justice are found in Chapter 3.

LU Goal 14 Light and Hybrid industrial districts that feature development and businesses of all sizes engaged in green, emerging industries that provide services and employment opportunities.

LU 14.2 Encourage a range of light industrial and productive activities that bolster the employment base and provide skilled employment opportunities to local residents.

LU 14.3 Prioritize jobs and employment activities in hybrid industrial areas and support limited live/work or residential uses within selected hybrid industrial areas, where deemed appropriate.

The Plans propose to convert approximately 40 net acres in the Harbor Gateway CPA and 209 net acres in Wilmington-Harbor City CPA of existing industrial land to industrial-mixed zoning and Hybrid Industrial land uses. This conversion will not create a fragmented pattern of land uses, as it is along major north-south and east-west corridors and bordered on several sides by public facilities and housing. The conversion meets several other General Plan Framework objectives, such as promoting more housing and mixed-income housing in close proximity to commercial corridors and transit.

With respect to **residential neighborhoods**, the General Plan Framework Element states the following:

Policy 3.4.1: Conserve existing stable residential neighborhoods and lower-intensity commercial districts and encourage the majority of new commercial and mixed-use (integrated commercial and residential) development to be located (a) in a network of neighborhood districts, community, regional, and downtown centers, (b) in proximity to rail and bus transit stations and corridors, and (c) along the City's major boulevards, referred to as districts, centers, and mixed-use boulevards, in accordance with the Framework Long-Range Land Use Diagram.

Objective 3.5: Ensure that the character and scale of stable single-family residential neighborhoods is maintained, allowing for infill development provided that it is compatible with and maintains the scale and character of existing development.

Goal 3C: Multi-family neighborhoods that enhance the quality of life for the City's existing and future residents.

Objective 3.7: Provide for the stability and enhancement of multi-family residential neighborhoods and allow for growth in areas where there is sufficient public infrastructure and services and the residents' quality of life can be maintained or improved.

Consistent with the above-referenced policies, goals and objectives of the Framework Element, the Proposed Plans retain existing land use designations and zoning for residential neighborhoods to protect the scale and character of these areas and limit incompatible uses. The Proposed Plans focus new commercial and mixed-use development away from the single-family and lower density multi-family residential neighborhoods and primarily along select commercial centers and corridors with access to public transportation, as well as jobs. The Proposed Plans include new zoning that adds transitional height regulations for those areas where commercial and industrial land uses directly abut residentially zoned parcels. The new zoning districts also establish design standards to promote the retention and enhancement of the unique character of these residential neighborhoods throughout the Community Plan Areas.

With respect to **Regional Centers**, the Framework Element states the following:

GOAL 3.F: Mixed-use centers that provide jobs, entertainment, culture, and serve the region.

Objective 3.10: Reinforce existing and encourage the development of new regional centers that accommodate a broad range of uses that serve, provide job opportunities, and are accessible to the region, are compatible with adjacent land uses, and are developed to enhance urban lifestyles.

A Regional Center is a hub of regional commerce and activity that serves a large area and contains a diversity of uses such as retail, commercial, government buildings, major entertainment and cultural facilities, and professional offices. The Framework Element identifies the area that spans between the I-110 Freeway, 190th Street to Del Amo Boulevard, a Regional Center within the Harbor Gateway CPA. The area includes a large percentage of parcels designated for corporate headquarters, hospitality uses, and flagship offices and serves as a major asset for the local community, the South Bay Region, and the entire City of Los Angeles. The Proposed Harbor Gateway Plan includes goals and policies for the Regional Center that seek to create pedestrian-friendly streets and a vibrant and livable district by: promoting mixed-use, transit-oriented development; requiring high quality and well-designed buildings; attracting major retail providers that are currently lacking in the community; providing housing at all levels of affordability; and enhancing the appearance and identity of the area. The intent is to maintain the industrial base in and around the Regional Center and overall Harbor Gateway geography. The Proposed Harbor Gateway Community Plan prioritizes higher density mixed-use and commercial corridors within the Regional Center.

Consistent with the above-referenced goal and objective, the Proposed Harbor Gateway Community Plan includes goals and policies for the Regional Center that seek to create pedestrian-friendly streets and a vibrant and livable district by: promoting mixed-use, transit-oriented development; requiring high quality and well-designed buildings; attracting major retail providers that are currently lacking in the community; providing housing at all levels of affordability; and enhancing the appearance and identity of the area. To further encourage economic vitality of the Regional Center, the Proposed Harbor Gateway Community Plan implements policies and programs by addressing design standards for new development and further tailoring allowed uses.

With respect to **Community Centers**, the Framework Element states the following:

Goal 3E: Pedestrian-oriented, high activity, multi- and mixed-use centers that support and provide identity for Los Angeles' communities.

Objective 3.9: Reinforce existing and encourage new community centers, which accommodate a broad range of uses that serve the needs of adjacent residents, promote neighborhood and community activity, are compatible with adjacent neighborhoods, and are developed to be desirable places in which to live, work and visit, both in daytime and nighttime.

A Community Center is a focal point for surrounding residential neighborhoods and includes a diversity of uses such as small offices and overnight accommodations, cultural and entertainment facilities, schools, and libraries, in addition to neighborhood-oriented services. The Framework Element identifies Community Centers along segments of Avalon Boulevard and Harry Bridges Boulevard in the Wilmington-Harbor City CPA and Rosecrans Avenue and Gardena Boulevard in the Harbor Gateway CPA. The Framework Element identifies Community Centers as areas that are served by transit. The Proposed Harbor LA Plans introduce land use designations and zoning districts that support a mix of commercial and housing, including

provisions for affordable housing local and state incentives, to promote a diverse mix of uses that contribute to pedestrian-oriented, high activity areas.

With respect to **Mixed-Use Boulevards**, the Framework Element states the following:

> *GOAL 3I: A network of boulevards that balance community needs and economic objectives with transportation functions and complement adjacent residential neighborhoods.*
>
> *Objective 3.13: Provide opportunities for the development of mixed-use boulevards where existing or planned major transit facilities are located and which are characterized by low-intensity or marginally viable commercial uses with commercial development and structures that integrate commercial, housing, and/or public service uses.*

Similar to Community Centers, Mixed-Use Boulevards are intended to accommodate greater densities and scales while promoting pedestrian-oriented developments that serve the surrounding community. The Framework Element identifies Mixed-Use Boulevards along portions of Avalon Boulevard, Pacific Coast Highway and Anaheim Street in the Wilmington-Harbor City CPA and Carson Avenue in the Harbor Gateway CPA. Consistent with the above-referenced goals and objectives, the Proposed Plans designate these areas with land uses and zoning districts that support a mix of commercial and housing, including provisions for affordable housing through local and state incentives, to promote a diverse mix of uses that contribute to pedestrian-oriented, high activity areas.

Other General Plan Elements

The Proposed Plans are in substantial conformance with the purpose, intent, and provisions of the General Plan in that they help to implement policies in a number of other General Plan Elements in addition to the Framework Element discussed above, including the Conservation Element, the Housing Element, the Circulation Element (Mobility Plan 2035), and the Plan for a Healthy Los Angeles.

Conservation Element

With respect to cultural and historic resources, the Conservation Element states the following:

> *Conservation Element Objective (Chapter II, Section 5): protect important cultural and historical sites and resources for historical, cultural, research, and community educational purposes.*
>
> *Conservation Element Policy (Chapter II, Section 5): continue to protect historic and cultural sites and/or resources potentially affected by proposed land development, demolition or property modification activities.*
>
> *Conservation Element Policy (Chapter II, Section 16): continue to support and/or participate in programs to clean bay sediments and/or mitigate potentially harmful effects of contaminants in the sediments and waters of the bays.*
>
> *Conservation Element Policy (Chapter II, Section 12): continue to protect, restore and/or enhance habitat areas, linkages and corridor segments, to the greatest extent practical, within city owned or managed sites.*

The Proposed Plans seek to tailor citywide preservation policies established through the General Plan by creating goals, policies, and programs to further promote neighborhood conservation and historic preservation. In conformance with the Conservation Element, the proposed zoning districts of Article 8 of the new zoning code require additional planning review for certain areas of the CPA that contain clusters of eligible resources identified through the City of Los Angeles Historic Resources Survey (Survey LA). Additionally, the Proposed Plans introduce form districts and development standards for compatible infill development through Character Frontages applied to areas surveyed in the City's Survey LA.

Housing Element (2021-2029)

With respect to housing, the Housing Element states the following:

> *Policy 1.1.1: Collect, report, and analyze existing housing needs (such as overcrowding, cost burden and vacancy rates) and use this information to project and plan for housing needs at a local and citywide level balancing other factors such as job and transit access.*
>
> *Policy 1.2.2: Facilitate the construction of a range of different housing types that addresses the particular needs of the city's diverse households.*
>
> *Policy 1.1.9: Develop and integrate anti-displacement strategies that further Citywide Housing Priorities into land use and planning strategies.*
>
> *Policy 1.2.6: Create new citywide and local land use incentives and programs that maximize the net gain of affordable housing and produce housing that meets Citywide Housing Priorities. Explore varied affordability ratios, the feasibility of inclusionary zoning requirements, and a greater mix of incomes based on market areas.*
>
> *Policy 1.2.10: Prioritize the development of Affordable Housing on public land.*
>
> *Policy 2.1.1: Incentivize and/or require the preservation and replacement of affordable housing, so demolitions and conversions do not result in the net loss of the City's stock of accessible, safe, healthy and affordable housing.*
>
> *Policy 3.1.5: Develop and implement environmentally sustainable urban design standards and pedestrian-centered improvements in development of a project and within the public and private realm such as shade trees, parkways and comfortable sidewalks.*
>
> *Policy 3.1.7: Promote complete neighborhoods by planning for housing that includes open space, and other amenities.*
>
> *Policy 3.2.2: Promote new multi-family housing, particularly Affordable and mixed-income housing, in areas near transit, jobs and Higher Opportunity Areas, in order to facilitate a better jobs-housing balance, help shorten commutes, and reduce greenhouse gas emissions.*
>
> *4.1.4: Identify and assist populations that are experiencing systemic housing discrimination, including those outside of designated protected classes.*
>
> *4.1.5: Eliminate housing accessibility barriers that disproportionately affect populations in protected classes and special needs populations.*

Objective 4.3: Affirmatively further fair housing in all housing and land use programs by taking proactive measures to promote diverse, inclusive communities that grant all Angelenos access to housing, particularly in Higher Opportunity Areas, increase place-based strategies to encourage community revitalization and protect existing residents from displacement.

Policy 4.3.2: Ensure that all neighborhoods have a range of housing typologies to provide housing options for residents to remain in the same community, when and if their needs change.

Policy 4.3.3: Examine land use practices that perpetuate racial exclusion and inequities including but not limited to: single-family / low density zoning, minimum lot size requirements, location of noxious uses, and subjective design review standards. Introduce context specific reforms that further Citywide Housing Priorities.

The Proposed Plans are in substantial conformance with the policies and objectives of the Housing Element of the General Plan. The Proposed Plans address housing needs through a multi-pronged approach, encouraging and directing new housing development in areas closest to fixed rail transit and bus lines, as well as near jobs. The proposed zoning addresses existing concerns of overcrowding and retention of existing RSO and affordable housing units by reducing the rear yard setback requirement, allowing for infill development and additional housing units to be built on properties with units subject to the RSO. In addition, right-sizing the FAR allowance in the residential neighborhoods of the Harbor LA Plan reduces redevelopment pressure and potential, which could otherwise lead to a loss of the existing RSO stock.

The Proposed Plans and their accompanying zoning increase the development potential of multi-family zoned properties adjacent to major corridors conforming with Housing Element policies to direct new housing close to jobs, and by addressing exclusionary zoning practices thereby Affirmatively Furthering Fair Housing. The Proposed Plans prioritize housing and neighborhoods that promote wellness, longevity, and sustainability, by requiring Lot Amenity Space and Residential Amenity Space as part of projects with residential uses, through zoning requirements for landscaping, and through policies encouraging street trees and improvements to the public realm. The proposed Community Benefits Program encourages affordable housing construction tailored to Harbor LA's needs. It aims to offer incentives within the Harbor LA Community Plans, particularly in transit-accessible and strategic mixed-use areas. Currently, only two Transit Oriented Community (TOC) Affordable Incentive Areas exist, both in Harbor Gateway.

Safety Element

With respect to community health and wellbeing, the Safety Element states the following:

Policy 1.2.1 Environmental Justice: In keeping with the Plan for a Healthy LA, build a fair, just and prosperous city where everyone experiences the benefits of a sustainable future by correcting the long running disproportionate impact of environmental burdens faced by low-income families and communities of color.

Policy 1.2.5 Housing and Development: In keeping with the Housing Element, create housing opportunities that enhance affordability, equity, livability, sustainability and resilience.

Policy 1.2.8 Industrial Emissions and Air Quality Monitoring: In keeping with the Air Quality Element, ensure that every Angeleno can breathe clean, healthy air by

addressing air pollution from all sources, with a particular emphasis on prioritizing the health and wellbeing of overburdened families and delivering environmental justice.

Policy 1.2.10 Food Systems: In keeping with the Plan for a Healthy LA, ensure access to healthy, sustainable food in a changing climate, especially in communities already facing food access disparities.

The Proposed Plans are consistent with the Safety Element. The Plans address long standing issues of environmental injustice in the Harbor LA CPAs by addressing zoning incompatibility, limiting the establishment of new auto-related uses such as auto repair and gas stations away from residential uses, thereby improving housing livability and affordability, and encouraging greater access to healthy neighborhood serving uses. Additionally, the Plans add distancing requirements for potentially dangerous industries, such as chemical manufacturing, away from sensitive uses.

Circulation Element (Mobility Plan 2035)

The City's Circulation Element (Mobility Plan 2035) contains a number of important policies related to the Proposed Plans, including:

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

Policy 2.3 Pedestrian Infrastructure: Recognize walking as a component of every trip, and ensure high quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.

Policy 2.14 Street Design: Designate a street's functional classification based upon its current dimensions, land use context, and role.

Policy 3.1 Access for All: Recognize all modes of travel, including pedestrian, bicycle, transit, and vehicular modes - including goods movement – as integral components of the City's transportation system.

Policy 3.3 Land Use Access and Mix: Promote equitable land use decisions that result in fewer vehicle trips by providing greater proximity and access to jobs, destinations, and other neighborhood services.

Policy 4.13 Parking and Land Use Management: Balance on-street and off-street parking supply with other transportation and land use objectives.

Policy 5.2 Vehicle Miles Traveled (VMT): Support ways to reduce vehicle miles traveled (VMT) per capita.

The Proposed Plans, which include proposed amendments to the Mobility Plan's street designations and networks, are consistent with the Mobility Element. The Proposed Plans improve mobility and access by directing future employment and housing near transit stations and frequent bus transit and promoting the development of mixed-use neighborhoods, thereby helping to reduce vehicle trip generation and improve air quality. The Proposed Plans include policies and implementation programs that would reduce VMT and increase the mode share of transit, walking, and bicycling in the Harbor LA CPAs. The Proposed Plans include policies and implementation programs that support increased investment in bicycle, pedestrian, and transit infrastructure to improve accessibility and connectivity, including infrastructure to improve

connections to existing transit stations. The Proposed Plans would amend the classification of several collector streets to modified collector streets to reflect existing conditions and support a more pedestrian friendly environment by maintaining existing narrower roadways.

Furthermore, the Proposed Plans would amend the Mobility Plan's enhanced networks to identify priority corridors that support the Mobility Plan's vision of a system of complete streets. The proposed modifications to the Mobility Plan's enhanced networks refine application of the Transit Enhanced Network and Neighborhood Enhanced Network to reflect existing and planned land uses, infrastructure projects, and transit service, and prioritizes Neighborhood or Transit Enhanced Networks on corridors where both cannot be implemented within the existing right-of-way. The Proposed Plans support land uses that promote a pedestrian-oriented environment and utilize the public right-of-way for pedestrian-oriented uses as well as projects that expand the public realm. The Proposed Plans introduce new zoning tools that require pedestrian friendly building design, reduce or eliminate minimum parking requirements in specified areas of the CPAs, and incentivize inclusion of publicly accessible open spaces within new development.

Health Element (Plan for a Healthy Los Angeles)

With respect to livable neighborhoods, the Health Element (Plan for a Healthy Los Angeles) states the following:

> *Policy 1.5 Plan for Health: Improve Angelenos' health and well-being by incorporating a health perspective into land use, design, policy, and zoning decisions through existing tools, practices, and programs.*
>
> *Policy 1.6 Poverty and Health: Reduce the debilitating impact that poverty has on individual, familial, and community health and well-being by: promoting cross-cutting efforts and partnerships to increase access to income; safe, healthy, and stable affordable housing options; and attainable opportunities for social mobility.*
>
> *Policy 2.1 Access to Goods and Services: Enhance opportunities for improved health and well-being for all Angelenos by increasing the availability of and access to affordable goods and services that promote health and healthy environments, with a priority on low income neighborhoods.*
>
> *Policy 2.7 Access to Health Services: Encourage the equitable distribution of health service providers: including federally qualified health centers, hospitals, pharmacies, urgent care, and mental health services, to ensure that every Angeleno has access to preventive care and medical treatment.*
>
> *Policy 4.4 Equitable Access to Healthy Food Outlets: Pursue funding, public, private, and nonprofit partnerships, and develop financial, land use and similar incentives and programs to encourage the equitable availability of healthy, affordable food outlets within close proximity of all residences.*
>
> *Policy 5.1 Reduce air pollution from stationary and mobile sources; protect human health and welfare and promote improved respiratory health.*
>
> *Policy 5.2 Reduce negative health impacts for people who live and work in close proximity to industrial uses and freeways through health promoting land uses and design solutions.*

Policy 5.4 Protect communities' health and well-being from exposure to noxious activities (for example, oil and gas extraction) that emit odors, noise, toxic, hazardous, or contaminant substances, materials, vapors, and others.

The Proposed Plans includes policies such as:

Land Use Policy 5.3: Support the establishment of corner stores that provide fresh groceries and basic household goods within comfortable walking and rolling distance for all users of the surrounding neighborhood.

Land Use Policy 5.4: Ensure that small businesses located within residential neighborhoods are providing a positive service to the community by enhancing the health and well-being of residents and operating as good neighbors.

Land Use Policy 5.7: Improve residents' access to basic needs and amenities, such as food, household goods, open space, and health and wellness facilities.

The Proposed Plans' policies and zoning address longstanding impacts of environmental injustice in the Harbor LA Community Plan Areas. A community bisected by three major freeways and bordered by industrial lands and two international harbors, the residents of the Harbor LA Plans experience higher rates of health effects related to emissions and noxious uses, such as asthma. In addition, the communities that comprise the Harbor LA CPAs are greatly impacted by high heat days, with the lack of tree canopy and open space contributing to a greater heat island effect. The Proposed Plans accommodate and direct future growth near transit to promote a better jobs-housing balance as well as support walkability and transit ridership to reduce greenhouse gas emissions and improve overall air quality. The Plans include policies that address improved air quality and reductions to the urban heat island effect by planting, preserving, and protecting trees for optimum canopy cover.

The Proposed Plans incorporate existing regulations from the Clean Up Green Up Ordinance to reduce the impact of heavy industrial uses on nearby residents and schools and implement new planting requirements for industrial uses and properties within 1000 feet of freeways. New land use designations and zoning districts promote the development of complete communities, where residents and workers have access to healthy, fresh food and health services. The Proposed Plans introduce new residential zoning districts that allow for ground floor commercial in Medium Neighborhood Residential neighborhoods, allowing more opportunities for access to affordable household goods, grocery items, and fresh foods. The Plans contain policies encouraging these businesses to include fresh produce and prepared food items.

Further, the Proposed Plans include land use and mobility strategies that encourage a transportation system that provides safe, accessible, and convenient mobility options for users of all ages and abilities and promotes the development of public spaces that provide opportunities for rest and recreation. Recognizing the impact of access to housing on community and individual health, the Proposed Plans introduce incentives that facilitate the production of mixed income and 100 percent affordable housing.

In summary, the Proposed Plans are in substantial conformance with the purpose, intent, and provisions of the General Plan in that they would implement significant goals and policies relating to the concentration of growth in areas near transit stations and along transit corridors. The Proposed Plans support a sustainable land use pattern consistent with the objectives of the General Plan and would expand opportunities for employment and housing. The Proposed Plans are in conformity with public necessity, convenience, general welfare and good zoning practice for all of the reasons previously described. The Proposed Plans include goals and policies that promote sustainability, health, and wellness goals by planning for population growth

around sustainable transportation infrastructure; encouraging accessible open spaces as part of new developments; encouraging affordable housing under a community benefits program; preserving industrial areas for jobs while implementing regulations to reduce negative effects on residents; increasing opportunities for community engagement; and supporting strategies to minimize residential and commercial displacement.

Conformity with Public Necessity, General Welfare and Good Zoning Practice

The Proposed Plans are in conformity with public necessity, convenience, general welfare and good zoning practice. In implementing such, the policies of the Proposed Plans include development restrictions such as height limitations in low-scale neighborhoods and historic districts; restrictions on incompatible uses; and focusing development potential in strategic areas around transit accessible infrastructure, including transit stations and bus-served corridors.

B. Findings for Amendments to the Clean Up Green Up (CUGU) Overlay

The Proposed Project will amend the Clean Up Green Up (CUGU) Overlay District maps to remove the Wilmington area. The CUGU Overlay, which was adopted in 2016, established standards and regulations for heavy, noxious uses close to sensitive or residential uses. This ordinance was adopted as an overlay for the communities of Boyle Heights, Wilmington, and Pacoima/Sun Valley. As part of the Proposed Project, the regulations from CUGU will be incorporated into the new zoning being applied to the Harbor LA CPAs instead of its current status as a Supplemental Use District "pilot program." The Proposed Plans embed CUGU regulations into the proposed Development Standards and Use Districts, including use limitations for noxious uses. In addition to the Harbor LA Plans permanent zoning regulations, it also proposes new policies to address compatibility between industrial and residential neighborhoods as noted below:

Wilmington-Harbor City Policies

LU 9.5 Support efforts that ensure green and sustainable businesses in Wilmington have access to the City's Clean Up Green Up implementation programs, such as financial incentives and technical support programs.

LU 10.7 Promote efforts that ensure businesses in Wilmington have access to the City's Clean-Up Green-Up implementation programs, such as financial incentives and technical support programs, as well as Opportunity Zone incentives.

EJ 5.1 Support the transition of industrial land uses from heavier industrial uses to lighter industrial uses, in close proximity to residential neighborhoods and sensitive uses to minimize the negative environmental and visual impacts to the community.

EJ 5.2 Minimize residential-industrial land use incompatibilities, prevent the introduction of new heavy industrial uses and phase out existing heavy industrial uses adjacent to residential neighborhoods.

Harbor Gateway Policies

LU 13.6 Promote efforts that ensure businesses in Harbor Gateway have access to benefits and incentives similar to those in City's Clean-Up Green-Up and other implementation programs, such as financial incentives and technical support programs, as well as Opportunity Zone incentives. Additional land use goals and policies specific to Environmental Justice are found in Chapter 3.

P6. Clean Up Green Up Implementation: The CUGU ordinance established standards and regulations to reduce cumulative health impacts resulting from incompatible land uses. It also established an ombudsperson position within LASAN to help local businesses access financial and technical support to improve their operations; assist small businesses navigate the permitting processes and comply with regulatory standards, and respond to community complaints about nuisance businesses.

Charter and Code Findings

With respect to creating healthier communities in Los Angeles, the Health, Wellness, and Equity Element of the General Plan (Health Element) states:

Objective: Reduce the disparity in communities that are impacted by a high Pollution Exposure Score (exposure to six exposures indicators, including ozone, and PM2.5 concentrations, diesel, PM concentrations, pesticide use, toxic releases from facilities, and traffic density) so that every zip code has a score less than 1.7.

Policy 5.1 Reduce air pollution from stationary and mobile sources; protect human health and welfare and promote improved respiratory health.

Policy 5.2 Reduce negative health impacts for people who live and work in close proximity to industrial uses and freeways through health promoting land uses and design solutions.

Policy 5.4 Protect communities' health and well-being from exposure to noxious activities (for example, oil and gas extraction) that emit odors, noise, toxic, hazardous, or contaminant substances, materials, vapors, and others.

The Clean Up Green Up Amendment, as described more in full above, is in substantial conformance with the purpose, intent, and provisions of the General Plan. By incorporating CUGU regulations into the Proposed Plans' zoning, the Amendment continues to support the General Plan's objective of reducing health disparities and exposure to pollutants. The Proposed Plans incorporate existing CUGU provisions that aim to improve residents' health, thereby continuing existing policy. Additionally, part of the Health Element's implementation program was to evaluate the Clean Up Green Up pilot program to assess how it could be replicated in other parts of the city and/or develop standards and policies to incorporate into the zoning code and Community Plans, respectively, which is consistent with the Amendment.

The Clean Up Green Amendment is in conformity with public necessity, convenience, general welfare, and good zoning practice because it incorporates existing public health measures intended to address health disparities and address residents' overall health and safety through site planning that addresses setbacks, landscaping, and distancing requirement standards, and buffer zones between new residential and industries with emitting sources.

Summary of CEQA Findings

CEQA Findings
The Proposed Plans are designed to provide guidance and regulations for future development in the Harbor LA Community Plan Area over an approximately 20-year period and their adoption would not constitute a commitment to any specific project or development. Therefore, the EIR considered issues at a broader Community Plan-level. Any future discretionary projects would need to be approved individually in compliance with CEQA. The Draft EIR found that the environmental impacts of most of the issue areas were either less than significant without mitigation measures or less than significant with mitigation. Based on the analysis contained in the Draft EIR, the Proposed Plan would result in unavoidable significant environmental impacts with regard to: Air Quality (Exceedance of Criteria Pollutants—Construction and Operations, and Exposure of Sensitive Receptors to Toxic Air Contaminants–Operations), Cultural Resources (historical resources), Noise – Temporary Noise and Groundborne Vibration, Recreation and Transportation.

Proposed Plan
The Proposed Project was analyzed in the Draft EIR. As discussed above, some changes have been made to the Proposed Project since the Draft EIR was published. However, these changes have been determined to not result in new significant impacts and do not add significant new information to the EIR. As such, the changes do not require recirculation.

Final EIR
Section 15088 of the CEQA Guidelines requires the lead agency, Department of City Planning, to evaluate comments on environmental issues received from public agencies and interested parties who review the Draft EIR and provide written responses. The lead agency received written comments on the Draft EIR from public agencies, groups and individuals. Responses to all comments received during the comment period will be included in the Final EIR. Pursuant to Section 15025(c) of the CEQA Guidelines, the City Planning Commission as a recommending body on the Proposed Project, is required to consider the Draft EIR and make a recommendation to the City Council. The Final EIR and associated CEQA Findings and Statement of Overriding Consideration will be provided to, and considered by, the City Council prior to adoption of the Proposed Plans and certification of the EIR.

The Final EIR and associated CEQA Findings and Statement of Overriding Considerations will be made available at least 10 days prior to the City Council certifying the EIR and approving prior to the adoption of the Proposed Plans, consistent with CEQA Guidelines Section 15088(b).

PUBLIC HEARING AND COMMUNICATIONS

Outreach Leading up to the Public Hearing
As previously described, since the Plan Updates began, Los Angeles City Planning has held, participated in, and attended numerous community events to share information and hear feedback on the Proposed Plans. The extensive, multi-year public engagement has involved many different community stakeholder, advocacy, and constituent groups, resulting in over 1,700 engagements at over 60 events.

Community members and stakeholders who signed up to receive email notifications about the Proposed Plans received e-blasts about the release and availability of the updated drafts, video series, and in-person and virtual meetings, and these updates have been publicized on the department's social media platforms and the department's project website.

Website/ Interactive Storymap
In addition to providing updated drafts of the Policy Document and zoning for public information and review on the project website, City Planning has maintained an interactive GIS Storymap online to provide more information on the proposed zoning regulations. The interactive map allows users to search a specific address and location on the map and find details about existing and proposed zoning regulations. The Storymap has been available since 2020 with regular maintenance as updates became available. The Storymap features an Archive section that shows previous iterations of the draft plans over the years.

Virtual Information Session and Public Hearing
City Planning held a virtual and telephonic Information Session and Public Hearing using Zoom [https://zoom.us/] on November 9, 2023. The Information Session was from 4:00 p.m. to 5:00 p.m. and included an overview presentation to help explain the Harbor LA Plans Update, including the proposed land use, zoning, and the Community Benefits Program. The Public Hearing was held from 5:00 p.m. to 7:00 pm. and offered participants a formal opportunity to provide public comment on the Proposed Plans. Simultaneous interpretation was provided in Spanish for both the Information Session and Public Hearing.

City Planning mailed Public Hearing notices to approximately 62,816 addresses within the Community Plan Areas and a 500-foot radius surrounding the CPAs boundary. A public notice was also included on the department's Harbor LA Community Plan project website. The public notice that was mailed and posted on the website was in both English and Spanish and was also emailed to the Plans' interested parties list. The Public Hearing Officer kept the public comment period open through November 20, 2023. Below is a summary of the public testimony received and the total written correspondence received by City Planning by the end of the public comment period.

Summary of Public Hearing Testimony and Written Communications
Throughout the community engagement process, numerous comments were received via mail, email, and verbally during outreach events. At the virtual Public Hearing on November 9, 2023, 17 testimony (verbal comment) comments were received on a range of topics addressed by the Proposed Plans. After the Public Hearing, additional comments, including 9 written comments were received via email.

Many of the comments received during the Public Hearing testimony and written public comment are consistent with the comments received throughout the phases of the Community Plans' update process. Public hearing comments and written comments were very similar in that they expressed concerns related to affordable housing, industrial uses, environmental justice,

residential-industrial land use conflicts and lack of mobility options. There were also a few general comments. The comments on the Proposed Plans include topics of:

Residential/ Housing
- Support for more residential than industrial in the plan areas; there is a need for hybrid industrial to encourage more residential to serve the South Bay area at large.
- The Community Plans should consider the dire need for affordable housing and incorporate it through the plan update process.

Local Affordable Housing Program
- Concerns that new zoning regulations will increase development cost, which may impact affordable housing projects.
- Concerns that new housing covenant terms are unfair and inconsistent with 55 year terms.
- Maintain densities and bonuses that maximize the number of affordable housing units produced.
- Protect and preserve existing naturally occurring affordable housing and single-family homes.

Commercial
- Encourage mixed-use development opportunities.
- Supportive of mixed-use and residential, it's a wonderful asset to the community.
- Supportive of Harbor Gateway's Regional Center and proposed zoning.
- Encourage economic development and job creation.
- Support of mixed-use development opportunities in some of the vacant buildings and corridors.

Industrial
- Supports the transition of existing industrial to Hybrid Industrial.
- Supports the modernization of current industrial sites.
- Transition remaining heavy industrial uses near sensitive uses to Hybrid Industrial, Residential or Open Space.
- Encourage transition from Heavy Industrial to Light Industrial or Hybrid Industrial.
- Transition industrial land uses abutting residential to Hybrid Industrial providing a buffer.
- Keep heavy industrial East of Alameda Street and away from sensitive uses.
- Provide distinct separation between industrial and residential.
- Concerns that the new zoning will limit existing warehouse buildings on Anaheim Street.
- Does not support limiting industrial uses.
- Existing industrial uses should be kept as-is with screening to minimize impacts, do not prohibit existing uses.
- Prevent displacement of existing industrial uses and warehouses.
- Avoid job loss and revenue for the local community.
- Concerned new zoning will heavily regulate site design and impact industrial uses and development.
- Protect transportation, trucking, logistic uses and not discourage or displace uses.
- Plans will destroy property values and existing businesses.
- Do not allow residential or sensitive receptor uses in/ close to industrial areas.

Environmental Justice
- Phase out oil drilling sites in plan areas, specifically near residential.
- Concerns about pollution due to industrial trucks passing through residential neighborhoods.
- Support cleaner and safer communities.

- Air quality and health concerns over existing uses such as oil well sites and noxious industrial businesses next to residential.
- Residential uses will be a challenge for developers to remediate sites as well as put the health of future residents at risk.

Mobility and Circulation

- Provide bus service enhancements on Western Avenue and in the vicinity of Narbonne High School.
- Provide a comprehensive bicycle lane network and multi-modal infrastructure.
- Encourage pedestrian safety and traffic calming measures near Narbonne High School.

Clean Up Green Up (CUGU)

- Existing CUGU regulations need to be implemented.
- Impose better CUGU regulations in the Proposed Plan.

General Comments/Other

- Engage owners of change area sites to see if they are feasible, and consider crafting performance standards instead of forcing processes and hearings.
- A need for better code enforcement.
- Address trucks idling, passing through and parking in residential areas and near schools.
- Trucking-related uses operations are in violation of current Trucking-Related Uses ICO.
- Wilmington-Harbor City CPA boundary change.
- Better enforcement of zoning, and maintaining the separation between industrial and residential.

Summary of Cultural Heritage Commission Comments

An informational presentation was given to the Cultural Heritage Commission on January 4, 2024, at the request of the Cultural Heritage Commission. The presentation highlighted the primary overarching goals of the Proposed Plans, with a particular focus on the Proposed Plans' approach to preserving cultural and historically significant resources in the Harbor LA Plan Areas. Staff highlighted the Character Commercial Frontage Zoning District and the application of its objective zoning standards to Avalon Boulevard in the Wilmington-Harbor City CPA. Staff also highlighted the newly drafted Conservation District and Individual Historic Resources Review Supplemental Districts in Article 8 of the new code and discussed their application and additional review procedures for selected eligible resources in both plan areas.

Following the presentation, staff answered questions from the Commissioners, who also provided their comments on the Proposed Plans. Staff received no public comments on the Proposed Plans.

The comments from Commissioners were generally supportive of the proposed preservation planning tools. Two commissioners shared some concern regarding Avalon Boulevard as a proposed opportunity area. Their concerns primarily focused on maintaining the corridor's existing scale and setbacks in light of the Proposed Plans' base and bonus system that would allow greater development potential for affordable housing projects. The proposed bonus Floor Area Ratio (FAR) maintains the corridor's existing 3:1 FAR and proposes a bonus height of 5 stories, which can be achieved through other local and statewide affordable housing initiatives already in place today. In an effort to ensure appropriate and well designed development along the corridor, the Plans propose the Conservation District and a Character Commercial Frontage District to protect its historical and cultural significance and reinforce the district's character-defining features and maintain the district's integrity in an appropriate and thoughtful manner. Additionally, the new zoning will require street facing step-backs in the massing of buildings, requiring that the stories above a certain height be pushed back farther from the

street. The intent is to reduce the perceived bulk and mass of a building along the facade facing public ways, ensuring a streetwall height that is appropriate to its neighboring context, while allowing for additional building height. Commissioners shared support of the Conservation District and Character Frontage application along Avalon Boulevard in the Wilmington-Harbor City CPA as an effort to protect the historic integrity of the corridor while allowing for infill development.

The Commission also showed support of the new Individual Historic Resources Review (IHR) process and its application in the Harbor LA CPAs. The Commission recommended that additional individual historic resources should be brought forward and considered for inclusion into the IHR Supplemental District.

Item No. 6

Department of City Planning

City Hall, 200 N. Spring Street, Room 272, Los Angeles, CA 90012

February 2, 2024

TO: City Planning Commission

FROM: Michelle Singh, Principal City Planner

TECHNICAL MODIFICATION/CORRECTION TO AGENDA ITEM #6 FOR THE FEBRUARY 8, 2024 CITY PLANNING COMMISSION REGULAR MEETING; STAFF RECOMMENDATION REPORT; AND EXHIBITS A1, A6, A7, A8, B1, C1, and C2 FOR CASE NO. CPC-2018-6404-CPU; CPC-2018-6402-CPU; ENV-2019-3379-EIR.

The following technical modifications/corrections are to be incorporated into the staff recommendation report, and exhibits A1, A6, A7, A8, B1, C1, and C2 to be considered at the City Planning Commission meeting of Thursday, February 8, 2024, related to Item No. 6 on the regular meeting agenda.

Deleted text is shown in strikethrough and added text is shown in underline.

1. **Staff Report Corrections**:
    a. The Staff Recommendation Report published 1/19/24 has been updated as follows:
        i. Recommended Actions on pages 2 and 3 have been updated with the applicable LAMC (Chapter 1A) section references (operative January 22, 2024) as follows:
            1.

            4. Recommend that the City Council instruct the Director of City Planning to amend the Environmental Protection Measures (EPMs) pursuant to Division 4C.~~12~~13. (Environmental Protection) of the New Zoning Code as appropriate to implement the Mitigation Monitoring Program (MMP);

8. Approve and Recommend that the Mayor approve and the City Council adopt, pursuant to LAMC (Chapter 1A) Section ~~11.5.6~~ 13.B.1.1 and City Charter Section 555, the attached Resolutions in Exhibit A to amend the General Plan as follows…

9. Approve and Recommend that pursuant to LAMC (Chapter 1A) Sections ~~12.04~~,1.5, and ~~12.32~~ 13.B.1, and City Charter Section 558, the City Council adopt the draft ordinance to amend the Zoning Map, as shown in Exhibit B1 (Zone Change Maps and Matrices);

10. Approve and Recommend that pursuant to LAMC (Chapter 1A) Sections ~~12.04~~,1.5, ~~12.32~~ 13.B.1, ~~13.14.C~~ 1.5.4 and City Charter Section 558, the City Council adopt the proposed Harbor LA Plans Community Benefits - Local Affordable Housing Maps as shown in Exhibit B4;

11. Approve and Recommend that the City Council pursuant to LAMC (Chapter 1A) Section ~~12.32.S.~~ 13.B.1.4., and City Charter Section 558 adopt the proposed ordinance to amend the Clean Up Green Up (CUGU) Ordinance as shown in Exhibit B5;

12. Approve and Recommend that pursuant to LAMC (Chapter 1A) Sections ~~12.04~~,1.5, ~~12.32~~ 13.B.1, ~~13.14.C~~ 8.2.7, 8.2.8 and City Charter Section 558, the City Council adopt the proposed Conservation District and Individual Historic Resource Review Supplemental Districts and Maps shown in Exhibit B3;

13. Approve and Recommend that pursuant to LAMC (Chapter 1A) Sections ~~12.04~~,1.5, ~~12.32~~ 13.B.1, ~~13.14.C~~ 1.5.12. and City Charter Section 558, the City Council adopt the proposed Hazardous Sites Maps shown in Exhibit B2;

14. Authorize the Director of Planning to present the resolutions and proposed General Plan amendments (Exhibits A4, A5 and A6) to the Mayor and City Council, in accordance with City Charter Section 555 and LAMC (Chapter 1A) Section ~~11.5.6~~ 13.B.1.1 and the proposed zoning ordinances (Exhibits B1-B5, C1 and C2) to the City Council, in accordance with City Charter Section 558 and LAMC Section ~~12.32~~13.B.1; and

15. Approve and Recommend that the City Council adopt the New Zoning Code Ordinance to amend Chapter 1 and 1A ("New Zoning Code") of the Los Angeles Municipal Code to add new zoning districts and related regulations to Articles 1-12, and Articles 14 and 15, and amend the accompanying Zoning Code Maps established in Division ~~1.4.~~1.5 (Zoning Code Maps) of Article 1 of the New Zoning Code (Exhibit C2).

ii. Page A-6, section titled, "Current Community Plans" has been corrected as follows:
The Harbor LA Community Plans were last updated in the late 1990s. The Harbor Gateway Community Plan was last updated in ~~1997~~ 1995 and the Wilmington-Harbor City Community Plan was last updated in 1999. The current plans were created to guide development through the year 2010. Since the adoption of the ~~1997~~ 1995 and 1999 Community Plans, several important changes have occurred within the Harbor LA CPAs.

2. Modification to the Policy Documents of the Harbor LA Community Plans (Exhibit A1)

a. **The Harbor Gateway Community Plan Policy Document** has been modified as follows:

i. Page 6: Paragraph 4: The development pattern described in the Framework Element provides direction and guidance for the city as a whole, as well as for neighborhoods such as Harbor Gateway. Targeted industrial ~~l~~land will be transitioned to other land uses to ensure compatibility with adjacent neighborhoods.

ii. Page 25: LU 1.6 Support the homeowner's choice to ~~implement a~~ reasonably~~e~~ accommodate~~ion of~~ an Accessory Dwelling Unit (ADU) that is ~~thoughtfully~~ designed and located in a manner consistent with the established development patterns of the street block or neighborhood to accommodate their evolving multigenerational family needs. (Also see Urban Form policies that address ADUs).

iii. Page 25: LU 1.13 Consider the number, size, scale, and location of existing permanent and supportive housing sites within a community plan area, and evaluate strategic renovations or modifications at existing sites when ~~before~~ adding new ground up permanent facilities.

iv. Page 30: LU 10.2 Accommodate the needs of employee and public parking for all commercial facilities, where required, and ensure that they are well-designed and screened from public view by landscaping, berms

and/or walls, in order to discourage parking from commercial areas from spilling over onto residential streets.

v. Page 40. ENVIRONMENTAL JUSTICE: "[T]he fair treatment and meaningful involvement of people of all races, cultures, ~~and~~ incomes, and national origins, with respect to the development, adoption, implementation and enforcement of environmental laws, regulations, and policies." Government Code Section 65040.12(e)(1)

vi. Page 46: EJ 7.6 Ensure that new warehouses and distribution centers incorporate the State's Best Practices (e.g. on-site queuing and check-in to prevent truck idling outside the facility), including City Environmental Protection Measures (EPMs) to prevent land use conflicts and protect residents and other sensitive receptors from environmental hazards, consistent with the State Bureau of Environmental Justice.

vii. Page 55: MC 6.5 Support mitigation measures and environmental protection measures that can be implemented to reduce air quality impacts from adjacent freeways, and truck routes.

viii. Page 56: MC 7.1 Encourage ~~A~~ a parking supply that is efficient, serves economic development and facilitates all modes of transportation.

ix. Page A-2 : State law requires that the General Plan contain eight elements: L~~l~~and U~~u~~se, Circulation ~~Transportation~~, H~~h~~ousing, C~~c~~onservation, O~~o~~pen S~~s~~pace, N~~n~~oise, S~~s~~afety and E~~e~~nvironmental J~~j~~ustice.

b. **The Wilmington - Harbor City Community Plan Policy Document** has been modified as follows:

i. Page 23: LU 1.7 Support the homeowner's choice to ~~implement a~~ reasonabl~~y~~e ~~accommodat~~ e~~ion of~~ an Accessory Dwelling Unit (ADU) that is ~~thoughtfully~~ designed and located in a manner consistent with the established development patterns of the street block or neighborhood to accommodate their evolving multigenerational family needs. (Also see Urban Form policies that address ADUs).

ii. Page 23: LU 1.13 Support the development of transitional housing, emergency shelters and resilience hubs that serve those experiencing homelessness, provide transitional/ supportive services, and support special needs populations.~~, in appropriate locations with community input~~.

iii. Page 23: LU 1.14 Consider the number, size, scale, and location of existing permanent and supportive housing sites within a community plan area, and evaluate strategic renovations or modifications at existing sites when ~~before~~ adding new ground up permanent facilities.

iv. Page 26: LU 8.2 Accommodate the needs of employee and public parking for all commercial facilities, where required, and ensure that they are well-designed and screened from public view by landscaping, berms and/or walls, in order to discourage parking from commercial areas from spilling over onto residential streets.

v. Page 32: LU 17.1 Create and maintain a clean and viable industrial park environment that reflects a high level of regard for contemporary architectural and urban design principles., ~~which help guide decision-makers review projects that enhance the built environment.~~

vi. Page 35: COASTAL ZONE
Portions of Wilmington are located within the California Coastal Zone. Development in the Coastal Zone is subject to the provisions of the California Coastal Act of 1976, which declared the California Coastal Zone a distinct and valuable resource of vital and enduring interest to all people. The Coastal Act requires that local governments prepare a Local Coastal Program (LCP) for those parts of the Coastal Zone within its jurisdiction. This Community Plan provides policies that seek to guide development in a manner that ~~achieves~~ is consistent with the goals of the Coastal Act.

vii. Page 39. ENVIRONMENTAL JUSTICE: "[T]he fair treatment and meaningful involvement of people of all races, cultures, ~~and~~ incomes, and national origins, with respect to the development, adoption, implementation and enforcement of environmental laws, regulations, and policies." Government Code Section 65040.12(e)(1)

viii. Page 45: EJ 7.6 Ensure that new warehouses and distribution centers incorporate the State's Best Practices (e.g. on-site queuing and check-in to prevent truck idling outside the facility), including City Environmental Protection Measures (EPMs) to prevent land use conflicts and protect residents and other sensitive receptors from environmental hazards, consistent with the State Bureau of Environmental Justice.

ix. Page 55: MC 6.5 Support mitigation measures and environmental protection measures that can be implemented to reduce air quality impacts from adjacent freeways, and truck routes.

x. Page A-2: State law requires that the General Plan contain eight elements: L~~l~~and U~~u~~se, Circulation ~~Transportation,~~ H~~h~~ousing, C~~c~~onservation, O~~o~~pen S~~s~~pace, N~~n~~oise, S~~s~~afety and E~~e~~nvironmental J~~j~~ustice.

3. **Modification to the General Plan Framework Amendments of the Harbor LA Community Plans (Exhibit A6)**
    a. Building form and density range utilized by the adopted Downtown Community Plan was inadvertently omitted in exhibit A6. Modifications to the Community Center land use designation corrects the error. The revisions are as follows:
        i. Community Centers are vibrant places of activity typically located along commercial corridors, in concentrated nodes, or adjacent to major transit hubs. The building form ranges from ~~is~~ Low Rise to Moderate-Rise. The use range is broad and may include commercial, residential, institutional facilities, cultural and entertainment facilities, and neighborhood-serving uses. The residential density generally ranges from 1 unit per 800 square feet of lot area to ~~1 unit per 400 square feet of lot area.~~ limited by floor area.

4. **Modification to the Mobility Plan 2035 Amendments of the Harbor LA Community Plans (Exhibit A7)**
    a. Proposed modified street designations have either been removed to maintain the existing street designation or further modified to promote a more pedestrian-friendly environment through wider sidewalks.

        i. Harbor Gateway (Exhibit A7) modifications are as follows:

STREET NAME	ORIENTATION	SEGMENT BEGINNING	SEGMENT ENDING	EXISTING (MP 2035) DESIGNATION	HG PROPOSED DESIGNATION	PROPOSED RIGHT-OF-WAY WIDTH	PROPOSED ROADWAY WIDTH	PROPOSED SIDEWALK WIDTH
Gardena Blvd	E/W	Vermont Avenue	Estrella Avenue	Avenue II	Modified Ave II	~~86'~~ 80'	56'	~~10'~~ 12'
Del Amo Blvd	E/W	Western Avenue	Denker Avenue	Avenue I	Modified Industrial Collector	~~68'~~ 60'	~~48'~~ 30'	~~5'~~ 15'
~~Sepulveda Boulevard~~	~~E/W~~	~~Western Avenue~~	~~Normandie Avenue~~	~~Boulevard II~~	~~Modified Boulevard II~~	~~106'~~	~~86'~~	~~10'~~

        ii. Modifications to the Wilmington - Harbor City (Exhibit A7) streets designations are as follows:

STREET NAME	ORIENTATION	SEGMENT BEGINNING	SEGMENT ENDING	EXISTING (MP 2035) DESIGNATION	WHC PROPOSED DESIGNATION	PROPOSED RIGHT-OF-WAY WIDTH	PROPOSED ROADWAY WIDTH	PROPOSED SIDEWALK WIDTH
Broad Avenue	N/S	L Street	Anaheim Street	Avenue II	~~Modified Collector~~ Modified Avenue II	80'	56'	12'
Broad Avenue	N/S	Anaheim Street	Harry Bridges Boulevard	Avenue II	~~Modified Collector~~ Modified Avenue II	80'	56'	12'
Flint Avenue	N/S	Anaheim Street	South of F Street	Local	Industrial Local	64'	44'	~~20'~~ 10'
~~Fries Avenue~~	~~N/S~~	~~Anaheim Street~~	~~South Boundary~~	~~Avenue II~~	~~Modified Avenue II~~	~~76'~~	~~56'~~	~~10'~~
~~Fries Avenue~~	~~N/S~~	~~A Street~~	~~Water Street~~	~~Avenue II~~	~~Modified Avenue II~~	~~60'~~	~~36'~~	~~12'~~
Henry Ford Avenue	N/S	South of Alameda Street	Anchorage Road	Boulevard II	~~Modified Boulevard I~~ Modified Boulevard II	110'	84'	8'

STREET NAME	ORIENTATION	SEGMENT BEGINNING	SEGMENT ENDING	EXISTING (MP 2035) DESIGNATION	WHC PROPOSED DESIGNATION	PROPOSED RIGHT-OF-WAY WIDTH	PROPOSED ROADWAY WIDTH	PROPOSED SIDEWALK WIDTH
Lakme Avenue	N/S	Anaheim Street (Anaheim St to G St; F St to E St)	A Street (D St to A St)	Local	Industrial Local	64'	44'	10'
Lecouvreur Avenue	N/S	E Street	~~Alameda Street~~ C St	Local	Industrial Local	64'	44'	10'
McFarland Avenue	N/S	~~Anaheim Street~~ (G St to E St)	Alameda Street (D St to Alameda St)	Local	Industrial Local	64'	44'	10'
Watson Avenue	N/S	Anaheim Street	Alameda Street	Collector	~~Industrial Local~~ Industrial Collector	~~64'~~ 68'	~~44'~~ 48'	10'
~~Wilmington Boulevard~~	~~N/S~~	~~Lomita Boulevard~~	~~Anaheim Street~~	~~Avenue II~~	~~Modified Avenue II~~	~~80'~~	~~56'~~	~~12'~~
~~Wilmington Boulevard~~	~~N/S~~	~~Anaheim Street~~	~~C Street~~	~~Avenue II~~	~~Modified Avenue II~~	~~80'~~	~~56'~~	~~12'~~
~~A Street~~	~~E/W~~	~~300' West of Avalon Boulevard~~	~~Avalon Boulevard~~	~~Avenue II~~	~~Modified Avenue II~~	~~60'~~	~~36'~~	~~12'~~
~~Anaheim Street~~	~~E/W~~	~~Western Avenue~~	~~5 Points~~	~~Avenue II~~	~~Modified Avenue II~~	~~80'~~	~~56'~~	~~12'~~
Anaheim Street	E/W	Alameda Street	Farragut Avenue	Boulevard II	Modified Boulevard II	~~104'~~ 110'	84'	~~10'~~ 13'

iii. Modifications to the Wilmington - Harbor City (Exhibit A7) Neighborhood Enhanced Network (NEN) are as follows:

STREET NAME	ORIENTATION	SEGMENT BEGINNING	SEGMENT ENDING	EXISTING MP 2035 NEN	WHC PROPOSED NEN
Avalon Boulevard	N/S	~~East Bonds Streets~~ 246th St	East Harry Bridges Blvd	Included in NEN	Remove from NEN

5. Modification to Appendix G of the Harbor LA Community Plans Draft Environmental Impact Report (DEIR) (Exhibit A8)

a. Revise street designations and enhanced networks to align with modifications of Exhibit A7.

6. Modification to the Zone Change Maps and Matrices of the Harbor LA Plans (Exhibit B1)

a. Correct the suffix of all zones located in the Oil District from the suffix "OL" to "O".

7. Modification to the Amendments to the New Zoning Code (LAMC Chapter 1A) of the Harbor LA Plans (Exhibit C1)

a. Electric Vehicle Charging Facilities, Standard Vehicle and Electric Vehicle Charging Facilities, Large Vehicle use permission levels and definitions were inadvertently omitted from exhibit C1. Revisions to Article 5 - Use are to provide further clarification on the Electric Vehicle Charging Facilities use. (Note: Future amendments to the Electric Vehicle Charging Facilities use and definitions may

result through the Department's citywide Electric Vehicle Charging work program.)

i. Revisions to Article 5 - Use permission levels for Electric Vehicle Charging Facilities, Standard Vehicle and Electric Vehicle Charging Facilities, Large Vehicle in Neighborhood Center (CX6) (Sec. 5B.5.6., page 678), Community Center (CX7) (Sec. 5B.5.7., page 689), Auto Sales/ Accessory Production (CX8) (Sec. 5B.5.8., page 700), Auto Service/ Accessory Production (CX8) (Sec. 5B.5.9., page 715), Regional Permissive (CX10) (Sec. 5B.5.10., page 729), Industrial-Mixed 6 (Sec. 5B.7.6., page 798), Industrial-Mixed 7 (Sec. 5B.7.7., page 811), and Industrial-Mixed 8 (Sec. 5B.7.8., page 826) are as follows:

Use Standards for Neighborhood Center (CX6) (Sec. 5B.5.6.), Community Center (CX7) (Sec. 5B.5.7.), Auto Sales/ Accessory Production (CX8) (Sec. 5B.5.8.), Auto Service/ Accessory Production (CX8) (Sec. 5B.5.9.), Regional Permissive (CX10) Industrial-Mixed 6 (Sec. 5B.7.6.), Industrial-Mixed 7 (Sec. 5B.7.7.), and Industrial-Mixed 8 (Sec. 5B.7.8.)

Use	**Permission Level**	**Use Standard**	**Specification**
Electric Vehicle Charging Facility, Standard Vehicle	**P***	**In conjunction with:** Floor area, *or* Relief **Screening** Frontage screen Transition screen **Outdoor sound system**	General Commercial 0.15 FAR C2 F-Screen 3 T-Screen 1 Prohibited
Electric Vehicle Charging Facility, Large Vehicle	**=**		

ii. Revisions to Article 5 - Use permission levels for Electric Vehicle Charging Facilities, Standard Vehicle and Electric Vehicle Charging Facilities, Large Vehicle in Light Industrial, Park (I4) (Sec.5B.8.4., page 878), Light Industrial, Sensitive (I5) (Sec.5B.8.5., page 890), Light Industrial, Preserve (I6) (Sec.5B.8.6., page 905), Heavy Industrial, Sensitive (I7) (Sec.5B.8.7.,

page 921), and Heavy Industrial, Preserve (I8) (Sec.5B.8.8., page 940) are as follows:

Use Standards for Light Industrial, Park (I4) (Sec.5B.8.4.), Light Industrial, Sensitive (I5) (Sec.5B.8.5.), Light Industrial, Preserve (I6) (Sec.5B.8.6.), Heavy Industrial, Sensitive (I7) (Sec.5B.8.7.), and Heavy Industrial, Preserve (I8) (Sec.5B.8.8.)

Use	Permission Level	Use Standard	Specification
Electric Vehicle Charging Facility, Standard Vehicle	**P***	**Screening** Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
		Outdoor sound system	Prohibited
Electric Vehicle Charging Facility, Large Vehicle	**P***	**Use separation (min)** Sensitive Use	200’
		Residential or Agricultural Use District	200’
		Relief	C2
		Screening Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
		Outdoor sound system	Prohibited

iii. Revisions to Article 5 - Use definitions for Fueling Station, Gas Station and Electric Vehicle Charging Facilities are as follows:

B. Fueling Station

Any ~~motor vehicle services use that sells and dispenses~~ use dedicated to the sale and dispensing of vehicle fuel.~~, including diesel, gasoline, hydrogen, and other alternative fuels. Includes electric vehicle charging station and commercial vehicle fueling. Does not include electric vehicles charging spaces within a parking area serving another use or uses.~~

1. Gas Station, Standard Vehicle
Any fueling station dedicated to dispensing liquid or gas vehicle fuel for standard vehicles. Liquid or gas vehicle fuels include gasoline, diesel, biodiesel, and hydrogen. Standard vehicles include vehicles possessing 2 or fewer axles, such as cars, motorcycles, sport utility vehicles, pickup trucks, and passenger or delivery vans.

1. Gas Station, ~~Commercial~~ Large Vehicle
Any fueling station dedicated to dispensing liquid or gas vehicle fuel for large vehicles. Liquid or gas vehicle fuels include gasoline, diesel, biodiesel, and hydrogen. Large vehicles include vehicles possessing 3 or more axles, such as trailer trucks, construction vehicles, and motor homes.

2. Electric Vehicle Charging Facility, Standard Vehicle
Any fueling station dedicated to providing electric vehicle charging for standard vehicles. Standard vehicles include vehicles possessing 2 or fewer axles, such as cars, motorcycles, sport utility vehicles, pickup trucks, and passenger or delivery cans. Does not include electric vehicles charging stalls within a parking area serving another use or uses.

3. Electric Vehicle Charging Facility, Large Vehicle
Any fueling station dedicated to providing electric vehicle charging for standard vehicles. Large vehicles include vehicles possessing 3 or more axles, such as trailer trucks, construction vehicles, and motor homes. Does not include electric vehicles charging stalls within a parking area serving another use or uses.

8. **Revisions to Exhibit C1 (Amendments to the New Zoning Code (LAMC Chapter 1A)), to omit superfluous pages, retaining only pages that include sections pertaining to the zoning district being introduced by the Harbor LA Community Plans.**
    a. Retain the entirety of unnumbered page 2 (Nomenclature District Name Changes), and Section 1- Section 20 of Exhibit C1 (unnumbered pages 3-41).

    b. Remove Article 2 (Form) of Exhibit C1, (unnumbered pages 42 - 193) with the exception of the following sections, which shall be added to Chapter 1A of the new Zoning Code:
        i. Sec. 2B.2.1. Large Lot 2 (LG2)
        ii. Sec. 2B.3.1. House 1 (H1),
        iii. Sec. 2B.3.2. House 2 (H2),
        iv. Sec. 2B.4.1. Very Low-Rise Narrow 2 (VN2),
        v. Sec. 2B.4.2. Very Low-Rise Narrow 3 (VN3),
        vi. Sec. 2B.7.2. Very Low-Rise Full 2 (VF2)
        vii. Sec. 2B.8.2. Low-Rise Narrow 2 (LN2)
        viii. Sec. 2B.9.7. Low-Rise Medium 7 (LM7)

ix. Sec. 2B.9.8. Low-Rise Medium 8 (LM8)
x. Sec. 2B.10.3. Low-Rise Broad 3 (LB3)
xi. Sec. 2B.10.4. Low-Rise Broad 4 (LB4)
xii. Sec. 2B.11.3. Low-Rise Full 3 (LF3)
xiii. Sec. 2B.14.4. Mid-Rise Broad 4 (MB4)
xiv. Sec. 2B.14.5. Mid-Rise Broad 5 (MB5)

c. Remove Article 3 (Frontage) of Exhibit C1, (unnumbered pages 194-348) with the exception of the following sections, which shall be added to Chapter 1A of the new Zoning Code:
   i. Sec. 3B.1.2. Front Yard 1 (FY1)
   ii. Sec. 3B.2.4. Multi-Unit 4 (MU4)
   iii. Sec. 3B.3.3. General 3 (G3)
   iv. Sec. 3B.4.4. Shopfront 4 (SH4)
   v. Sec. 3B.7.2. Flex 1 (FX1)
   vi. Sec. 3B.8.4. Greenway 2 (GW2)

d. Remove Article 4 (Development Standards) of Exhibit C1, (unnumbered pages 349-556) with the exception of the following divisions, which shall be added to Chapter 1A of the new Zoning Code:
   i. Div. 4B.7. District 7 (Active A)
   ii. Div. 4B.8. District 8 (Active B)
   iii. Div. 4B.9. District 9 (Active C)
   iv. Div. 4B.10 District 10 (Neighborhood A)
   v. Div. 4B.11 District 11 (Neighborhood B)
   vi. Div. 4B.12. District 12 (Neighborhood C)
   vii. Div. 4B.13. District 13 (General A)
   viii. Div. 4B.14. District 14 (General B)
   ix. Div. 4B.15. District 15 (General C)
   x. Div. 4B.16. District 16 (Flex A)
   xi. Div. 4B.17. District 17 (Flex B)
   xii. Div. 4B.18. District 18 (Flex C)
   xiii. Div. 4B.19. District 19 (Regional A)

e. Remove Article 5 (Use) of Exhibit C1, (unnumbered pages 557-1046) with the exception of the following sections, which shall be added to Chapter 1A of the new Zoning Code:
   i. Sec. 5B.3.3. Residential 4 (RG4)
   ii. Sec. 5B.4.3. Residential-Mixed 3 (RX3)
   iii. Sec. 5B.4.4. Residential-Mixed 4 (RX4)
   iv. Sec. 5B.5.6. Commercial-Mixed 6 (CX6)
   v. Sec. 5B.5.7. Commercial-Mixed 7 (CX7)
   vi. Sec. 5B.5.8. Commercial-Mixed 8 (CX8)
   vii. Sec. 5B.5.9. Commercial-Mixed 9 (CX9)
   viii. Sec. 5B.5.10. Commercial-Mixed 10 (CX10)
   ix. Sec. 5B.7.5. Industrial-Mixed 6 (IX6)

x. Sec. 5B.7.6. Industrial-Mixed 7 (IX7)
xi. Sec. 5B.7.7. Industrial-Mixed 8 (IX8)
xii. Sec. 5B.8.4. Industrial 4 (I4)
xiii. Sec. 5B.8.5. Industrial 5 (I5)
xiv. Sec. 5B.8.6. Industrial 6 (I6)
xv. Sec. 5B.8.7. Industrial 7 (I7)
xvi. Sec. 5B.8.8. Industrial 8 (I8)

f. Remove Article 7 (Alternative Typologies) of Exhibit C1, (unnumbered pages 1047-1074) with the exception of the following sections, which shall be added to Chapter 1A of the new Zoning Code:
   i. Sec. 7B.1.3. Civic Institution 3

9. Revisions to Exhibit C1 (Amendments to the New Zoning Code (LAMC Chapter 1A)), to correct pedestrian amenity allowance standard in Sec. 3B.3.3. General 3 (G3) frontage district, allowing for a 100% exemption from the side street build-to requirement in when a pedestrian amenity space is provided.

a.

	Primary	Side	Special
Pedestrian amenity allowance (max)	100%	~~n/a~~ 100%	100%

10. Modification to Exhibit C1, Section 10

a. Correct typographical errors in Section 4C.14.1.B.3. (Development Review Threshold Package 3) to state the following:

Development Review Threshold Package 3

b. Project Review Thresholds
When the applicable Development Standards District (Part 4B) specifies development review threshold package ~~1~~ 3, the following development projects are subject to Sec. 13B.2.4. (Project Review).
   i. Any development project which creates, or results in an increase of, ~~100,000~~ 150,000 square feet or more of nonresidential floor area.
   ii. Any development project which creates, or results in an increase of, ~~100~~ 150 or more dwelling units.
   iii. Any development project that includes drive-through lanes which results in a net increase of 500 or more average daily trips.
   iv. Any change of use which results in a net increase of 1,000 or more average daily trips.
   v. Any one unit development with a floor area of 17,500 square feet or larger located in the Hillside Area Map (Sec. 1.4.4).

vi. Major Development Project Review Thresholds
When the applied Development Standards District (Part 4B) specifies Development Review Threshold Package ~~1~~ 3, development projects having one or more of the characteristics listed below are subject to Sec. 4C.14.C.3. (Supplemental Procedure):

vii. Any development project that creates or results in an increase of 250,000 square feet or more of warehouse floor area.

viii. Any development project that creates or results in an increase of 250 or more lodging units.

ix. Any development project that creates or results in an increase of 200,000 square feet or more of floor area in other non-residential or non-warehouse uses.

11. Modification to the Zoning Maps of the Harbor LA Plans (Exhibit C2)

a. Correct the suffix of all zones located in the Oil District from the suffix “OL” to “O”.

DEPARTMENT OF CITY PLANNING

RECOMMENDATION REPORT

City Planning Commission

Date: January 23, 2025
Time: After 8:30 am
Place: Van Nuys City Hall
Council Chamber, 2nd Floor
14410 Sylvan Street
Van Nuys, CA 91401

This meeting may be available virtually, in a hybrid format. The meeting's telephone number and access code number will be provided no later than 72 hours before the meeting on the meeting agenda published at https://planning.lacity.org/about/commissions-boards-hearings and/or by contacting cpc@lacity.org.

Public Hearing: To be held at CPC
Appeal Status: Not Applicable

Case No.:	CPC-2018-6402-CPU
CEQA No.:	ENV-2019-3379-EIR
Incidental Cases:	None
Related Cases:	None
Council No.:	15 – McOsker
Plan Area:	Wilmington-Harbor City
Specific Plan:	None
Certified NC:	Wilmington
GPLU:	Various
Zone:	Various
Applicant:	City of Los Angeles
Representative:	City of Los Angeles

Proposed Location: The Harbor LA Community Plans consist of the boundaries of the Harbor Gateway Community Plan Area (CPA) and the Wilmington-Harbor City Community Plan Area (CPA). The two community plan areas are collectively known as the Harbor LA Plans. The plan areas are geographically continuous of one another. The combined area of the Harbor LA Community Plans is approximately 15.3 square miles. The Harbor Gateway CPA contains approximately 3,229 acres and is situated in the southern portion of Los Angeles. The CPA is a narrow corridor which links the City's harbor, San Pedro, Wilmington and Harbor City communities to the main body of the City. The Harbor Gateway CPA is bordered by the South and Southeast Los Angeles CPAs to the north (at 120th Street); the cities of Gardena and Torrance to the west; and Carson and unincorporated Los Angeles County to the east; and it shares a common boundary with the Wilmington-Harbor City CPA to the south (at Sepulveda Blvd). The Wilmington-Harbor City CPA contains approximately 6,481 acres and is situated in the far southern portion of the City, near Los Angeles Harbor. It is bordered by the Harbor Gateway CPA to the north; the San Pedro CPA and the Port of Los Angeles to the south; and is adjacent to the cities of Torrance, Lomita, and Rancho Palos Verdes to the west; and the cities of Carson, Long Beach, and unincorporated Los Angeles County to the east. The modification is located at the northwest corner of the intersection of McFarland Avenue and East Opp Street, Accessor Parcel Number (APN): 7425008009.

Proposed Project: The proposed project includes amending both the policy documents and General Plan Land Use Maps for the Harbor Gateway and Wilmington-Harbor City Community Plans. Unless otherwise provided, the updated Harbor Gateway and Wilmington-Harbor City Community Plans are collectively referred to as the "Proposed Plans". The Proposed Plans would also adopt several zoning ordinances to implement the updates to the Community Plans, including rezoning all parcels in the CPAs to regulate specific uses and apply development standards (including height of structures, Floor Area Ratios, and site configuration) using the City's New

Zoning Code, amendments to the Clean Up Green Up (CUGU) Overlay, and related amendments to the General Plan, including the Framework Element and Mobility Plan necessary to implement the Plan. The amendments to the Policy Documents and the General Plan Land Use Maps for the Harbor LA Community Plans are intended to guide development through the year 2040 by establishing the City's broad planning goals, policies, and objectives, the arrangement of land uses and intensities, as well as specific development standards for the Plan areas. The Harbor LA Community Plans are intended to improve the link between land use and transportation in a manner that is consistent with the City's adopted General Plan Framework Element, Mobility Element, Senate Bill 375 and other state laws. Additionally, the proposed modifications to the Wilmington-Harbor City Community Plan consist of a General Plan Amendment and Zone Change to the parcel located at 1020 North McFarland Avenue, including amendments to the General Plan Land Use Map and accompanying exhibits.

RECOMMENDED ACTIONS:

Add the following as part of and in addition to the February 8, 2024 decision, City Planning Commission recommended actions:

1. **Find** that the City Planning Commission has reviewed and considered the Draft Environmental Impact Report (EIR) (City EIR No. ENV-2019-3379-EIR and State Clearinghouse No. 2019080248), and direct staff to prepare a Final EIR, EIR findings, a Statement of Overriding Considerations, and a Mitigation Monitoring Program (MMP) for City Council consideration.
2. **Conduct** a public hearing on the General Plan Amendment for 1020 N. McFarland Ave.;
3. **Modify** the City Planning Commission action from February 8, 2024 to include the proposed land use and zoning for the property located at 1020 McFarland Avenue; APN 7425008009:
    a. Modify the General Plan Land Use designation from Low Residential GPLU to Hybrid Industrial GPLU;
    b. Modify the zoning from [H1-FY1-12][RG2-1L][O] to [LB3-G3-14][IX6-15][O].
4. **Authorize** the Director of Planning to make refinements to the Wilmington-Harbor City Community Plan Resolution, Community Plan (Policy Document), the General Plan Land Use and Zoning Change Maps and Matrices, Zoning Code Maps (illustrative maps), and the General Plan Land Use Map inclusive of the symbol, footnote, corresponding zone and land use nomenclature changes (Exhibits A, A.1, A.3, A.4, A.8, B.1, and C.2), amending the Wilmington-Harbor City Community Plan as part of the General Plan Elements of the City of Los Angeles, and other geographic visual elements, as necessary to correspond to the proposed modifications of the subject parcel's land use and zoning.
5. **Authorize** the Director of Planning to present the resolution, Community Plan (Policy Document) and General Plan Amendments, to the Mayor and City Council, in accordance with Sections 555 and 558 of the City Charter;
6. **Approve** the Staff Recommendation Report as the Commission's report on the McFarland GPA, and direct these changes to be incorporated into the Commission's report adopted on February 8, 2024 approval; and
7. **Approve** and **Recommend** that the City Council Adopt the attached Findings, as modified, and direct staff to prepare additional environmental findings for City Council Consideration.

VINCENT P. BERTONI, AICP
Director of Planning

Michelle Singh

Michelle Singh
Principal City Planner

Jessica Alvarado

Jessica Alvarado
City Planner, Wilmington-Harbor City CPA

Christopher Pina
City Planner, Harbor Gateway CPA

TABLE OF CONTENTS

Project Analysis **A-1**

Project Summary
Background and Discussion of Modification

Findings **F-1**

General Plan/Charter Findings
Summary of CEQA Findings

Exhibits:

A – Parcel Location Map (Informational Map)
B – Council District 15 Letter
C – Community Stakeholders Letters of Support
D – As adopted by CPC Staff Recommendation Report (2/8/24)

PROJECT ANALYSIS

Project Summary

The City Planning Commission (CPC) initially considered, and recommended approval of the Wilmington-Harbor City Community Plan as a part of the Harbor LA Community Plans Update, and its accompanying ordinances, at its February 8, 2024, meeting. At the CPC Hearing, Council District 15 (CD 15) shared concerns about potential non-conforming industrial uses and cited 1020 North McFarland Avenue as an example. On October 9, 2024, CD 15 submitted a letter (Exhibit B) to the City Planning Department requesting the following changes to the parcel located at 1020 North McFarland Avenue:

- Change the proposed General Plan Land Use from Low Residential to Hybrid Industrial
- Change the proposed zone string to corresponding zones of the Hybrid Industrial Land Use identified in the Wilmington-Harbor City General Plan Land Use Correspondence Table

As a result, on October 23, 2024, the Department of City Planning initiated a separate General Plan Amendment for the site at 1020 North McFarland Avenue (Exhibit A). It is intended that this parcel-specific amendment, if recommended by the City Planning Commission, be included as part of the CPC's recommendation in the Wilmington-Harbor City Community Plan Update to include a new recommended land use and zone change to the parcel at 1020 North McFarland Avenue.

In accordance with City Charter Section 555(b) and LAMC Div.13B.1. (Legislative Action) the proposed modification of the subject parcel's land use and zoning are presented to the CPC for its consideration along with corresponding revisions to the CPC's February 8, 2024 recommendation that would align both actions.

Background and Discussion of Modification

History of Zoning & Land Use for Wilmington-Harbor City

- 1980: Rezoning Program
  - Zone changed from M2 to R2
  - General Plan Land Use (GPLU) changed from Industrial to Low Residential
- 1991: City's General Plan Land Use & Zoning Consistency Program (AB283)
  - Zone changed from R2 to R1
  - Maintained GPLU designation
- 1999: Wilmington-Harbor City Community Plan (existing plan)
  - Maintained R1 zoning and Low Residential GPLU designation
- 2016: Clean Up Green Up (CUGU) Overlay
  - Incorporated the Wilmington community
  - Added "-CUGU" suffix to zoning

Existing Land Use Designation and Zoning for 1020 North McFarland Avenue

Based on the existing Wilmington-Harbor City Community Plan (1999), the subject site has a General Plan Land Use designation of Low Residential and is zoned R1-1XL-O-CUGU. The site is located in the Clean Up Green Up (CUGU) Overlay. CUGU contains additional standards and regulations for heavy and noxious uses in close proximity to sensitive and residential uses. CUGU works to improve site planning, building design, and landscape buffering to help reduce negative health impacts to vulnerable residents.

The site is currently developed with a 76,930 square foot Type-5 industrial building with approximately 7 loading bays and large surface parking area The current industrial use has an existing Certificate of Occupancy for a warehousing use, which has been in place since 1984. The present uses on the site are non-conforming to the existing residential land use designation and zoning.

The subject site is located at the northwest corner of the intersection of McFarland Avenue and East Opp Street and is approximately 159,535 square feet. The site has approximately 10 feet of frontage along the east side of McFarland Avenue and includes a 35-foot driveway. The parcel is generally bounded by Denni Street to the North, Sanford Avenue to the East, Opp Street to the South and McFarland Avenue to the West. The site is surrounded by residential zoned parcels. Abutting the subject site to the North is a Mobile Home/ RV Park and abutting to the East are Single Family homes in the R1-1XL-O-CUGU zone. Across Opp Street to the South consists of Multi-family units in the [Q]R2-1XL-O-CUGU and R2-1XL-O-CUGU zones and single-story industrial buildings in the [Q]MR2-1VL-O-CUGU zone. Across North McFarland Avenue to the West is a Mobile Home/ RV Park in the [Q]RD3-1XL-O-CUGU zone.

CPC's February 8, 2024 Recommendation re: Wilmington-Harbor City Plan

On February 8, 2024, the City Planning Commission recommended the City Council approve the Proposed Wilmington-Harbor City Plan, including the technical modifications and corrections transmitted on February 2, 2024, and Council District 15 modification to Program 24 Small Business of the Plan Policy text. The Commission approved and recommended that the City Council:

- adopt the Findings in the Staff Report (Exhibit D).
- adopt the Resolutions to:
    - amend the General Plan Land Use Element and adopt the Harbor LA Community Plans' Policy Documents and General Plan Land Use Maps;
    - amend the Mobility Plan, and the Citywide Framework Element; and
    - adopt the draft ordinances to amend the New Zoning Code adding new zoning districts, regulations, and Zoning Code Maps; as well as
    - adopt the amendment to the Clean Up Green Up (CUGU) Ordinance
- Find that it has considered the Draft EIR, and direct staff to prepare a Final EIR, and Recommend that City Council:
    - adopt the Resolutions to certify the Final EIR, EIR findings, Statement of Overriding Considerations, and Mitigation Monitoring Program, or MMP; and:
    - amend the Environmental Protection Measures of the New Zoning Code to implement the MMP.
- Authorize the Director of Planning to present the resolutions and proposed General Plan amendments to the Mayor and City Council along with the proposed zoning ordinances to the City Council.

Based on its February 8, 2024, recommendation for the Wilmington-Harbor City Plan, the CPC recommended that the subject site for 1020 N. McFarland Avenue be designated as a Low Residential General Plan Land Use designation with a corresponding zone string of: [H1-FY1-12][RG2-1L][O].

Evaluation of Proposed Modifications to 1020 North McFarland Avenue

Discussion

The City Planning Commission has recommended the continuation of low residential zoning at this parcel, as a part of the February 8, 2024, CPC hearing. The Proposed Plan maintained the existing parcel's land use and zoning, thus continuing the legal non-conforming status for the

existing tenant. As a result, concerns arose from the surrounding community and stakeholders citing the need to have space for employment activities, as well as concerns that housing development within this industrial area would create new public health and land use inconsistencies, noting in particular the high level of truck traffic experienced within the area. Yet, despite the change to Low Residential the site has continued to hold a legal non-conforming use status by various industrial business tenants throughout the years. This has resulted in fiscal and operational challenges, as stated by CD15 and various stakeholders (Exhibit C).

In the months following the CPC's determination, CD 15 expressed in a letter to the Department of City Planning, an interest in pursuing changes to the proposed Wilmington-Harbor City Community Plan that would still allow for housing within the subject area, with various stipulations, including changing of the proposed General Plan Land Use and zoning to allow for Hybrid Industrial/ Industrial Mixed-use designations that allow for ongoing light industrial uses as well as new housing uses; and refinements to zoning districts to address building scale transitions.

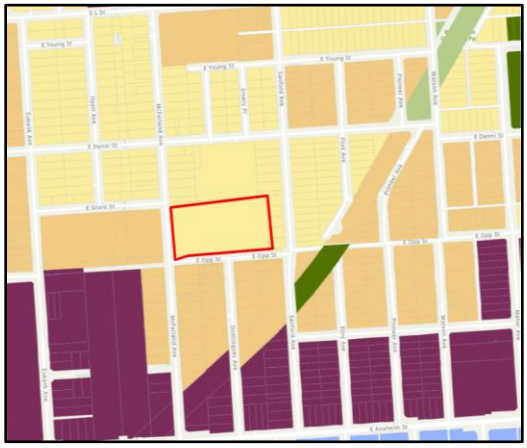
While retention of the subject area for residential uses would continue to allow for a range of residential uses, CD 15 has affirmed there is general uncertainty as to whether future uses will be viable to the existing tenant and future site improvements. The subject parcel is home to an existing warehouse and logistics uses. These uses have tended to provide employment opportunities to local stakeholders and support port-related uses.

The Hybrid Industrial land use designation will allow for light industrial and commercial uses, ensuring that the existing light industrial uses will not remain legally non-conforming. The Plan would continue to allow for lower scale non-residential uses as well as residential uses. Here projects may include onsite Community Facilities, as defined under Article 9 of the new zoning code, such as schools, libraries, recreation centers, social services, health clinics, full-service grocery stores, etc.

For new projects, the modified proposed zoning for the subject site [LB3-G3-14][IX6-15][O] would require:

- The Low-Rise Broad 3 (LB3) Form District allows a 1.5:1 FAR, 15% lot amenity space minimum, limits building width to 280' feet, and requires Transitional height that will start at 33 feet in height to help ensure compatibility with the surrounding low residential area.
- The General 3 (G3) Frontage District will have a more pedestrian oriented design such as a 30% ground floor transparency requirement and requiring new buildings to be closer to the property line.
- Standards District 14 (General B) is intended to ensure buildings are conveniently accessible from the public realm and promote walking as a safe and convenient mobility option through regular physical connections between the public realm and the interior of a building. It requires concealed ground story parking.
- The Industrial-Mixed 6 (IX6) Use District will accommodate most light industrial uses, and commercial and residential uses. It will allow for a mixture of light industrial, office, and research and development activity, with limited residential uses and other compatible uses. Many light industrial uses are allowed, while warehousing and logistics are allowed conditionally. Heavy Commercial uses like Outdoor Storage, Cargo Container Storage, and Commercial Vehicle Storage (i.e. freight vehicles) are prohibited.
- The new Density District 15 limits density to 1 unit per 1,500 square feet of lot area.

CPC Approved GPLU
Low Residential



Modified GPLU
Hybrid Industrial

FINDINGS

Summary

It is recommended that the CPC's adopted Findings of the February 8, 2024, Staff Recommendation Report (Exhibit D) be modified to support the proposed McFarland GPA. Substantive updates to the following Findings of the CPC's previous action are shown as follows with ~~strikethrough~~ for deleted text and underlined for added text:

General Plan/ City Charter Findings

Charter Section 555 – Charter Section 555 provides that the City Council may amend the General Plan in its entirety, by subject elements or parts of subject elements, or by geographic areas, provided that the part or area involved has a significant social, economic, or physical identity. No legislative findings are required to amend the General Plan.

The CPC-approved Wilmington-Harbor City Community Plan proposes the new Hybrid Industrial GPLU designation in industrial areas that abut residential and sensitive uses. The Hybrid Industrial land use designation is intended to serve as a buffer zone between heavy industrial and residential that allows commercial, light industrial and in some cases limited residential. The Hybrid Industrial Land Use aims to preserve productive activities and prioritize employment uses, while also accommodating live/work uses or limited residential uses.

The Proposed Plan designates the existing industrial area North of Anaheim Street between Banning Boulevard to the West, Opp Street/I Street/Grant Street to the North and Mahar Avenue to the West, a Hybrid Industrial Land Use designation. The subject parcel located at 1020 North McFarland Avenue is in close proximity to the CPC-approved Hybrid Industrial area. The surrounding Hybrid Industrial area directly south of the subject parcel is home to existing warehouses, logistic centers, and port-related uses that have long provided employment opportunities to local stakeholders and economic vitality to the Port of Los Angeles, and the Harbor LA region. Due to existing Low Residential Land Use designation and zoning limitations, the property owner has not been able to improve, upgrade or modernize the site. It has also impacted the immediate residential neighborhood. The GPA and zone change will allow the current business to seek to modernize operations, adopt cleaner technologies, and best practices that will benefit the landowner and the Dominguez/McFarland community. Subject site would have direct access from McFarland Avenue to the Overweight Container Corridor and Mobility Plans 2035 Good Movement Network (Countywide Strategic Truck Arterial Network).

For the reasons stated above and included in Key Issues discussed under the Jobs, Economic Development, and Small Business on page A-15 of Exhibit D, the request to amend the CPC-approved Wilmington-Harbor City Community Plan General Plan is appropriate. Expanding the Hybrid Industrial General Plan Land Use designation to the subject site provides local employment opportunities, while modernizing the site, adopting cleaner technologies and best practices that will benefit the property and community. The subject site and immediate vicinity represent a significant social, economic, and physical identity.

Charter Section 556 and 558 – Charter Section 556 and 558 require the City Planning Commission and the City Council to adopt the following findings when taking any action to (i) create or change a zone or zoning district created for the purpose of regulating the use of land, or (ii) zoning the permissible uses, height, density, bulk, location or use of buildings or structures, size of yards, open space, setbacks, building line requirements, and other similar requirements, including specific plan ordinances (collectively zoning ordinances):

(1) The zone change to the CPC-approved Wilmington-Harbor City Community Plan is in substantial conformance with the purposes, intent, and provisions of the General Plan.
(2) The zone change is in conformity with public necessity, convenience, general welfare, and good zoning practice.

The [LB3-G3-14][IX6-15][O] Zone String was developed as a transitional zone for the Wilmington-Harbor City Community Plan that would serve as a buffer between industrial & residential uses. It allows for a mixture of commercial, light industrial, and residential uses. Intended to facilitate a transition of heavier/ traditional industrial uses to cleaner light industries. While a mixture of uses is allowed in this zone, Clean Up Green Up regulations have been embedded into the various parts of the zone string to ensure light industrial uses are compatible with surrounding residential and sensitive uses. Light Industrial Use Standards include use distance separation, frontage & transition screening, and enclosure requirements. Some uses like Wholesale Trade & Warehousing are allowed conditionally through a Class 3 Conditional Use Permit, which would require a City Planning Commission approval. This ensures a discretionary process is in place to provide community members an opportunity to give input throughout the process. The new zone would allow 1:5 FAR, 15% lot amenity space, limits building height to 280' and requires Transitional height starting at 33 feet to ensure compatibility with the surrounding low and medium residential area. Therefore, as the requested zone string and land use designation, are all permissible and within the parameters of the Wilmington-Harbor City Community Plan, the modification is in substantial conformance with the general plan land use designation.

For the above reasons, and reasons identified in the Key Issues section under the Improve Compatibility Between Industrial Land and Residential Neighborhoods and Other Sensitive Uses on page A-10 of Exhibit D the proposed zone change is in conformance with Section 556 and 558 as the new zone was developed to support and enhance public convenience, minimize potential impacts on the community, and allow the site to upgrade that would address ongoing community concerns.

LAMC Division 13B.1. Findings of Chapter 1A.
The Implementing Zoning Ordinance for 1020 North McFarland must also comply with the procedures in LAMC Division 13B.1., which provides procedures for zoning ordinances. Division 13B.1. incorporates the Charter findings in Section 556 and 558. It requires the CPC to adopt a finding that a proposed zoning ordinance is in conformity with public necessity, convenience, general welfare, and good zoning practice. The City Council is required to make the same finding before adopting the zoning ordinance, as well as a finding that the zoning ordinance is consistent with the General Plan.

The McFarland GPA is consistent with the State General Plan Consistency Requirements as provided on page F-1 and F-2 of Exhibit D and modified as follows:

State General Plan Consistency Requirements
In addition to the requirement for zoning ordinances to be consistent with the General Plan (vertical consistency), state law also requires that the General Plan must have internal consistency among its elements (horizontal consistency). The City of Los Angeles has the responsibility to maintain and implement the City's General Plan. Community Plans comprise the Land Use Element of the City's General Plan and are the final determination of land use categories, zoning, development requirements, and consistency findings. The updated Community Plans and amended Mobility Plan and Framework Element must be consistent with the other elements and components of the General Plan. Those elements are Land Use, Circulation (Mobility), Housing, Conservation, Open Space, Noise, Safety, and Health Element. In addition to the eight mandated elements, the City's General Plan includes a Framework Element, an Infrastructure Systems Element, a Public Facilities and Services Element, and an Air

Quality Element. State law does not require the City to adopt consistency findings or any other findings to amend a Land Use element. The findings below for Section 556 and 558 and LAMC Division. 13B.1., also discuss internal consistency of the Proposed Plans, as modified, the amended Mobility Plan, and the amended Framework Element with each other and with the rest of the City's General Plan. This consistency discussion is provided for the City Planning Commission's consideration in approving and recommending the Proposed Plans, as modified, and their implementing zoning ordinances and its determination that the Proposed Plans are consistent with the City's General Plan.

II. Findings for the Implementing Zoning Ordinances Under Charter Section 556 and 558 and LAMC Section ~~12.32~~ Division. 13B.1.

For all of the reasons provided below and based on the whole of the record of proceedings, the adoption of the amendments to the City's Zoning Map for the zone changes~~,~~ the adoption of the Proposed Plans' Community Benefits Program, Local Affordable Housing Maps, Conservation District and Individual Historic Resources Review Maps and amendments to the Clean Up and Green Up (CUGU) Overlay District, and the Hazardous Sites Maps (collectively, "Implementing Zoning Ordinances") are:

(1) in substantial conformance with the purposes, intent, and provisions of the General Plan.

(2) in conformity with public necessity, convenience, general welfare, and good zoning practice.

The findings for the amendments to the City's Zoning Map for the zone changes and adoption of New Zones, and the findings for the adoption of the Community Benefits Program, Local Affordable Housing Maps, Conservation District and Individual Historic Resources Review Maps, Hazardous Sites Map, and amendments to the Clean Up and Green Up (CUGU) Overlay District. The findings for each of the other remaining ordinances mentioned above are discussed in individual sections.

A. Findings for Adoption of the New Zones, Zone Changes, and the Community Benefits Program, Local Affordable Housing Maps, Conservation District and Individual Historic Resources Review Maps, Hazardous Sites Map, and amendments to the Clean Up and Green Up (CUGU) Overlay District.

Proposed Plans as used in this Section A refers to the Community Plans text and land use map amendments and Zoning Ordinances to amend the Zoning Map to implement the plans' amendments, unless otherwise specified.

Charter and Code Findings

The Framework Element Findings found on page F-7 in Exhibit D support the McFarland GPA, and the following relevant policies have been modified to reflect the McFarland GPA:

With respect to ***industrial lands***, the General Plan Framework Element states the following:

Goal 3J: Industrial growth that provides job opportunities for the City's residents and maintains the City's fiscal viability.

Objective 3.14: Provide land and supporting services for the retention of existing and attraction of new industries.

Policy 3.14.3: Promote the re-use of industrial corridors for small scale incubator industries.

Policy 3.14.6: Consider the potential re-designation of marginal industrial lands for alternative uses by amending the community plans based on the following criteria:

e. Where the conversion of industrial lands to an alternative use will not create a fragmented pattern of development and reduce the integrity and viability of existing industrial areas;

f. Where the conversion of industrial lands to an alternative use will not result in an adverse impact on adjacent residential neighborhoods, commercial districts, or other land uses;

g. Where it can be demonstrated that the reduction of industrial lands will not adversely impact the City's ability to accommodate sufficient industrial uses to provide jobs for the City's residents or incur adverse fiscal impacts;

Policy 3.14.7: Consider the potential redesignation of non-industrial properties located adjacent to lands designated and developed with industrial uses for industrial purposes by amending the community plans or by conditional use permits based on the following criteria:

a. The redesignation is required to accommodate the expansion of existing industrial uses to facilitate their retention in areas in which they are located;
b. There is substantial support of the property owners of the parcels to be redesignated;
c. There is no significant disruption or intrusion into existing residential neighborhoods, commercial districts, or other land uses;
d. There are no adverse environmental impacts (traffic, noise, lighting, air pollution, other) on adjacent land uses due to the industrial uses; and
e. There is adequate infrastructure to support the expanded industrial use(s).

The Proposed Plans introduce land use designations and zoning districts that support job opportunities by establishing land use regulations that allow the City to prioritize and retain industrial land for jobs in the Hybrid Industrial, Markets, Light Industrial, Production and Industrial areas of the Plan Areas. The Industrial areas of the Plans allow for retention of existing industrial land and viable industrial uses, including warehousing and distribution facilities that are part of a regional distribution network. Zoning districts applied within the Light Industrial, Markets, Production and Industrial areas would prohibit residential uses and limit commercial uses to activities that are compatible with and support industrial uses. Proposed Hybrid Industrial areas would allow limited residential and live/work units and limited commercial uses may be introduced that are compatible with and support industrial uses. The zones applied to the Hybrid Industrial and Light Industrial areas aim to address environmental justice by transitioning Heavy Commercial and Heavy Industrial uses to more compatible light industrial and commercial uses allowing for greater employment opportunities and modernization of operations, and cleaner technologies to benefit the community. The Proposed Plans contain Goals and Policies to facilitate local training for industrial and cluster industry jobs, including the following:

Wilmington-Harbor City

LU Goal 10 Land is designated for a variety of industrial uses with maximum employment opportunities.

LU 10.1 Retain viable industrially-designated lands for the continuation of existing industry and development of new clean industries, research and development uses, light manufacturing, and similar uses which provide employment opportunities for community residents.

LU 10.3 Incentivize safe, job-rich industries that provide new employment opportunities for the residents of the community, while discouraging businesses that do not generate significant employment opportunities.

LU 10.4 Promote job training, living wage provisions and local hiring for community residents and develop partnerships between major employers and educational institutions, such as the Los Angeles Harbor College and worksource centers to create career pathways that connect local residents and students with green job opportunities and occupational and professional service jobs.

LU 10.7 Promote efforts that ensure businesses in Wilmington have access to the City's Clean-Up Green-Up implementation programs, such as financial incentives and technical support programs, as well as Opportunity Zone incentives.

LU 11 Light and Hybrid industrial districts that feature development and businesses of all sizes engaged in green, emerging industries that provide services and employment opportunities.

LU 11.1 Create light industrial and hybrid industrial areas that foster clean and emerging industries that are compatible with adjacent residential areas.

LU 11.2 Encourage a range of light industrial and productive activities that bolster the employment base and provide skilled employment opportunities to local residents.

EJ 7.1 Encourage existing industrial businesses to improve the physical appearance of their properties with adequate screening and landscaping when adjacent to residential or other sensitive uses and require such improvements for the establishment of new businesses in order to reduce environmental impacts.

Additionally, the Framework Element Findings found on page F-9 in Exhibit D have been modified to reflect the McFarland GPA:

The Plans propose to convert approximately 40 net acres in the Harbor Gateway CPA and ~~209~~ 212 net acres in Wilmington-Harbor City CPA of existing industrial land to industrial-mixed zoning and Hybrid Industrial land uses. This conversion will not create a fragmented pattern of land uses, as it is along major north-south and east-west corridors and bordered on several sides by public facilities and housing. The conversion meets several other General Plan Framework objectives, such as promoting more housing and mixed-income housing in close proximity to commercial corridors and transit.

The Framework Element Findings found on page F-12 of Exhibit D also support the McFarland GPA, and the following relevant policies have been modified to reflect the McFarland GPA (new additions are identified by underlining):

Housing Element (2021-2029)

With respect to housing, the Housing Element states the following:

Policy 1.1.1: Collect, report, and analyze existing housing needs (such as overcrowding, cost burden and vacancy rates) and use this information to project and plan for housing needs at a local and citywide level balancing other factors such as job and transit access.

Policy 1.2.2: Facilitate the construction of a range of different housing types that addresses the particular needs of the city's diverse households.

Policy 1.1.9: Develop and integrate anti-displacement strategies that further Citywide Housing Priorities into land use and planning strategies.

Policy 1.2.6: Create new citywide and local land use incentives and programs that maximize the net gain of affordable housing and produce housing that meets Citywide Housing Priorities. Explore varied affordability ratios, the feasibility of inclusionary zoning requirements, and a greater mix of incomes based on market areas.

Policy 1.2.10: Prioritize the development of Affordable Housing on public land.

Policy 2.1.1: Incentivize and/or require the preservation and replacement of affordable housing, so demolitions and conversions do not result in the net loss of the City's stock of accessible, safe, healthy and affordable housing.

Policy 3.1.5: Develop and implement environmentally sustainable urban design standards and pedestrian-centered improvements in development of a project and within the public and private realm such as shade trees, parkways and comfortable sidewalks.

Policy 3.1.7: Promote complete neighborhoods by planning for housing that includes open space, and other amenities.

Policy 3.2.2: Promote new multi-family housing, particularly Affordable and mixed-income housing, in areas near transit, jobs and Higher Opportunity Areas, in order to facilitate a better jobs-housing balance, help shorten commutes, and reduce greenhouse gas emissions.

Policy 3.2.9: Consider accommodating new residential uses, including live/work and mixed-use, in less-productive industrial, office, and commercial areas when the site can accommodate housing in keeping with citywide industrial land, jobs-housing, and jobs preservation properties, and when sites have been appropriately tested and remediated, if necessary

4.1.4: Identify and assist populations that are experiencing systemic housing discrimination, including those outside of designated protected classes.

4.1.5: Eliminate housing accessibility barriers that disproportionately affect populations in protected classes and special needs populations.

Objective 4.3: Affirmatively further fair housing in all housing and land use programs by taking proactive measures to promote diverse, inclusive communities that grant all Angelenos access to housing, particularly in Higher Opportunity Areas, increase place-based strategies to encourage community revitalization and protect existing residents from displacement.

Policy 4.3.2: Ensure that all neighborhoods have a range of housing typologies to provide housing options for residents to remain in the same community, when and if their needs change.

Policy 4.3.3: Examine land use practices that perpetuate racial exclusion and inequities including but not limited to: single-family / low density zoning, minimum lot size requirements, location of noxious uses, and subjective design review standards. Introduce context specific reforms that further Citywide Housing Priorities.

The Proposed Plans are in substantial conformance with the policies and objectives of the Housing Element of the General Plan. The Proposed Plans address housing needs through a multi-pronged approach, encouraging and directing new housing development in areas closest to fixed rail transit and bus lines, as well as near jobs. The proposed zoning addresses existing concerns of overcrowding and retention of existing RSO and affordable housing units by reducing the rear yard setback requirement, allowing for more infill development and additional housing units to be built on properties with units subject to the RSO. In addition, right-sizing the FAR allowance in the residential neighborhoods of the Harbor LA Plan reduces redevelopment pressure and potential, which could otherwise lead to a loss of the existing RSO stock.

The Proposed Plans and their accompanying zoning increase the development potential of multi-family zoned properties adjacent to major corridors conforming with Housing Element policies to direct new housing close to jobs, and by addressing exclusionary zoning practices thereby Affirmatively Furthering Fair Housing. The Proposed Plans prioritize housing and neighborhoods that promote wellness, longevity, and sustainability, by requiring Lot Amenity Space and Residential Amenity Space as part of projects with residential uses, through zoning requirements for landscaping, and through policies encouraging street trees and improvements to the public realm. The proposed Community Benefits Program encourages affordable housing construction tailored to Harbor LA's needs. It aims to offer incentives within the Harbor LA Community Plans, particularly in transit-accessible and strategic mixed-use areas. Currently, only two Transit Oriented Community (TOC) Affordable Incentive Areas exist, both in Harbor Gateway.

Summary of CEQA Findings

CEQA Findings

The Proposed Plan, as modified (McFarland Avenue GPA and zone change), is designed to provide guidance and regulations for future development in the Wilmington-Harbor City Community Plan Area over an approximately 20-year period and their adoption would not constitute a commitment to any specific project or development. Therefore, the EIR considered issues at a broader Community Plan-level. Any future discretionary projects would need to be approved individually in compliance with CEQA. The Draft EIR found that the environmental impacts of most of the issue areas were either less than significant without mitigation measures or less than significant with mitigation. Based on the analysis contained in the Draft EIR, the Proposed Plan would result in unavoidable significant environmental impacts with regard to: Air Quality (Exceedance of Criteria Pollutants—Construction and Operations, and Exposure of Sensitive Receptors to Toxic Air Contaminants–Operations), Cultural Resources (historical resources), Noise – Temporary Noise and Groundborne Vibration, Recreation and Transportation. The proposed modifications to the subject site located at 1020 North McFarland Avenue consist of a General Plan Amendment and zone change to the CPC-approved Wilmington-Harbor City Community Plan. The amendments include changing the CPC-approved Low Residential General Plan Land Use designation to a Hybrid Industrial General Plan Land Use designation; and changing the CPC-approved zone from [H1-FY1-12][RG2-1L][O] to [LB3-G3-14][IX6-15][O].

Proposed Plan

The Draft EIR (ENV-2019-3379-EIR) analyzed the subject site with the CPC-approved land use and zone; the proposed amendments are found to make only minor changes to the overall Proposed Project (Proposed Wilmington-Harbor City Community Plan). These minor changes would not result in significant new information and is consistent under CEQA Guidelines Section 15088. The proposed amendments allow for a mixture of light industrial, commercial, and limited residential uses. The GPA and zone change would ensure that the existing light industrial uses will not remain legally non-conforming, while also continuing to allow for lower scale non-residential uses as well as residential uses. It will allow the current warehouse/ logistic business to upgrade and address community concerns. These changes have been determined to not result in new significant impacts and would not add significant new information to the EIR. Therefore, these changes would not require recirculation.

Final EIR

Section 15088 of the CEQA Guidelines requires the lead agency, Department of City Planning, to evaluate comments on environmental issues received from public agencies and interested parties who review the Draft EIR and provide written responses. The lead agency received written comments on the Draft EIR from public agencies, groups and individuals. Responses to all comments received during the comment period will be included in the Final EIR. Pursuant to Section 15025(c) of the CEQA Guidelines, the City Planning Commission as a recommending body on the Proposed Project, is required to consider the Draft EIR and make a recommendation to the City Council. The Final EIR and associated CEQA Findings and Statement of Overriding Consideration will be provided to, and considered by, the City Council prior to adoption of the Proposed Plans and certification of the EIR.

The Final EIR and associated CEQA Findings and Statement of Overriding Considerations will be made available at least 10 days prior to the City Council certifying the EIR and approving prior to the adoption of the Proposed Plans, consistent with CEQA Guidelines Section 15088(b).