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August 25, 2025

Planning and Land Use Management Committee  
City Council  
City of Los Angeles  
200 North Spring Street  
Los Angeles, CA 90012

Re: Harbor Gateway Community Plan Update; 1630 W. 186<sup>th</sup> Street; CF 25-0775

Dear Honorable Members of the Planning and Land Use Management Committee:

We are writing on behalf of our client, Toyota Motor Engineering & Manufacturing North America, Inc. ("**Toyota**"), the owner and operator of the property located at 1630 W. 186<sup>th</sup> Street (the "**Property**") regarding the proposed update to the Harbor Gateway Community Plan (the "**Proposed Plan**") and associated zoning.

We appreciate the work that has been done in an effort to plan for the future of the Harbor Gateway Community Plan area. We write, however, to draw attention to what we believe may be an unintended error in the Proposed Plan and associated zoning, and respectfully request that the City Council revise the proposed land use and zoning designations for the Property. As discussed further below:

- The Property is home to Toyota's long-standing research, development and testing center, which is focused on zero-emission powertrain technologies to reduce carbon emissions in the Harbor area and beyond;
- Toyota's operations support more than 100 high quality engineering, technical and administrative jobs on the Property and provide valued resources for local schools, community organizations and residents;
- Toyota learned relatively recently that the Proposed Plan would redesignate the Property for residential use, which is inconsistent with its long-term and continuing uses and would create the potential for confusion in the future;
- While Toyota has a vested right to continue its operations at the Property, it objects to the proposed residential designation and requests that it be revised to align with existing uses and improvements in order to avoid future confusion and provide the confidence necessary for clean technology innovators to continue to invest in the City.

We respectfully request that the City Council address these issues by revising the proposed general plan land use designation and zoning for the Property.

**I. Toyota's Operations at the Property Further the City's Goals of Reducing Carbon Emissions and Providing High Quality Local Jobs**

The Property has long been an integral component of Toyota's steadfast pursuit of state-of-the-art powertrain technology, and is currently focused on the research, development and testing of zero emission hydrogen fuel cell based powertrains. Hydrogen fuel cells emit only water, which can help decarbonize air in urban communities. Toyota's fuel cell technology has applications in vehicles of all types, stationary power generation, port equipment and more. Among other things, and of particular relevance to Los Angeles harbor communities, Toyota's hydrogen fuel cell research and development is accelerating efforts to decarbonize the goods movement sector, with Toyota fuel cell applications replacing diesel in Class 8 semi-truck powertrains, backup power generators and heavy machinery such as port and cargo-handling equipment.

Toyota has been developing hydrogen fuel cell technology for more than 30 years. In 2024, Toyota reaffirmed its commitment to supporting hydrogen-related products and technology by renaming the Property as its North American Hydrogen Headquarters, also known as "H2HQ." Today, H2HQ is Toyota's lead office in North America for the research, development, and engineering of hydrogen fuel cell technologies. H2HQ works collaboratively with Toyota's research and development offices in Michigan and Texas, as well as business units in Japan and internationally, to create zero-emissions fuel cell technologies that enable energy independence, innovation and the movement of people, goods, energy and information.

H2HQ plays an integral role in decarbonization efforts at the local ports. For example, H2HQ executed much of the plan that led to the Tri-gen system at the Port of Long Beach, which converts biogas from California landfills into electricity, green hydrogen, and usable water with a highly efficient, combustion-free process that emits virtually no air pollutants. The Tri-gen operations offset more than 9,000 tons of CO<sub>2</sub> annually.

The H2HQ site is also a unique contributor to the local community. It supports more than 100 high-paying engineering, technical and administrative jobs. H2HQ also partners with numerous local stakeholders. H2HQ has ongoing relationships with local schools, where Toyota not only provides funding and resources, but the time, expertise, and guidance of talented Toyota team members. For example, Toyota engineers work directly with students at 186<sup>th</sup> Street Elementary School and the Society of Automotive Engineers (SAE) to design, build and evaluate balloon powered jet cars, introducing young students to careers in STEM and emerging technologies. This fall, Toyota will work with the Jane Goodall Foundation's Roots and Shoots program to support garden activities at 186<sup>th</sup> Street Elementary. At California State University Dominguez Hills (CSUDH), Toyota has provided substantial support for the Toyota Center of Innovation in STEM Education (CISE), which facilitates hands-on learning, exploration, and collaboration in STEM fields for K-16 students, and the Center for Resilient, Equitable, and Sustainable Transportation (CREST) which offers affordable, accessible and reliable mobility options to students and 11 neighboring communities that have transportation challenges. These are just a few examples of the diverse ways in which Toyota's H2HQ enriches the surrounding community.

## II. The Change to Residential Appears to be an Error and Should be Corrected

Toyota was not aware of the Community Plan Update and first discovered that the Property was proposed to be redesignated as residential in late 2024, long after the circulation of the Draft Environmental Impact Report (EIR), public hearing by the City Planning Department and review by the City Planning Commission.

Not only is the proposed residential zoning inconsistent with Toyota's vested use, but the Property is not a strong candidate for residential use, or the limited mixed-uses permitted in the proposed RX4 use zone. The Department of City Planning's Freeway Adjacent Advisory Notice (ZI No. 2427) calls for avoiding locating schools, day care facilities and senior care centers within projects located within 1,000 feet of a freeway. The entire Property is within the City's 1,000 foot boundary from the 405 freeway, and much of the Property is within 500 feet of the freeway. The Property is not included in the Proposed Plan's local affordable housing incentive program, and is not an identified site for affordable housing.

The disconnect with existing uses and the lack of a clear basis for the proposed change suggests that the Proposed Plan's redesignation of the Property for residential use is an error, which should be corrected.

## III. Conclusion

Toyota respectfully objects to the Proposed Plan's inclusion of residential land use and zoning designations for the Property, and requests revisions to the Property's designations that will best support the existing uses. Toyota looks forward to its continued service as a clean technology hub and community partner and to working with the City to ensure that the general plan and land use designations for the Property align with this important work.

Sincerely,

A handwritten signature in blue ink, reading 'Elizabeth A. Camacho'.

Elizabeth A. Camacho  
Partner