PLANNING DEPARTMENT TRANSMITTAL
TO THE CITY CLERK'S OFFICE

CITY PLANNING CASE:	ENVIRONMENTAL CASE:	COUNCIL DISTRICT:
CPC-2018-6404-CPU	ENV-2019-3379-EIR	15 – McOsker
RELATED CASE NOS.:	**COUNCIL FILE NO:**	**PROCEDURAL REGULATIONS:**
☒ N/A	**☒ N/A**	**☐ Ch. 1 as of 1/21/24 (Not subject to Processes & Procedures Ord.)** **☒ Ch. 1A (Subject to Processes & Procedures Ord.)**
PROJECT ADDRESS / LOCATION:		
The Harbor Gateway Community Plan Area contains approximately 3,229 acres (approximately 5.1 square miles) 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).		
APPLICANT:	**TELEPHONE NUMBER:**	**EMAIL ADDRESS:**
City of Los Angeles 200 N. Spring Street Los Angeles, CA 90012	N/A	N/A
APPLICANT'S REPRESENTATIVE:	**TELEPHONE NUMBER:**	**EMAIL ADDRESS:**
☒ N/A		
APPELLANT:	**TELEPHONE NUMBER:**	**EMAIL ADDRESS:**
☒ N/A		
APPELLANT'S REPRESENTATIVE:	**TELEPHONE NUMBER:**	**EMAIL ADDRESS:**
☒ N/A		
PLANNER CONTACT:	**TELEPHONE NUMBER:**	**EMAIL ADDRESS:**
Christopher Pina	(213) 978-1369	christopher.pina@lacity.org
ITEMS FOR CITY COUNCIL CONSIDERATION (IE. ENTITLEMENTS, LEGISLATIVE ACTIONS):		
☒ ***The preparation of a draft ordinance by the City Attorney will be required.***		
FINAL ENTITLMENTS NOT ADVANCING FOR CITY COUNCIL CONSIDERATION: (UNAPPEALED OR NON-APPEALABLE ITEMS)		
☒ N/A		
ITEMS APPEALED:		
☒ N/A		

ATTACHMENTS:	REVISED:	ENVIRONMENTAL DOCUMENT:	REVISED:
☒ Letter of Determination	☐	☐ Categorical Exemption (CE) (Notice of Exemption)	☐
☒ Findings of Fact	☐	☐ Statutory Exemption (SE) (Notice of Exemption)	☐
☒ Staff Recommendation Report	☐	☐ Negative Declaration (ND)	☐
☐ Conditions of Approval	☐	☐ Mitigated Negative Declaration (MND)	☐
☐ T Conditions	☐	☒ Environmental Impact Report (EIR)	☐
☐ Proposed Ordinance	☐	☐ Mitigation Monitoring Program (MMP)	☐
☒ Zone Change Map and Ordinance	☐	☐ Sustainable Communities Project Exemption (SCPE)	☐
☒ GPA Resolution	☐	☐ Sustainable Communities Environmental Assessment (SCEA)	☐
☒ Land Use Map	☐	☐ Sustainable Communities Environmental Impact Report (SCEIR)	☐
☐ Exhibit A – Plans	☐	☐ Appendices	☐
☒ Mailing List (both Word and PDF)	☐	☐ Other:	☐
☒ Interested Parties List	☐		
☐ Appeal	☐		
☐ Development Agreement	☐		
☐ Site Photographs	☐		
☒ Other: Draft and Final Environmental Impact Report and Exhibits A-E	☐		

NOTES / INSTRUCTIONS:

Please create Council File.

The transmittal herein is the Letter of Determination and Exhibits for the Harbor Gateway Community Plan Update.

CITY COUNCIL NOTICE TIMING:	NOTICE LIST (SELECT ALL):	NOTICE PUBLICATION:
☐ 10 days	☐ Owner	☐ 10 days
☐ 15 days	☐ Applicant	☐ 15 days
☐ 24 days	☐ Adjacent/Abutting	☐ 24 days
☒ N/A / None	☐ 100’ radius	☒ N/A / None
☐ Other: [enter here if applicable]	☐ 300’ radius	☐ Other: [enter here if applicable]
	☐ 500’ radius	
	☐ Neighborhood Council	
	☒ Interested Parties	
	☐ Other: [enter here if applicable]	

FISCAL IMPACT STATEMENT:

☐ Yes ☒ No

*If determination states administrative costs are recovered through fees, indicate “Yes.”

PLANNING COMMISSION:	
☒ **City Planning Commission (CPC)** ☐ **Cultural Heritage Commission (CHC)** ☐ **Central Area Planning Commission** ☐ **East LA Area Planning Commission** ☐ **Harbor Area Planning Commission**	☐ **North Valley Area Planning Commission** ☐ **South LA Area Planning Commission** ☐ **South Valley Area Planning Commission** ☐ **West LA Area Planning Commission**
PLANNING COMMISSION HEARING DATE:	**COMMISSION VOTE:**
February 8, 2024	6 – 0
LAST DAY TO APPEAL:	**DATE APPEALED:**
N/A	N/A
COUNCIL TIME TO ACT:	**TIME TO ACT START:**
☐ **30 days** ☐ **45 days** ☐ **60 days** ☒ **75 days** ☐ **90 days** ☐ **120 days** ☐ **N/A / None** ☐ **Other: [enter here if applicable]**	☐ **Appeal Filing Date** ☐ **Received by Clerk** ☐ **Last Day to Appeal** ☒ **N/A / None** ☐ **Other: [enter here if applicable]**
TRANSMITTED BY:	**TRANSMITTAL DATE:**
Cecilia Lamas Commission Executive Assistant II	June 10, 2025

LOS ANGELES CITY PLANNING COMMISSION

200 North Spring Street, Room 272, Los Angeles, California, 90012-4801, (213) 978-1300
www.planning.lacity.org

LETTER OF DETERMINATION

MAILING DATE: JUNE 10, 2025

Case No.: CPC-2018-6404-CPU Council District: 15– McOsker
CEQA: ENV-2019-3379-EIR
Plan Area: Harbor Gateway

Project Location:
The Harbor LA Community Plans ("Proposed 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 Plan Area." The plan areas are geographically continuous of one another. The combined area of the Harbor LA Plan Area 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.

Applicant: City of Los Angeles

Project Description:
The Proposed Plans include amending both the Policy Documents and General Plan Land Use Maps for the Harbor Gateway and Wilmington-Harbor City Community Plans. The Proposed Plans would also adopt several zoning ordinances to implement the updates to the Community Plans, including rezoning all parcels in the Harbor LA Plan Area 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. The amendments to the Policy Documents and the General Plan Land Use Maps for the Proposed 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. The Proposed 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.

At its meeting of **February 8, 2024**, the Los Angeles City Planning Commission (CPC) took the actions below to recommend the City Council approve the Proposed Plans as recommended by Department of City Planning:

1. **Recommended** that the City Council **instruct** the Director of City Planning to **amend** the Environmental Protection Measures (EPMs) pursuant to Division 4C.13 (Environmental Protection) of the New Zoning Code as appropriate to implement the MMP;

2. **Found** 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 C7;
3. **Directed** staff to prepare a Final Environmental Impact Report, EIR findings, a Statement of Overriding Considerations, and a Mitigation Monitoring Program (MMP) for City Council consideration;
4. **Recommended** the City Council **adopt** the Resolution in Exhibit C to certify a Final EIR, adopt EIR findings and a Statement of Overriding Considerations, and adopt a Mitigation Monitoring Program;
5. **Instructed** the Department of City Planning to finalize the necessary General Plan Land Use Maps, Zone Ordinances to be presented to the City Council, and **authorized** the Department of City Planning to make additional, non-substantive text edits to the Policy Documents and Land Use Designation Maps to correct typographical errors, and make other technical corrections/ modifications to the Zoning Ordinances as necessary, in addition to the modifications in Attachment 1;
6. **Approved** and **recommended** that the Mayor **approve** and the City Council **adopt**, pursuant to the Los Angeles Municipal Code (Chapter 1A) Section 13.B.1.1 and City Charter Section 555, the attached Resolution in Exhibit C to Amend the General Plan as follows:
    a. **Amend** the General Plan Land Use Element and **adopt** the Proposed Plans as shown in Exhibit A with the modifications enumerated in Attachment 1; **adopt** the General Plan Land Use Map for the Proposed Plans, inclusive of Symbols, Footnotes, and Corresponding Zone and Land Use Nomenclature as shown in Exhibit C3, with the modifications enumerated in Attachment 1, and the General Plan Land Use Maps and Matrices as shown in Exhibit C4 with the modifications in Attachment 1;
    b. **Amend** the Mobility Plan 2035 to reclassify selected Street Designations and Enhanced Networks, as shown in Exhibit C6, with the modifications in Attachment 1;
    c. **Amend** the Citywide General Plan Framework Element, as shown in Exhibit C5, with the modifications in Attachment 1;
7. **Approved** and **recommended** that the City Council **adopt**, pursuant to LAMC (Chapter 1A) Sections 1.5 and 13.B.1 and City Charter Section 558, the draft ordinance to amend the Zoning Map, as shown in Exhibit D1 (Zone Change Maps and Matrices), with the modifications in Attachment 1;
8. **Approved** and **recommended** that the City Council **adopt**, pursuant to LAMC (Chapter 1A) Sections 1.5, 13.B.1, 1.5.4 and City Charter Section 558, the Proposed Plans Community Benefits - Local Affordable Housing Maps as shown in Exhibit D4;
9. **Approved** and **recommended** that the City Council **adopt**, pursuant to LAMC (Chapter 1A) Sections 1.5, 13.B.1, 8.2.7, 8.2.8 and City Charter Section 558, the proposed Conservation District and Individual Historic Resource Review Supplemental Districts and Maps shown in Exhibit D3.
10. **Approved** and **recommended** that the City Council **adopt**, pursuant to LAMC (Chapter 1A) Sections 1.5, 13.B.1, 1.5.12 and City Charter Section 558, the proposed Hazardous Sites Maps shown in Exhibit D2;
11. **Authorized** the Director of Planning to present the resolutions and proposed General Plan amendments (Exhibits C, C1, C3, C4, C5, C6 and C7) to the Mayor and City Council, in accordance with City Charter Section 555 and LAMC (Chapter 1A) Section 13.B.1 and the proposed zoning ordinances (Exhibits D1-D4 and E1 and E2) to the City Council, in accordance with City Charter Section 558 and LAMC Section 13.B.1;
12. **Approved** and **recommended** 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 1.5. (Zoning Code Maps) of Article 1 of the New Zoning Code (Exhibit E2), with the modifications in Attachment 1;

13. **Adopted** the Staff Recommendation Report as the Commission Report on the subject, including all recommended actions and thereby recommended the Proposed Plans in their entirety with the modifications enumerated in Attachment 1; and
14. **Approved** and **recommended** that the City Council **adopt** the attached Findings.

The vote proceeded as follows:

Moved: Choe
Second: Cabildo
Ayes: Lawshe, Leung, Mack, Zamora
Absent: Gold, Noonan

Vote: 6 – 0

Cecilia Lamas, Commission Executive Assistant II
Los Angeles City Planning Commission

Fiscal Impact Statement: There is no General Fund impact as administrative costs are recovered through fees.

Effective Date/Appeals: The decision of the Los Angeles City Planning Commission is final and not appealable.

If you seek judicial review of any decision of the City pursuant to California Code of Civil Procedure Section 1094.5, the petition for writ of mandate pursuant to that section must be filed no later than the 90th day following the date on which the City's decision became final pursuant to California Code of Civil Procedure Section 1094.6. There may be other time limits which also affect your ability to seek judicial review.

Attachments: Attachment 1 (CPC Approved Modifications), Findings

Exhibits: (If you are accessing this letter on-line, please click on each link below to view the exhibits, or visit https://planning.lacity.org/pdiscaseinfo, and enter the Case Number (CPC-2018-6404-CPU), to access this letter and its attachments electronically).

A – Staff Recommendation Report and Technical Modifications
B – City Charter, LAMC, and General Plan Findings
C – Resolution Certifying the EIR and Adopting General Plan Elements
C1 – Community Plan Policy Document (Plant Text)
C2 – Existing General Plan Land Use Map
C3 – Proposed General Plan Land Use Map
C4 – General Plan Land Use Maps and Matrices
C5 – General Plan Framework Amendments
C6 – Mobility Plan 2035 Amendments
C7 – Final Environmental Impact Report (FEIR) and Appendices
D1 – Zone Change Maps and Matrices
D2 – Hazardous Sites Map
D3 – Protected Historic Resources: Conservation District and Individual Historic Resources Map
D4 – Local Affordable Housing Map
E1 – New Zoning Code Chapter 1A Amendments

E2 – Zoning Code Maps

cc: Shana M. M. Bonstin, Deputy Director
Michelle Singh, Principal City Planner
Christopher Pina, City Planner
Zachary Alamillo, Planning Assistant

ATTACHMENT 1

MODIFICATIONS TO THE HARBOR LA COMMUNITY PLANS UPDATE BY THE CITY PLANNING COMMISSION AT ITS MEETING ON FEBRUARY 8, 2024 CPC-2018-6404-CPU; ENV-2019-3379-EIR

1. **The City Planning Commission on February 8, 2024, moved to incorporate modifications presented as detailed in the Technical Modifications memo to CPC (Agenda Item No. 6) dated February 2, 2024, which included clarifications and corrections to be incorporated into the staff recommendation report, Harbor Gateway Policy Document (Plan Text), General Plan Framework Amendments, Mobility Plan 2035 Amendments, Zoning Code Maps and Matrices, Amendments to the New Zoning Code and Zoning Code Maps, as follows:**

a. Staff Report Corrections**:**

1. 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:

> 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).

2. 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.

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

1. 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.

c. Modification to the General Plan Framework Amendments of the Harbor LA Community Plans (Exhibit A6)

1. 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.

d. Modification to the Mobility Plan 2035 Amendments of the Harbor LA Community Plans (Exhibit A7)

1. 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'~~

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

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

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

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

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

1. 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:**	General Commercial
		Floor area, *or*	0.15 FAR
		Relief	C2
		Screening	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
		Outdoor sound system	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 Transition screen **Outdoor sound system**	F-Screen 3 T-Screen 1 Prohibited
Electric Vehicle Charging Facility, Large Vehicle	**P***	**Use separation (min)** Sensitive Use Residential or Agricultural Use District **Relief** **Screening** Frontage screen Transition screen **Outdoor sound system**	200' 200' C2 F-Screen 3 T-Screen 1 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.

2. 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.

3. 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.

4. 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.

h. 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.

1. Retain the entirety of unnumbered page 2 (Nomenclature District Name Changes), and Section 1- Section 20 of Exhibit C1 (unnumbered pages 3-41).

2. 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)

3. 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)

4. 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)

5. 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)

6. 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

i. 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 when a pedestrian amenity space is provided.

a.

	Primary	Side	Special

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

j. Modification to Exhibit C1, Section 10

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

Development Review Threshold Package 3

a. 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.

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

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

2. **On February 8, 2024, Council Member for District 15, Tim McOsker,, recommended an update to the Community Plan Policy Document Implementation Programs Section, Program 23 Small Business Assistance Programs, to include the following policy: Continue and expand subcontracting goals on local projects of at least: 15% Small Business Enterprise Goals (SDVBE) and 10% minority business goals (MBE).**

FINDINGS

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.

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 Map, and amendments to Clean Up and Green Up (CUGU) District, (collectively, "Implementing Zoning Ordinances").

LAMC Division 13B.1. Findings of Chapter 1A

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 13B.1., 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 Commissions consideration in approving and recommending the Proposed Plans and its implementing zoning ordinances and its determination that the Proposed Plan is consistent with the City's General Plan.

II. Findings for the Implementing Zoning Ordinances Under Charter Section 556 and 558 and LAMC Section 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 Clean Up and Green Up (CUGU) 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 Clean Up and Green Up (CUGU) District 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 Clean Up and Green Up (CUGU) District.**

Proposed Plans as used in this Section A refers to the Community Plan 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 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 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 forecasts of 23,800 (HG) and 20,280 (W-HC) jobs. 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 Plan accommodates 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 accommodates 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 Harbor Gateway and Wilmington-Harbor City. 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 support 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 it concentrates future growth around transit stations and encourages 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 City of Gardena's GTrans and City of Torrance's Torrance Transit. This growth is balanced by preserving 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 Plan seeks 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; and/or

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 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: Multifamily 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 multifamily 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. Article 8 of the new zoning code requires 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 multipronged 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 Plan, 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 Plan 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 resident's access to basic needs and amenities, such as food, household goods, open space, and health and wellness facilities.

The Proposed Plan's 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 great 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 Plan introduces incentives that facilitate the production of mixed income and 100 percent affordable housing.

In summary, the Proposed Plans are in substantial conformance with 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 in that they 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 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 City 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, continuing existing policy. Additionally, a 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 address setback, landscaping, and distancing requirement standards, and buffer zones between new residential and industries with emitting sources.

C. Other Findings

Summary of CEQA Findings

CEQA Findings

The Proposed Plan is designed to provide guidance and regulations for future development in the Harbor LA Community Plan Area over an approximately 20-year period and its 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 Plan and certification of the EIR.