

FINDINGS

General Plan/Charter Findings

1. **Charter Finding – City Charter Finding 555.** The General Plan may be amended in its entirety, by subject elements or parts of subject elements, or by geographic areas, provided that the part or area involved has significant social, economic, or physical identity.

The proposed Project Site is located within the Wilmington – Harbor City Community Plan area, north of the Port of Long Beach. The immediately surrounding area is zoned M3-1VL and improved with industrial land uses or are otherwise vacant. The surrounding properties include automotive uses, open storage, and truck container yards across Farragut Avenue to the west; freight transport, waste management, truck yards, and open storage across I Street to the north and east; and Port-related uses and parking across Anaheim Street to the south. Due to the site's proximity to the Port of Long Beach, the site is critical in the movement of goods from the Port and therefore has significant economic identity.

2. **Charter Finding – City Charter Finding 556.** When approving any matter listed in Section 558, the City Planning Commission and the Council shall make findings showing that the action is in substantial conformance with the purposes, intent and provisions of the General Plan. If the Council does not adopt the City Planning Commission's findings and recommendations, the Council shall make its own findings.

The proposed Project Site is located within the Wilmington – Harbor City Community Plan area, which is one of 35 community plans that the Land Use Element of the General Plan is comprised of. The Community Plan does not identify a street classification or designation for Anaheim Way, however it designates Farragut Avenue as a Local Street – Standard.

As recommended, the General Plan Amendment would re-designate Anaheim Way and Farragut Avenue from Industrial Local Streets to Industrial Collector Streets. The amendment would accommodate oversized truck turning movements and allow the continued movement of goods from the Port of Long Beach to serve the Los Angeles region. As further discussed in Finding Nos. 4 and 5 through 7, the amendment of the street designation would be consistent with the purpose, intent, and provisions of the General Plan.

3. **Charter Finding – City Charter Finding 558.** The proposed Amendment to the Wilmington – Harbor City Community Plan will be in conformance with public necessity, convenience, general welfare and good zoning practice.

The recommended amendment to the Wilmington – Harbor City Community Plan would re-designate Anaheim Way and Farragut Avenue from Industrial Local Streets to Industrial Collector Streets to accommodate oversized truck turning movements and allow the continued movement of goods from the Port of Long Beach to serve the Los Angeles region.

Public Necessity, Convenience, and General Welfare

The Community Plan does not identify a street classification or designation for Anaheim Way, however it designates Farragut Avenue as a Local Street – Standard. The General Plan Amendment request is to re-designate Anaheim Way and Farragut Avenue from Industrial Local Streets to Industrial Collector Streets in the Wilmington – Harbor City Community Plan. The lots abutting Anaheim Way and Farragut Avenue are currently vacant and undeveloped.

The proposed project is the Port of Long Beach Anaheim Way Heavy Haul Route Project to realign the existing Anaheim Way to accommodate oversized truck turning movements along Anaheim Way from Pier B Street to Farragut Avenue. The changes will enable oversized trucks (approximately 50 annually) to use this route with police escort and the overweight truck route permit from the City of Los Angeles.

The project will provide an alternative route for oversized trucks accessing the Port via Farragut Avenue - Anaheim Way - Anaheim Street to replace the 9th Street at-grade crossing route scheduled to be permanently closed under the Pier B On-Dock Rail Support Facility Program.

The vacant property north of Anaheim Way will be used for the new alignment of the Anaheim Way oversized truck route, and the vacant property east of Farragut Avenue will be used to widen the street; both properties are owned by the Port of Long Beach. The proposed alignment will include widening of Anaheim Way from 45 feet to 72 feet, and Farragut Avenue from 44 feet to 72 feet, which would require reclassification from Industrial Local Streets to Industrial Collector Streets and inclusion into the Overweight Vehicle Special Permit Route. The project proposes new curbs/sidewalks, utilities, street lights, catch basin, and striping, etc. No changes to land use designations or zoning are proposed. No (0) protected trees are proposed to be removed.

The proposed project is part of the larger Pier B On-Dock Rail Support Facility Program that includes the reconfiguration, expansion, and enhancement of the capacity of the existing Pier B Rail Yard Facility. Port operations currently use an at-grade crossing at 9th Street for oversized trucks transporting large equipment, which accommodates approximately 50 trips annually, and is scheduled to permanently be closed under the Pier B On-Dock Rail Support Facility Program. The identified alternative route for oversized trucks accessing the Port is through Farragut Avenue – Anaheim Way – Anaheim Street, which require widening and improvements along Anaheim Way and Farragut Avenue to accommodate the oversized trucks, including the re-designation from Industrial Local Streets to Industrial Collector Streets to effectuate the change.

The proposed project will re-designate Anaheim Way and Farragut Avenue from Industrial Local Streets to Industrial Collector Streets to accommodate oversized truck turning movements and allow the continued movement of goods from the Port of Long Beach to serve the Los Angeles region. Due to the site's proximity to the Port of Long Beach, the site is critical in the movement of goods from the Port and serves public necessity and general welfare.

Good Zoning Practice

Anaheim Way is currently dedicated to a right-of-way width of approximately 64 feet and the roadway is approximately 45 feet. These dimensions most closely resemble the Standard Street Dimensions (per the Mobility Plan and Standard Plan S-470-1) of an Industrial Local Street, which has a designated right-of-way width of 64 feet and a designated roadway width of 44 feet.

Farragut Avenue is currently designated as a Local Street – Standard with a designated right-of-way width of 60 feet and roadway width of 36 feet. The dedicated right-of-way is approximately 60 feet and dedicated roadway is approximately 44 feet.

As recommended, the General Plan Amendment would re-designate Anaheim Way and Farragut Avenue from Industrial Local Streets to Industrial Collector Streets. The recommended amendment would be in substantial conformance with the purpose, intent, and

provisions of the General Plan as it is reflected within the Wilmington – Harbor City Community Plan, as further discussed in Finding Nos. 4 through 7.

The site is located to the north of the Port of Long Beach. The immediately surrounding area is zoned M3-1VL and improved with industrial land uses or are otherwise vacant. The surrounding properties include automotive uses, open storage, and truck container yards across Farragut Avenue to the west; freight transport, waste management, truck yards, and open storage across I Street to the north and east; and Port-related uses and parking across Anaheim Street to the south. There are no residentially zoned properties within 4,000 feet of the subject site.

The proposed project will re-designate Anaheim Way and Farragut Avenue from Industrial Local Streets to Industrial Collector Streets to accommodate oversized truck turning movements and allow the continued movement of goods from the Port of Long Beach to serve the Los Angeles region. Due to the site's proximity to the Port of Long Beach, the site is critical in the movement of goods from the Port. Furthermore, the vacant properties to be used for the new alignments are under the ownership of the Port of Long Beach. No privately-owned properties nor residentially zoned properties will be directly affected by the re-designation.

4. **General Plan Text / General Plan Designation.** The Project Site is located within the Wilmington – Harbor City Community Plan, which was adopted by the City Council on July 14, 1999, and amended on September 7, 2016 for the Mobility Plan 2035 Update.

Anaheim Way is currently dedicated to a right-of-way width of approximately 64 feet and the roadway is approximately 45 feet. These dimensions most closely resemble the Standard Street Dimensions (per the Mobility Plan and Standard Plan S-470-1) of an Industrial Local Street, which has a designated right-of-way width of 64 feet and a designated roadway width of 44 feet.

Farragut Avenue is currently designated as a Local Street – Standard with a designated right-of-way width of 60 feet and roadway width of 36 feet. The dedicated right-of-way is approximately 60 feet and dedicated roadway is approximately 44 feet.

As recommended, the General Plan Amendment would re-designate Anaheim Way and Farragut Avenue from Industrial Local Streets to Industrial Collector Streets. The recommended amendment would be in substantial conformance with the purpose, intent, and provisions of the General Plan as it is reflected within the Wilmington – Harbor City Community Plan, as further discussed in Finding Nos. 5 through 7.

The Wilmington - Harbor City Community Plan text includes the following relevant objectives, policies, and programs:

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| Goal 15 | To the extent feasible and consistent with the Mobility Plan 2035's and Community Plans' policies promoting multi-modal transportation and safety, a system of freeways, and streets that provides a circulation system which supports existing, approved, and planned land uses while maintaining a desired level of service at intersections. |
| Objective 15-1 | To the extent feasible and consistent with the Mobility Plan 2035's and the Community Plans' policies promoting multi-modal transportation and safety, comply with Citywide performance standards for acceptable levels of service (LOS) and insure that necessary road access and street improvements are provided to accommodate traffic generated by new development. |

- Policy 15-1.2 Street dedications shall be developed in accordance with standards and criteria contained in the Mobility Plan, an element of the General Plan and the City's Standard Street Dimensions, except where environmental issues and planning practices warrant alternate standards consistent with capacity requirements.

The site is located to the north of the Port of Long Beach. Due to the site's proximity to the Port of Long Beach, the site is critical in the movement of goods from the Port. The proposed project will provide an alternative route for oversized trucks accessing the Port via Farragut Avenue - Anaheim Way - Anaheim Street replacing the 9th Street at-grade crossing route scheduled to be permanently closed under the Pier B On-Dock Rail Support Facility Program. The project will be required to dedicate and improve the public right-of-way in accordance with S-470-1 Standard Plans to the satisfaction of the Bureau of Engineering. Furthermore, the vacant properties to be used for the new alignments are under the ownership of the Port of Long Beach. No privately-owned properties nor residentially zoned properties will be directly affected by the re-designation.

As recommended, the General Plan Amendment to re-designate Anaheim Way and Farragut Avenue from Industrial Local Streets to Industrial Collector Streets would be consistent with the above referenced objectives, policies, and programs of the Wilmington – Harbor City Community Plan.

5. **Framework Element.** The Framework Element for the General Plan (Framework Element) was adopted by the City of Los Angeles in December 1996 and re-adopted in August 2001. The Framework Element provides guidance regarding policy issues for the entire City of Los Angeles, including the project site.

The Framework Element identifies the following Transportation issue:

- Issue 5: Economic growth is essential to the long- term future of the City. To support all facets of the City's economy, the movement of goods must be efficient and access to major intermodal facilities such as ports, airports, and major multimodal facilities must be adequate. It is equally important that ground access to key transportation facilities is readily available.

In addition, the Framework Element also sets forth a Citywide comprehensive long-range growth strategy and defines Citywide policies regarding such issues as land use, housing, urban form, neighborhood design, open space, economic development, transportation, infrastructure, and public services. The Framework Element includes the following provisions, objectives and policies relevant to the instant request:

- 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 3.14.1: Accommodate the development of industrial uses in areas designated as "Industrial-Light," "Industrial-Heavy," and "Industrial-Transit" in accordance with Tables 3-1 and 3-9. The range and intensities of uses permitted in any area shall be determined by the community plans.

- 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:
- a. Where it can be demonstrated that the existing parcelization precludes effective use for industrial or supporting functions and where there is no available method to assemble parcels into a unified site that will support viable industrial development;
 - b. Where the size and/or the configuration of assembled parcels are insufficient to accommodate viable industrial development;
 - c. Where the size, use, and/or configuration of the industrial parcels adversely impact adjacent residential neighborhoods;
 - d. Where available infrastructure is inadequate and improvements are economically infeasible to support the needs of industrial uses;
 - 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
 - h. Where existing industrial uses constitute a hazard to adjacent residential or natural areas.
- Policy 3.14.8: Encourage the development in areas designated as "Industrial-Heavy" of critical public facilities that are necessary to support the needs of residents and businesses but normally are incompatible with residential neighborhoods and commercial districts, such as corporate yards.

As recommended, the General Plan Amendment would re-designate Anaheim Way and Farragut Avenue from Industrial Local Streets to Industrial Collector Streets to accommodate oversized truck turning movements and allow the continued movement of goods from the Port of Long Beach to serve the Los Angeles region. The vacant property north of Anaheim Way will be used for the new alignment of the Anaheim Way oversized truck route, and the vacant property east of Farragut Avenue will be used to widen the street. The vacant properties to be used for the new alignments are under the ownership of the Port of Long Beach, are irregular in shape, and are not viable for industrial development, and are therefore appropriate to be used in the re-alignment and re-designation of Anaheim Way and Farragut Street.

As recommended, the re-designation will allow the continued movement of goods from the Port of Long Beach to serve the Los Angeles region, and would be consistent with the above referenced goals, objectives, and policies, of the Framework Element.

6. **Mobility Element.** The General Plan Amendment request is to re-designate Anaheim Way and Farragut Avenue from Industrial Local Streets to Industrial Collector Streets in the Wilmington – Harbor City Community Plan.

Anaheim Way is currently dedicated to a right-of-way width of approximately 64 feet and the roadway is approximately 45 feet. These dimensions most closely resemble the Standard Street Dimensions (per the Mobility Plan and Standard Plan S-470-1) of an Industrial Local Street, which has a designated right-of-way width of 64 feet and a designated roadway width of 44 feet.

Farragut Avenue is currently designated as a Local Street – Standard with a designated right-of-way width of 60 feet and roadway width of 36 feet. The dedicated right-of-way is approximately 60 feet and dedicated roadway is approximately 44 feet.

The project will be required to dedicate and improve the public right-of-way in accordance with S-470-1 Standard Plans to the satisfaction of the Bureau of Engineering. In addition to providing dedications to meet the established Street Standards, the project is also consistent with the following policies of the Mobility Element:

- Policy 1.8: Goods Movement Safety: Ensure that the goods movement sector is integrated with the rest of the transportation system in such a way that does not endanger the health and safety of residents and other roadway users.
- Policy 2.8: Goods Movement: Implement projects that would provide regionally significant transportation improvements for goods movement.
- Policy 2.9: Multiple Networks: Consider the role of each enhanced network when designing a street that includes multiple modes.
- 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 4.12: Goods Movement: Increase public awareness about the importance and economic value of goods movement in the Los Angeles region.
- Policy 5.1: Sustainable Transportation: Encourage the development of a sustainable transportation system that promotes environmental and public health.

The proposed project will re-designate Anaheim Way and Farragut Avenue from Industrial Local Streets to Industrial Collector Streets to accommodate oversized truck turning movements and allow the continued movement of goods from the Port of Long Beach to serve the Los Angeles region. The project proposes new curbs/sidewalks, utilities, street lights, catch basin, and striping, etc.

Entitlement Findings**7. Land Use Legislative Findings.**

- a. **Pursuant to Section 12.32-C of the Municipal Code, and based on these findings, the recommended action is deemed consistent with public necessity, convenience, general welfare and good zoning practice.**

As provided under Finding No. 3, the proposed amendment will be in conformance with public necessity, convenience, general welfare and good zoning practice. The proposed project will re-designate Anaheim Way and Farragut Avenue from Industrial Local Streets to Industrial Collector Streets to accommodate oversized truck turning movements and allow the continued movement of goods from the Port of Long Beach to serve the Los Angeles region. Due to the site's proximity to the Port of Long Beach, the site is critical in the movement of goods from the Port and serves public necessity and general welfare. Furthermore, the vacant properties to be used for the new alignments are under the ownership of the Port of Long Beach. No privately-owned properties nor residentially zoned properties will be directly affected by the re-designation.

Environmental Findings

10. **Environmental Impact Report.** The Port of Long Beach prepared an Environmental Impact Report for the proposed project (SCH No. 2009081079), certified on January 22, 2018. Based on the independent judgement of the decision-maker, after consideration of the whole of the administrative record, the project was assessed in the previously certified EIR, and pursuant to CEQA Guidelines Sections 15162 and 15164, no subsequent EIR, negative declaration, or addendum is required for approval of the project. The records upon which this decision is based are provided in Exhibit D and available with the Project Planning Division of the Planning Department in Room 721, 200 North Spring Street.
11. **Flood Insurance.** The National Flood Insurance Program rate maps, which are a part of the Flood Hazard Management Specific Plan adopted by the City Council by Ordinance No. 172,081, have been reviewed and it has been determined that this project is located outside the flood zone.