

**PLANNING DEPARTMENT TRANSMITTAL  
TO THE CITY CLERK'S OFFICE**  
***SUPPLEMENTAL***  
***CF 17-0401-S2***

<b>CITY PLANNING CASE:</b>	<b>ENVIRONMENTAL DOCUMENT:</b>	<b>COUNCIL DISTRICT:</b>
APCH-2015-3175-ZC	ENV-2015-3749-MND	COUNCIL DISTRICT NO. 15
<b>PROJECT ADDRESS:</b>		
17236 SOUTH HOOVER STREET		
<b>PLANNER CONTACT INFORMATION:</b>	<b>TELEPHONE NUMBER:</b>	<b>EMAIL ADDRESS:</b>
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<b>NOTES / INSTRUCTION(S):</b>	
<p>TRANSMITTAL OF FINDINGS AS MODIFIED BY THE PLANNING &amp; LAND USE MANAGEMENT COMMITTEE ON AUGUST 15, 2017</p>	
<b>TRANSMITTED BY:</b>	<b>TRANSMITTAL DATE:</b>
Claudia Rodriguez Council Liaison	08/17/2017

## **REVISED FINDINGS**

**(As modified by the Planning & Land Use Management Committee on August 15, 2017)**

### **GENERAL PLAN/CHARTER FINDINGS**

#### **1. General Plan Land Use Designation**

The subject site is located within the area covered by the Harbor Gateway Community Plan updated and adopted by the City Council on December 5, 1995. The Plan map designates the subject property as Public Facilities, Public Facilities – Freeway and Low Residential land uses with a zoning of [Q]PF-1 and R1-1.

The zone change from [Q]PF-1 and R1-1 to (T)(Q)R1-1 IS CONSISTENT with the Harbor Gateway Community Plan General Plan Land Use Map.

The Harbor Gateway Community Plan Land Use Map Foot Note 11 states:

“The Public Facility (PF) planning land use designation is premised on the ownership and use of the property by a government agency. The designation of the PF Zone as a corresponding zone is based on the same premise. The Plan also intends that when a board or governing body of a government agency officially determines that a property zone PF is surplus, and no other public agency has indicated an intent to acquire, and the City is notified that the agency intends to offer the property for sale to a private purchaser, then the property may be rezoned to the zone(s) most consistent within 500 feet of the property boundary and still be considered consistent with the adopted Plan.”

The zone that is most consistent within 500 feet of the subject site is the R1-1 Zone. The zone change IS in substantial conformance with the purposes, intent and provisions of the General Plan as reflected in the adopted community plan.

#### **2. General Plan Framework Text**

The Citywide General Plan Framework defines policies related to growth and includes policies for land use, housing, urban form/neighborhood design, open space/conservation, economic development, transportation, and infrastructure/public services. The proposed project IS NOT CONSISTENT based on the objective of the General Plan Framework as described below:

**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.**

The project site is located approximately 150 feet west of the Harbor Freeway (I-110) and the Gardena Freeway (SR-91). The Harbor Freeway Bus Transit Viaduct is located approximately 60 feet above the project site and serves as the southern and eastern boundaries of the project site. The surrounding properties to the north and west are composed of single-family residences on relatively similar sized lots zoned R1-1. Although there are two-story single-family residences along Hoover Street, the proposed project is out of character because the surrounding area consists of mostly one-story single family residences.

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### **3. Harbor Gateway Community Plan**

The proposed project is NOT CONSISTENT with the purpose of the Community Plan, which is intended to encourage and contribute to the economic, social and physical health, safety, and welfare and convenience of the people who live and work in the community because the project's location of approximately 150 feet from the Harbor Freeway (I-110) and the Gardena Freeway (SR-91) would expose sensitive receptors to elevated levels of pollution.

### **4. Zone Change Finding**

*Pursuant to Section 12.32 of the Municipal Code, and based on these findings, the recommended action is deemed NOT CONSISTENT with public necessity, convenience, general welfare and good zoning practice.*

#### **Public Necessity, Convenience, and General Welfare**

The granting of the proposed Zone Change from [Q]PF-1 to (T)(Q)R1-1 would result in a project that addresses public necessity and convenience by providing much needed home ownership opportunities in a Transit Priority Area that is one-half mile from the Harbor Gateway Transit Center. However, it IS NOT CONSISTENT with the general welfare of the Harbor Gateway Community due to the proposed project's impact on traffic circulation and health impacts on future residents from adjacent freeways. Vehicular access to the project site would be limited to one private street that connects the development to Hoover Street. The proposed Private Street and Hoover Street intersection would be misaligned and would result in poor visibility for vehicles and pedestrians. The proposed project's increase in vehicular trips will exacerbate unsafe traffic conditions for existing and future residents in the immediate area. Furthermore, the project is located approximately 150 feet from the Harbor Freeway (I-110) and the Gardena Freeway (SR-91), and would expose sensitive receptors to elevated levels of air pollution, which IS NOT CONSISTENT with Zoning Information (ZI) No. 2427 Freeway Adjacent Advisory Notice for Sensitive Uses.

Due to traffic circulation and health concerns the proposed zone change would not be consistent with general welfare.

#### **Good Zoning Practice**

In 2008, the vacant land was deemed by the California Department of Transportation as excess public land and was sold to the applicant. The proposed Zone Change from [Q]PF-1 to (T)(Q)R1-1 IS NOT CONSISTENT with good zoning practice as this would discourage open space use and hinder connectivity to the Gardena Willows Wetlands Preserve, which is 1,000 feet from the subject property.

### **5. Findings of Fact (CEQA)**

At its meeting on January 17, 2017, the Harbor Area Planning Commission found that the project will result in a traffic impact on the neighborhood based on commission member site visit and public testimony, and thus this environmental finding cannot be made in the affirmative