LOS ANGELES DEPARTMENT OF CITY PLANNING
221 North Figueroa St., Suite 1350
Los Angeles, CA 90012

PROJECT DESCRIPTION

Five Points Union Project
Environmental Case No. ENV-2025-3744-EIR

Project Location: 1480–1660 West Anaheim Street, 2110–3500 North Gaffey Street, 1501 West John S Gibson Boulevard, and additional parcels without formal addresses (APNs 7412-015-003, 7412-022-011, 7412-024-003, and 7412-025-008), Los Angeles, 90731

Community Plan Area: Wilmington–Harbor City and San Pedro Community Plan Areas

Council District: 15—McOsker

Project Description: The Project proposes the redevelopment of the 444-acre Project Site through the Five Points Union (Specific Plan [Specific Plan]), comprised of a commercial and recreational development (Town Center) on the northern portion of the site, and an industrial development (Industrial Center) on the southern portion of the site.

The Town Center would include 337,000 square feet of retail and food service uses (including sit down and drive-through restaurants, grocery store, and a major retailer), a 60,000-square-foot indoor sports facility, and other community serving uses, such as a 500-square-foot police substation and a 5,000-square-foot community meeting/work room, totaling 402,500 square feet of floor area, with building heights up to 65 feet. The Town Center would include surface parking and 27 acres of publicly accessible outdoor areas, including 3 acres of sports fields, two playgrounds, and more than 3.5 miles of walking paths. A new, approximately 1-mile-long sidewalk would also be installed along North Gaffey Street.

The Industrial Center has two development options: the Reduced Outdoor Storage Option and the Additional Outdoor Storage Option. Both Options have the same overall uses, massing, site access, and site layout, but vary in the allocation of indoor and outdoor industrial uses within the southern-most portion of the Industrial Center. Building heights would be permitted up to 115 feet. Surface parking for vehicles and truck trailers, and landscaped areas would be provided.

Under the Reduced Outdoor Storage Option, the Project would include the development of up to 5,982,100 square feet of industrial uses; 184,000 square feet of ancillary office uses generally located within the ground floor and mezzanines of the industrial buildings; up to 402,500 square feet of commercial and recreational uses; and approximately 24 acres of outdoor storage uses such as trailer parking and container storage that would be integrated with, and support, the industrial uses, for a total floor area of 6,568,600 square feet.

Under the Additional Outdoor Storage Option, Building 8, located on the southeastern portion of the Industrial Center, would be reduced by 664,000 square feet to provide for an increase in the outdoor storage areas from 24 acres to 52 acres. Under this Option, the total floor area would be 5,904,600 square feet. Surface parking for vehicles and truck trailers, and landscaped areas, would be provided.

The Project would provide vehicular and pedestrian access improvements, including upgrades to an existing truck tunnel beneath the I-110 Freeway connecting the southeast portion of the Project Site to John S. Gibson Boulevard.

Approximately 199,700 square feet of existing floor area would be removed, along with the removal of existing large-scale bulk liquid storage tanks, refinery process units, other refinery-related equipment and structures, and equipment related to the storage of liquefied petroleum gas. Demolition and removal activities would be followed by remediation of the Project Site.

PREPARED FOR:	PREPARED BY:	APPLICANT:
The City of Los Angeles Department of City Planning	Eyestone Environmental, LLC	Catellus-Deca, LLC

August 2025

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1 INTRODUCTION

An application for the proposed Five Points Union Project (Project) has been submitted to the City of Los Angeles Department of City Planning for discretionary review. The City of Los Angeles, as Lead Agency, has determined that the Project is subject to the California Environmental Quality Act (CEQA). This document provides an overview of the CEQA process that will be conducted for the Project as well as a description of the Project.

1.1 CEQA PROCESS

Below is a general overview of the CEQA process. The CEQA process is guided by the CEQA statutes and guidelines, which can be found on the State of California's website (https://lci.ca.gov/ceqa/guidelines/).

1.2.1 Initial Study and NOP

At the onset of the environmental review process, the City often prepares an Initial Study to determine if the Project may have a significant effect on the environment. However, for this Project, an Initial Study has not been prepared. Instead, all of the environmental topics covered in an Initial Study as set forth in Appendix G of the CEQA Guidelines will be addressed in a Draft EIR.

A Notice of Preparation (NOP) of a Draft EIR is prepared to notify public agencies and the general public that the Lead Agency is starting the preparation of an EIR for a proposed project. The NOP is circulated for a 30-day review and comment period. During this review period, the Lead Agency requests comments from agencies and the public on the scope and content of the environmental information to be included in the EIR. After the close of the 30-day review and comment period, the Lead Agency continues the preparation of the Draft EIR and any associated technical studies, which may be expanded in consideration of the comments received on the NOP.

1.3.2 Draft EIR

Once the Draft EIR is complete, a Notice of Completion and Availability is prepared to inform public agencies and the general public of the availability of the document and the locations where the document can be reviewed. The Draft EIR and Notice of Availability are circulated for a 45-day review and comment period. The purpose of this review and comment period is to provide public agencies and the general public an opportunity to review the Draft EIR and comment on the document, including the analysis of environmental effects, the mitigation measures presented to reduce potentially significant impacts, and the alternatives analysis. After the close of the 45-day review and comment period, responses to comments on environmental issues received during the comment period are prepared.

1.3.3 Final EIR

The Lead Agency prepares a Final EIR, which incorporates the Draft EIR or a revision to the Draft EIR, comments received on the Draft EIR and list of commenters, and responses to significant environmental points raised in the review and consultation process.

The decision-making body then considers the Final EIR, together with any comments received during the public review process, and may certify the Final EIR and approve the project. In addition, when approving a project for which an EIR has been prepared, the Lead Agency must prepare findings for each significant effect identified, a statement of overriding considerations if there are significant impacts that cannot be mitigated, and a mitigation monitoring program.

2 EXECUTIVE SUMMARY

PROJECT TITLE	**Five Points Union Project**
ENVIRONMENTAL CASE NO.	ENV-2025-3744-EIR
RELATED CASES	CPC-2025-3743-GPA-VZC-CA, VTT-084890, and CPC-2025-3745-DA

PROJECT LOCATION	1480–1660 West Anaheim Street, 2110–3500 North Gaffey Street, 1501 West John S Gibson Boulevard, and three parcels without formal addresses (APNs 7412-015-003, 7412-022-011, 7412-024-003, and 7412-025-008), Los Angeles, 90731
COMMUNITY PLAN AREA	Wilmington-Harbor City Community Plan Area and San Pedro Community Plan Area
GENERAL PLAN DESIGNATION	Heavy Industrial, Light Industrial, and Open Space
ZONING	[Q]M3-1, M3-1VL, [Q]M3-2D-CPIO, [Q]M2-2D-CPIO, A1-1XL-O, OS-1XL, and M2-1VL
COUNCIL DISTRICT	CD 15–McOsker

LEAD AGENCY	**City of Los Angeles**
CITY DEPARTMENT	Department of City Planning
STAFF CONTACT	Kathleen King
ADDRESS	221 North Figueroa Street, Suite 1350 Los Angeles, CA 90012
PHONE NUMBER	(213) 847-3624
EMAIL	kathleen.king@lacity.org

APPLICANT	**Catellus-Deca, LLC**
ADDRESS	201 Spear Street, Suite 1100, San Francisco, CA 94105
PHONE NUMBER	(310) 692-4759

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below may be potentially affected by this Project, involving at least one impact that is a "Potentially Significant Impact."

☒ Aesthetics	☒ Greenhouse Gas Emissions	☒ Public Services
☒ Agriculture & Forestry Resources	☒ Hazards & Hazardous Materials	☒ Recreation
☒ Air Quality	☒ Hydrology/Water Quality	☒ Transportation
☒ Biological Resources	☒ Land Use/Planning	☒ Tribal Cultural Resources
☒ Cultural Resources	☒ Mineral Resources	☒ Utilities/Service Systems
☒ Energy	☒ Noise	☒ Wildfire
☒ Geology/Soils	☒ Population/Housing	☒ Mandatory Findings of Significance

DETERMINATION

(To be completed by the Lead Agency)

On the basis of this initial evaluation:

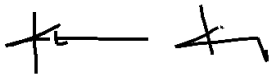
☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☐ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions on the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☒ I find the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.



August 11, 2025

Kathleen King, City Planner | **DATE**

3 PROJECT DESCRIPTION

3.1 PROJECT SUMMARY

The Five Points Union Project (Project) proposes the redevelopment of an approximately 444-gross acre site (Project Site) to be implemented through the proposed Five Points Union Plan Specific Plan (Specific Plan). The Project Site includes the approximately 414.46-acre Phillips 66 Los Angeles Refinery Wilmington (LARW) and two adjacent properties that respectively comprise approximately 19.33 acres and 10.21 acres.[1] The Project would redevelop the Project Site with an integrated industrial development (Industrial Center) in close proximity to the Port of Los Angeles, and a commercial and recreational area (comprised of active and passive outdoor spaces) along the West Anaheim Street corridor (Town Center).

To provide the necessary flexibility to address evolving market conditions during build-out of the Project, two detailed plans (referred to as Reduced Outdoor Storage Option and Additional Outdoor Storage Option) for construction of the Industrial Center will be considered in the EIR and are further described below. Both plans have the same overall uses, massing, site access, and site layout, but vary in the precise allocation of indoor and outdoor industrial uses within the southeastern portion of the Industrial Center. The detailed description of the Project set forth below applies equally to both plans except where otherwise expressly noted in this Project Description.

Under the Reduced Outdoor Storage Option, the Project would include the development of up to 5,982,100 square feet of industrial uses, 184,000 square feet of ancillary office uses generally located within the ground floor and mezzanines of the industrial buildings, and up to 402,500 square feet of commercial and recreational uses, for a total floor area of 6,568,600 square feet and a corresponding floor to area ratio (FAR) of 0.34:1.[2] Under the Reduced Outdoor Storage Option, the Project would also include approximately 24 acres of outdoor storage uses such as trailer parking and container storage that would be integrated with, and support, the industrial uses. Under the Additional Outdoor Storage Option, Building 8, located on the southeastern portion of the Industrial Center area of the Project Site, would be reduced by 664,000 square feet to provide for an increase in the outdoor storage areas from 24 acres to 52 acres. Thus, under the Additional Outdoor Storage Option, the total floor area would be 5,904,600 square feet with a corresponding FAR of 0.31:1.

Under both options, the Town Center located on the northern portion of the Project Site would include retail and food service, an indoor sports facility, and community work/meeting space that would be integrated with approximately three acres of outdoor sports fields. The Town Center would also include approximately 27 acres of community outdoor areas and more than 3.5 miles of community walking paths, including a reconstructed sidewalk along West Anaheim Street. In addition, an approximately one-mile long sidewalk would be constructed along North Gaffey Street. In total, when accounting for

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1 When accounting for prior roadway dedications along West Anaheim Street and North Gaffey Street that comprise approximately 3.63 acres, the Project Site is comprised of 440.38 net acres. The LARW is comprised of 410.89 net acres, while the adjacent properties that are part of the Project Site comprise 10.16 net acres and 19.33 net acres.

2 Floor area herein and within the Specific Plan has been defined using the definition set forth in Section 14.2.7 of the LAMC.

approximately 4.7 acres of outdoor gathering areas within the Industrial Center, the Project would provide approximately 32 acres of outdoor areas. In addition, a total of approximately 106 acres would be landscaped within the entire Project Site under the Reduced Outdoor Storage Option, and a total of approximately 105 acres would be landscaped within the entire Project Site under the Additional Outdoor Storage Option. Under both options, this would include 2.4 acres of landscaping within the public right-of-way along the Project Site frontages of West Anaheim Street and North Gaffey Street.

Under both options, height zones would be established wherein proposed new buildings could range in height from approximately 40 feet along the south side of West Anaheim Street to up to 115 feet on the southern portion of the Project Site.

The Project would also provide new pedestrian connections to the surrounding area. A new approximately one-mile long sidewalk would be constructed along North Gaffey Street, and the sidewalk along West Anaheim Street would be reconstructed farther from the street and include canopy trees on either side for shading and additional buffering from the street. The parcel north of West Anaheim Street would also connect to existing trails within Ken Malloy Harbor Regional Park. Vehicle access for the Town Center would be provided from West Anaheim Street and North Gaffey Street and truck access for the Industrial Center would be limited to John S. Gibson Boulevard, a designated truck route, which provides a direct connection to the I-110 Freeway.

A total of approximately 6,347 vehicle parking spaces and 1,240 trailer parking spaces would be provided within the Project Site at full buildout under the Reduced Outdoor Storage Option and approximately 6,133 vehicle parking spaces and 1,047 trailer parking spaces would be provided under full buildout under the Additional Outdoor Storage Option. To provide for the proposed uses, approximately 199,700 square feet of existing floor area (described in detail below) would be removed along with existing large-scale bulk liquid storage tanks, refinery process units, other refinery-related equipment and structures, and equipment related to the storage of liquefied petroleum gas. Demolition and removal activities would be followed by remediation of the Project Site, and then construction and operation of the industrial, commercial, and recreational uses.

3.2 ENVIRONMENTAL SETTING

3.2.1 Project Location

The Project Site is located at 1480–1660 West Anaheim Street, 2110–3500 North Gaffey Street, 1501 West John S Gibson Boulevard, and three parcels without formal addresses (APNs 7412-015-003, 7412-022-011, 7412-024-003, and 7412-025-008), Los Angeles, 90731. As depicted in Figure 1 and Figure 2 on pages 7 and 8, the majority of the Project Site is generally bounded by West Anaheim Street to the north, the Interstate 110 Harbor Freeway (I-110 Freeway) to the east, North Gaffey Street to the west, and to the south, a small parcel adjacent to Westmont Drive and existing industrial buildings. A 10.21-acre portion of the Project Site is located north of West Anaheim Street and is bounded by Ken Malloy Harbor Regional Park on the west, north, and east. The Project Site also includes a small, 0.08-acre outparcel that is on the east side of the I-110 Freeway, but no industrial, commercial, or recreational improvements are proposed on this outparcel.

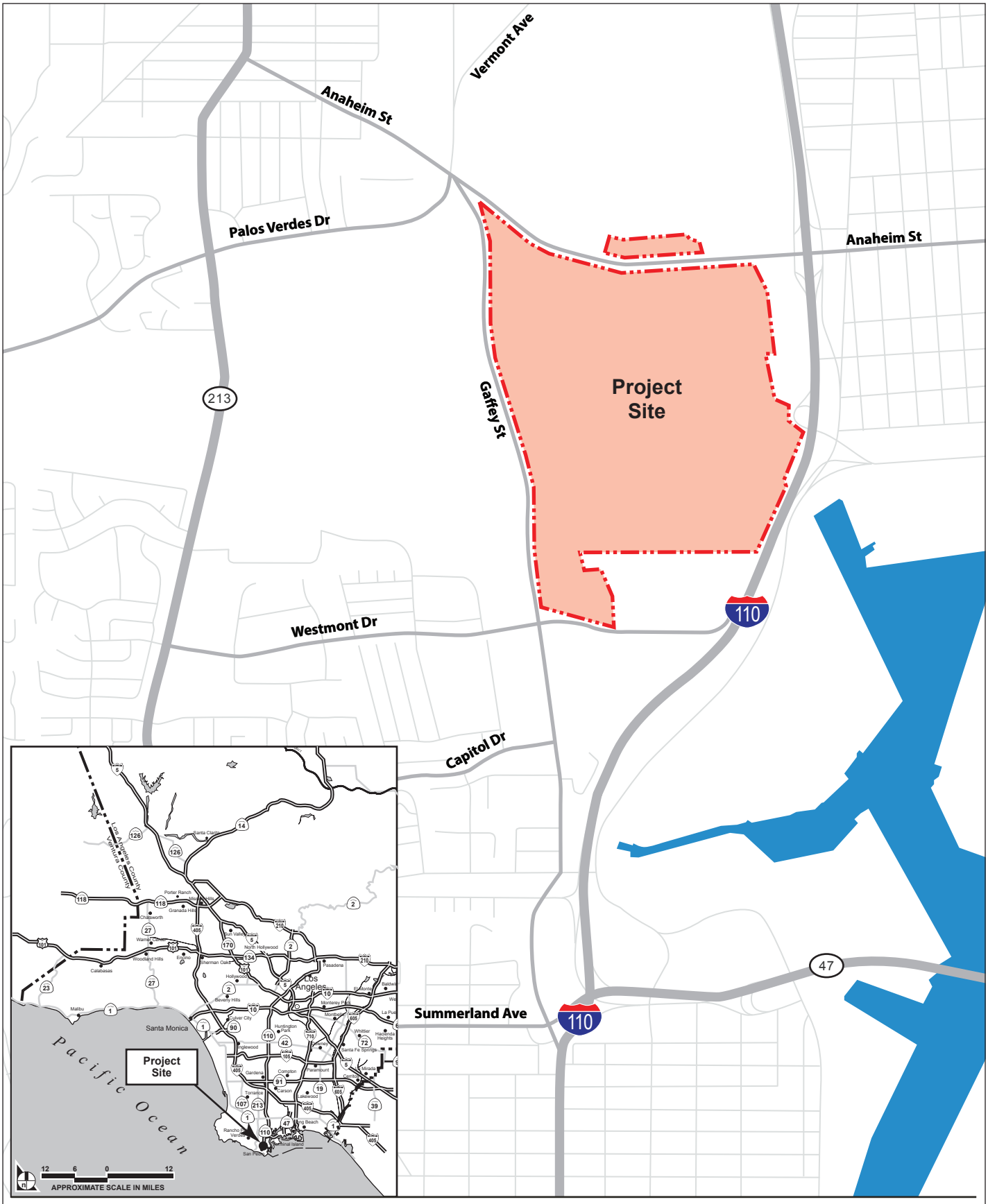

Figure 1
Project Location Map

Source: Eyestone Environmental, 2025.

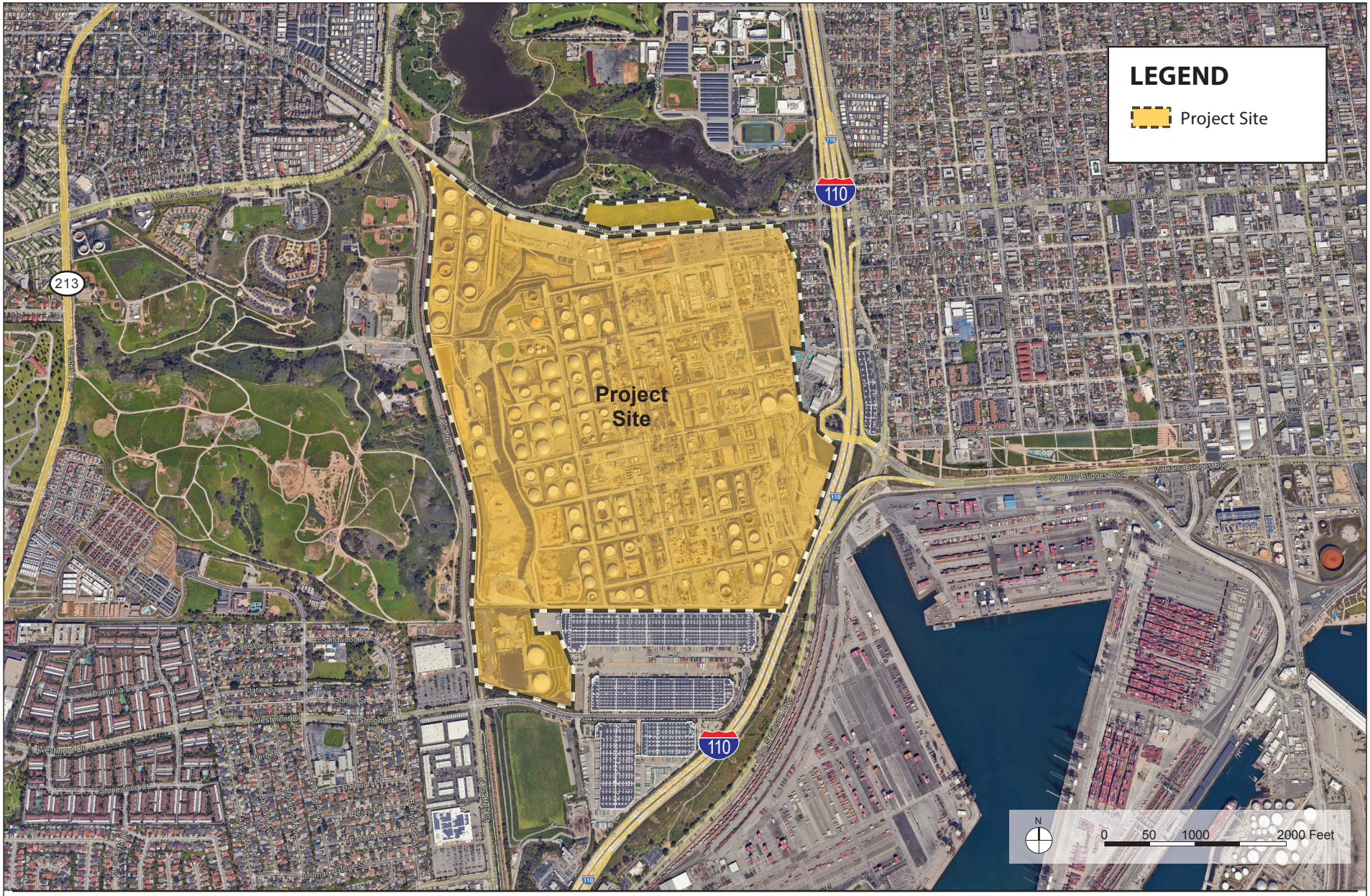

Figure 2

Aerial Photograph of the Project Site and Vicinity

Source: Eyestone Environmental, 2025.

Existing local access to a majority of the Project Site is provided primarily from West Anaheim Street and North Gaffey Street, while regional access in the Project vicinity is provided via the I-110 Freeway. Restricted site access is also available from two locations within the southeastern portion of the LARW via tunnels below the I-110 Freeway: a vehicular tunnel that connects to John S. Gibson Boulevard to the east of the I-110 Freeway, and a rail tunnel that connects to rail tracks to the east of John S. Gibson Boulevard.

A number of bus lines provide transit service throughout the Project Site vicinity, with two bus stops located at (1) Vermont Avenue/Gaffey Street & Anaheim Street/Palos Verdes Drive, and (2) Figueroa Street & Anaheim Street. These include Los Angeles County Metropolitan Transportation Authority (Metro) Bus Lines 232 and 246, as well as the Los Angeles Depart of Transportation (LADOT) Downtown Area Short Hop (DASH) Wilmington line.

3.2.2 Existing Conditions

The 444 gross-acre Project Site includes the 414.46-acre LARW, a 19.33-acre property at 2110 North Gaffey Street used for storage of liquefied petroleum gas, and a 10.21-acre vacant property located to the north of West Anaheim Street across from LARW. A description of existing conditions within these properties is provided below.

Los Angeles Refinery Wilmington

LARW started operation in 1919 and currently produces transportation fuels consisting of California Air Resources Board (CARB)-grade gasoline, Ultra Low Sulfur Diesel (ULSD), and aviation fuel. LARW historically operated crude oil intake and subsequent heating and distillation processes that separated the crude oil into multiple fractions (also referred to as “cuts”) that ranged from light gases and naphtha (liquid hydrocarbon mixtures) to heavier oils and residuals. This initial step of the crude oil separation process is now typically completed off-site. Under typical operating conditions, LARW receives the fractions that are produced off-site either via pipelines or the Phillips 66-operated marine terminal and then processes the fractions received in specialized units to enhance quality and convert heavier fractions into lighter, more valuable fuel products. As part of this process, a fluidized catalytic cracker (FCC) breaks down heavy hydrocarbons into lighter fuels like gasoline and diesel in the presence of a catalyst with a reactor and regenerator system. Another process referred to as hydrocracking uses hydrogen in the presence of a precious metal catalyst under high temperature and pressure to produce cleaner-burning fuels. Other important processes on-site include reforming, which increases the octane rating of gasoline components, and alkylation, which combines smaller molecules to create high-octane blending components in the presence of a sulfuric acid catalyst.

In addition to fuel conversion, LARW implements several treatment and blending processes for fuel to meet environmental and performance standards. In particular, sulfur removal units (hydrodesulfurization) reduce sulfur content to limit air pollution, and units that remove nitrogen compounds and metals ensure fuel stability and equipment protection. Supporting these core processes are utilities such as steam generation, heating and cooling water, and power plants, as well as sophisticated control systems for safety and efficiency. Environmental controls, such as flare systems and wastewater treatment, are integral to minimizing emissions and waste. As part of regular operations, various ongoing infrastructure improvements and changes routinely occur including modifications to pipeline locations and connections in response to changes in demand, as well as idling

of process units for maintenance, turnover and other purposes. LARW as a whole currently (and typically) operates 24 hours a day year-round. The entire operation is continuously monitored on-site and maintained to balance production efficiency, product quality, safety, and regulatory compliance.

LARW currently includes approximately 196,400 square feet of floor area, inclusive of administration, human resources, cafeteria, central control, warehouse, laboratory, shops/maintenance, change house, office, garage and operations buildings. As shown in Figure 2 on page 8, most of these buildings are located within the northern portion of the Project Site. These buildings range in size from 600 to 47,000 square feet and are one and two stories in height. Additional non-occupied buildings include substations, storage and other accessory buildings. The Project Site also includes approximately 1,022 tanks and 7 spheres (pressurized storage vessels) of various capacities and heights with the largest tanks providing a capacity of approximately 12 million gallons with a maximum height of 80 feet. In addition, the Project Site includes various refinery-related equipment and processing structures such as a wet gas scrubber, sulfur recovery unit stacks, flare stacks, deisobutanizers, and fluidized catalytic cracker structures that range from approximately 120 to 210 feet in height. Fired heaters and heat exchangers heat and cool the hydrocarbon fractions to facilitate the separation and re-combination to produce transportation fuels. Miles of pipes of various diameters carry hydrocarbons and utilities throughout the refinery, both for purposes of transporting hydrocarbons to different units within the LARW, as well as receiving and delivering hydrocarbons off-site.

LARW includes a substantial amount of impervious surfaces comprised of concrete and asphalt that provide pads to support buildings, process units, tanks and other on-site equipment as well as to provide vehicular access to the equipment and facilities. In addition, the LARW includes a water treatment facility and a former detention pond within the eastern portion of the refinery. The Project Site also includes rail lines and pipelines that route transportation fuel inputs, utilities, and products to and from LARW. The existing rail lines are serviced by the Pacific Harbor Line in accordance with an existing Spur Track Agreement, and also service two industrial users including one on the Project Site and one directly east of the Project Site. The LARW property also includes various easements. There is also a strip of land owned by Chevron that is situated between LARW and North Gaffey Street. This strip of land extends approximately 1,600 feet along the east side of North Gaffey Street and is generally 10 feet in width, except where it tapers at the north end.

Primary vehicular access to the LARW is provided by West Anaheim Street. Restricted site access is also available from two locations within the southeastern portion of the LARW via tunnels below the I-110 Freeway: a vehicular tunnel that connects to John S. Gibson Boulevard to the east of the I-110 Freeway, and a rail tunnel that connects to rail tracks to the east of John S. Gibson Boulevard. Limited pedestrian access is available via a sidewalk that extends along much of the southern portion of West Anaheim Street along the Project Site and along a small northern portion of North Gaffey Street north of the Project Site boundary. Bicycle lanes in the vicinity of the LARW are provided via both West Anaheim Street and North Gaffey Street. A total of approximately 1,600 vehicle spaces are currently provided within the LARW, with the primary parking areas located south of West Anaheim Street.

The LARW perimeter is secured with chain link and block wall fencing, and the public-facing perimeter of the Project Site along West Anaheim Street and North Gaffey Street is lined with mature trees and shrubs. Additional landscaping within the LARW interior includes trees and shrubs primarily located in the vicinity of the occupied buildings within the northern portion of the LARW. In addition, mature trees are also located along the eastern perimeter of the LARW that abuts the residential neighborhood to

the east. There are a total of 724 trees on the LARW property including 72 trees that are species that are protected by City of Los Angeles Tree and Shrub Ordinance. There is an additional 67 street trees along North Gaffey and West Anaheim Streets (on-site but within a right-of-way easement), of which none are protected species by the City of Los Angeles Tree and Shrub Ordinance.

The topography of LARW site is diverse with elevations that range from 26 feet to 178 feet above mean sea level (AMSL). Overall, the grade drops substantially along Gaffey Street and within the northern portion of the LARW facility.

LARW is zoned [Q]M3-1 (subject to a "Q" Qualified Classification, Heavy Industrial Zone, Height District 1) and M3-1VL (Heavy Industrial Zone, Very Limited Height District).[3] The applicable Qualified Classification is established by Ordinance No. 171439, which limits heights to 45 feet except for oil refineries, and requires new oil refinery structures over 45 feet and within 500 feet of property zoned for residential uses to have plans approved by the Director of Planning, if not already subject to a discretionary approval. In addition, the property is designated for Heavy Manufacturing uses by the Wilmington–Harbor City Community Plan.

2110 North Gaffey Street

The 19.33 acre property at 2110 North Gaffey Street is a liquefied petroleum gas (LPG) storage facility owned and operated by Rancho LPG Holdings, LLC or an affiliate thereof. Operating since 1973, the facility includes two 12.5-million-gallon refrigerated tanks and five 60,000-gallon horizontal tanks. The facility serves as a seasonal storage site for butane, which is both a byproduct of gasoline production (in the summer months) and a blendstock to gasoline (in the winter months). The facility temporarily stores butane during summer months to comply with California air quality regulations and supplies butane for blending into gasoline during winter months. Additionally, the facility handles a smaller amount of propane. The LPG products are transferred via pipeline, truck, and/or rail to off-site heavy industrial customers to support its operation and production of transportation fuels. Operations are currently conducted 24 hours a day year-round.

As shown in Figure 2 on page 8, 2110 North Gaffey is generally developed with paved surfaces that include surface parking areas, tanks and processing equipment and associated pad areas, outdoor storage areas and a retention pond The property also includes an approximately 3,300-square-foot occupied building comprised of approximately 1,700 square feet of administration/office uses and 1,600 square feet of maintenance/shop areas.

Vehicle access to 2110 North Gaffey is provided via two driveways located along North Gaffey Street. In addition, a bicycle lane is provided along North Gaffey Street. There is no sidewalk along the east side of North Gaffey Street adjacent to the property; a sidewalk is located along portions of the west side of North Gaffey across from 2110 North Gaffey Street and along Westmont Drive to the south of the 2110 North Gaffey property.

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[3] There is also a small strip of land within the northeastern portion of the Project Site that includes a flood control easement that is zoned OS-1XL (Open Space, Height District 1-XL). In addition, there is a small triangular parcel to the east of the I-110 Freeway that is zoned M2-1VL (Light Industrial Zone, Height District 1-VL), and has a public facilities and light industrial land use designation

The public facing frontage along 2110 North Gaffey includes a chain link fence with shrubs. The property also includes 95 trees including 2 trees that are protected by the City of Los Angeles Protected Tree and Shrub Ordinance. There are no street trees along this property. The topography of this property ranges from 30 to 125 feet AMSL with slopes that drop from east to west.

2110 North Gaffey is currently zoned [Q]M3-2D-CPIO (Qualified Classification, Heavy Industrial, Height District 2D and San Pedro CPIO Overlay) and [Q]M2-2D-CPIO] (Qualified Classification, Light Industrial, Height District 2D, and San Pedro CPIO Overlay). The applicable Qualified Classification is established by Ordinance Nos. 166272 and 185541, which prohibit certain uses as well as prohibit the enlarging or expanding of existing petroleum and propane-related uses, while allowing such uses to be upgraded, relocated, rearranged, converted and/or altered. The applicable "D" Development Limitation is established by Ordinance No. 185541, and requires new uses and development projects to comply with the San Pedro CPIO District, including the applicable Industrial Subarea regulations. In addition, the property is designated for Heavy and Light Industrial uses by the San Pedro Community Plan.

10.21-Acre Property North of Anaheim Street

The 10.21-acre property located north of West Anaheim Street across from LARW is currently vacant. The property includes approximately 145 trees, of which 7 trees are species that are protected by the City of Los Angeles Protected Tree and Shrub Ordinance. The topography of the property is relatively flat with elevations that range from 26 to 47 feet AMSL.

With regard to access, no vehicular or pedestrian access is currently provided to the property from West Anaheim Street. Designated bicycle access is available along both sides of West Anaheim Street.

The property is currently zoned A1-1XL-O (Agriculture, Extra Limited Height District, Oil Drilling District). In addition, the property is designated for Open Space uses by the Wilmington–Harbor City Community Plan.

3.2.3 Surrounding Land Uses

The Project Site is located in an urbanized area where maritime and goods movement operations associated with the Ports of Los Angeles and Long Beach are the predominant land use and are surrounded by an expansive industrial zone to the south and east. To the north of the Project Site is the City's Ken Malloy Harbor Regional Park, a 231-acre park with a golf course, Machado Lake and an approximately 45-acre freshwater wetland and other park amenities such as barbecue pits and picnic tables, children's playgrounds, bike paths, walking trails, and outdoor fitness areas. Los Angeles Harbor College is located to the east of the park and west of the I-110 Freeway. To the south of the LARW site are large industrial/warehouse buildings and to the south of the 2110 North Gaffey property is a small triangular landscaped area. An athletic field is located immediately south of Westmont Drive. In addition, a four-block residential neighborhood (along Figueroa Place) is located between the northeastern boundary of the Project Site and the I-110 Freeway. To the west of the Project Site, across North Gaffey Street, are various athletic fields, a former military fuel-storage and depot facility, a home improvement center and a self-storage facility. Other uses in the greater Project vicinity include industrial uses, commercial uses, petrochemical facilities, cargo container terminals, rail yards, warehouse and logistics facilities, and related infrastructure, as well as a l residential neighborhood located farther west of Gaffey Street in proximity to the LPG facility located at 2110 North Gaffey Street.

3.3 DESCRIPTION OF PROJECT

3.3.1 Project Overview

The Five Points Union Project (Project) proposes the redevelopment of an approximately 444-gross-acre Project Site through the implementation of a Specific Plan. The Project Site is comprised of the approximately 410.89 net-acre LARW and two adjacent properties that respectively comprise approximately 19.33 net-acres and 10.16 net-acres. The Project would redevelop the Project Site as with an integrated industrial development (Industrial Center) with close proximity to the Port of Los Angeles and a commercial and recreational area (comprised of active and passive outdoor spaces) along the West Anaheim Street corridor (Town Center). To provide the necessary flexibility to address evolving market conditions during build out of the Project, two detailed plans (the Reduced Outdoor Storage Option and the Additional Outdoor Storage Option) for construction of the Industrial Center will be considered in the EIR and are further described below. As depicted in Figure 3 and Figure 4 on pages 10 and 11, both plans have the same overall uses, massing, site access, and site layout, but vary in the precise allocation of indoor and outdoor industrial uses within the southeastern portion of the Industrial Center. The detailed description of the Project set forth below applies equally to both plans except where otherwise expressly noted in this Project Description.

As shown in Table 1 on page 14, under the Reduced Outdoor Storage Option, the Project would include the development of up to 5,982,100 square feet of industrial uses, 184,000 square feet of ancillary office uses generally located within the ground floor and mezzanines of the industrial buildings, and up to 402,500 square feet of commercial and recreational uses, for a total floor area of 6,568,600 square feet and a corresponding FAR of 0.34:1. Under the Reduced Outdoor Storage Option, the Project would also include approximately 24 acres of outdoor storage uses such as trailer parking and container storage that would be integrated with and support the industrial uses as shown Figure 3 on page 15. Under the Additional Outdoor Storage Option, Building 8 located on the southeastern portion of the Industrial Center area of the Project Site would be reduced by 664,000 square feet to provide for an increase in the outdoor storage areas from 24 acres to 52 acres, as more specifically shown on Figure 4 on page 16. Thus, under the Additional Outdoor Storage Option, the total floor area would be 5,904,600 square feet with a corresponding FAR of 0.31:1.

Under both options, the Town Center located on the northern portion of the Project Site that would include retail and food service, an indoor sports facility, and a community work/meeting space that would be integrated with approximately three acres of outdoor sports fields. The Town Center would also include approximately 27 acres of community outdoor areas and more than 3.5 miles of community walking paths, including a reconstructed sidewalk along West Anaheim Street. A new approximately one-mile long sidewalk would also be constructed along North Gaffey Street under both options. In total, when accounting for approximately 4.7 acres of outdoor gathering areas within the Industrial Center, the Project would provide approximately 32 acres of outdoor areas. In addition, a total of 106 acres would be landscaped within the entire Project Site under the Reduced Outdoor Storage option, and a total of approximately 105 acres would be landscaped within the entire Project Site under the Additional Outdoor Storage Option. Under both options, this would include 2.4 acres of landscaping within the public right-of-way along the Project Site frontages of West Anaheim Street and North Gaffey Street.

Table 1
Proposed Development[a]

Project Component/Land Use	Reduced Outdoor Storage Option (square feet/acres/miles)	Additional Outdoor Storage Option (square feet/acres/miles)
Industrial Center		
High-Cube Fulfillment Center—Sort	2,000,000 sf[a]	2,000,000 sf[a]
High Cube Fulfillment Center—Non-Sort	3,982,100 sf[a]	3,318,100 sf[a]
Office—Ground Floor Accessory to Industrial Uses	104,000 sf	104,000 sf
Office -Mezzanine Accessory to Industrial Uses	80,000 sf	80,000 sf
Total Industrial Building Floor Area	**6,166,100 sf**	**5,502,100 sf**
Town Center		
Commercial/Retail (including 500 sf police substation)	270,000 sf	270,000 sf
Food[b]	67,500 sf	67,500 sf
Community Work/Meeting Space	5,000 sf	5,000 sf
Indoor Sports Facility	60,000 sf	60,000 sf
Total Commercial/Recreational Uses	**402,500 sf**	**402,500 sf**
Total Floor Area	**6,568,600 sf**	**5,904,600 sf**
Outdoor Storage Areas	**24 ac**	**52 ac**
Community Outdoor Areas		
Outdoor Sports Fields	**3 ac**	**3 ac**
Active and Passive Outdoor Areas within Town Center	**27 ac**	**27 ac**
Walking Paths within Town Center	**3.5 mi**	**3.5 mi**

ac = acres

mi = miles

sf = square feet

[a] *The Specific Plan would allow for the exchange of high-cube fulfillment center sort square footage and associated ancillary ground floor office uses to non-sort square footage on a one-to-one basis in order to respond to future market demands.*

[b] *The Project includes a total of 337,500 square feet of commercial/retail development within the Town Center. In all cases, this includes 270,000 square feet of non-restaurant commercial/retail uses (including grocery store). The remaining 67,500 square feet of commercial/retail uses may be developed as either restaurant uses or non-restaurant commercial/retail uses. To provide a conservative environmental analysis, all 67,500 square feet will be analyzed as restaurant uses to account for the greater trip, water, and other utility demands of restaurant uses as compared to other non-food service commercial/retail uses.*

Source: Catellus-Deca, LLC, 2025.

Figure 3

Illustrative Site Plan – Option 1, Reduced Outdoor Storage

Source: Ware Malcomb, 2025.

Figure 4

Illustrative Site Plan – Option 2, Additional Outdoor Storage

Source: Ware Malcomb, 2025.

Under both options, height zones would be established wherein proposed new buildings could range in height from approximately 40 feet along the south side of West Anaheim Street to up to 115 feet in height in the southern portion of the Project Site.

The Project would provide new pedestrian connections to the surrounding area. A new approximately one-mile long sidewalk that would be constructed along North Gaffey Street, and the sidewalk along West Anaheim Street would be reconstructed farther from the street and include canopy trees on either side for shading and additional buffering from the street. The Project Site north of West Anaheim Street would also connect to existing trails within Ken Malloy Harbor Regional Park. Vehicle access for the Town Center would be provided from West Anaheim Street and North Gaffey Street with truck access limited to John S. Gibson Boulevard, a designated truck route that provides a direct connection to the I-110 Freeway.

A total of approximately 6,347 vehicle parking spaces and 1,240 trailer parking spaces would be provided within the Project Site at full buildout under the Reduced Storage Option and approximately 6,133 vehicle parking spaces and 1,047 trailer parking spaces would be provided under full buildout under the Additional Outdoor Storage Option. To provide for the proposed uses, approximately 199,700 square feet of existing floor area would be removed along with existing large-scale bulk liquid storage tanks, refinery process units, other refinery-related equipment and structures, and equipment related to the storage of liquefied petroleum gas. These demolition and removal activities would be followed by remediation of the Project Site, and then construction and operation of the industrial, commercial, and recreational uses.

Buildout under the Specific Plan would take place over multiple years in response to market demands and is anticipated to be completed as early as 2037. As discussed below, the Project Applicant is seeking a Development Agreement with a term of 25 years, which could extend the full buildout year to approximately 2053. Nevertheless, the scope of the Project is the same regardless of the buildout timeline. The EIR will analyze both buildout years of 2037 and 2053.

The Specific Plan would establish development standards that would regulate basic planning, design, and development concepts for future development within the Project Site. The Specific Plan would create a regulatory framework that accounts for the special needs of the Project Site and allows for adapting to and addressing potential future changes in technology, market conditions, and space requirements. Accordingly, the Specific Plan would allow for specific permitted industrial, commercial, and recreational land uses as well as the limited exchange of high-cube fulfillment sort-uses and office uses for high-cube fulfillment non-sort uses on a per-square-foot basis, as described further below in Section 3.3.2. The primary development regulations set forth in the Specific Plan would address land use, design, as well as associated implementation procedures. In addition, a Sign District would be established to permit on-site signage.

3.3.2 Permitted Land Uses and Floor Area

As shown in Table 1 on page 14, the Project proposes a Town Center that would include 402,500 square feet of commercial and recreational uses under both Project options. Specific uses would include retail and food uses including sit down and drive-through restaurants, a grocery store, a major retailer, an indoor sports center and other community serving uses such as a police substation and a community meeting/work room. As part of the retail and food uses, alcohol sales are also proposed.

The Project also proposes industrial uses that are anticipated to include high-cube fulfillment centers (with and without sort facilities), trailer parking, and outdoor container storage, as well as ancillary office uses.

In addition to the uses listed above, the Specific Plan would allow for other commercial and industrial uses, such as manufacturing and cold storage (with electric plug-ins for refrigerated truck units) uses, an EV truck charging center, battery storage and Research & Development uses within the Industrial Center. These uses will be identified in the Specific Plan and evaluated at a programmatic level in the EIR.

As noted in Table 1 above, the proposed Specific Plan would allow for the exchange of high-cube fulfillment center sort uses or ancillary ground level office uses for high-cube fulfillment center non-sort use on a per-square-foot basis. However, the permitted floor area within the Industrial Center would not exceed 6,086,100 square feet (not including the 80,000 square feet of ancillary mezzanine office floor area).

3.3.3 Design and Architecture

The Specific Plan would set forth design standards and specific requirements regarding building heights, frontages, setbacks, and other design elements, as further described below. The overall design strategy of the Project and the Specific Plan focus on the creation of an active Town Center within the northern portion of the Project Site along the West Anaheim Street corridor and an Industrial Center in the southern portion of the Project Site.

Town Center

As shown in the Illustrative Site Plans included as Figure 3 and Figure 4 on pages 15 and 16 shown in more detail in Figure 5 on page 19, under both Project options, the 77.38 acre Town Center would provide community serving commercial and recreation uses integrated with active and passive outdoor areas. As shown in the conceptual rendering provided in Figure 6 on page 20, within the portion of the Project to the north of West Anaheim Street, the Project proposes a 60,000-square-foot indoor sports facility, as well as two athletic fields (totaling approximately three acres) to the east of the sports facility. Surface parking for these uses would be provided to the west of the sports facility and along a landscaped setback adjacent to West Anaheim Street.

As shown in Figure 5, the remaining Town Center uses would be provided on the south side of Anaheim Street. The northwest corner of the Project Site, near the intersection of West Anaheim Street and North Gaffey Street, would be programmed with a playground, as shown in the conceptual rendering provided in Figure 7 on page 21. The west side of the Town Center would include a grocery store and police substation, along with additional retail and food opportunities. The center of the Town Center would be a community plaza with flex lawn and seating surrounded by commercial and community-serving uses as shown in the conceptual rendering provided in Figure 8 of page 22. The lawn and surrounding flex space would provide opportunities for farmers markets, seasonal pop-up events, and similar activities as shown in the conceptual renderings included in Figure 9 and Figure 10 on pages 23 and 24. This area also includes an approximately 5,000-square-foot community room/workspace, and a nearby second playground approximately one acre in size. Within the eastern portion of the Town

Figure 5

Illustrative Plan – Town Center

Source: RIOS, 2025.

Figure 6
Conceptual Rendering - View of Soccer Fields and Sports Facility

Source: AO, 2025.

Figure 7
Conceptual Rendering - View of Gateway Playground

Source: AO, 2025.

Figure 8
Conceptual Rendering - View of Town Center

Source: AO, 2025.

Figure 9

Conceptual Rendering - View of Town Center During Farmer's Market

Source: AO, 2025.

Figure 10

Conceptual Rendering – Close-up View of Town Center During Farmer's Market

Source: AO, 2025.

Center, a large-scale retailer with a fueling (gas) station is proposed. Several smaller commercial buildings are also proposed along West Anaheim Street. Parking for these proposed uses would be provided within surface parking areas that would be setback from West Anaheim Street by new landscape buffers.

As described in more detail in Section 3.3.3.4, below, the Town Center includes 27 acres of outdoor community areas, including three acres of sports fields and two playgrounds, as well as more than 3.5 miles of walking paths, including a reconstructed sidewalk along West Anaheim Street. In addition, the area of the Town Center to the north of West Anaheim Street would provide new connections to Ken Mallory Harbor Regional Park to the north. The Project also proposes streetscape improvements along the Town Center frontage at West Anaheim Street, as discussed further below.

The conceptual design of the buildings includes several areas for murals, in recognition of the artistic tradition of the surrounding community. The buildings are set back from the public street frontages to maximize view corridors, while also engaging the street with new sidewalks and parkway trees. The building architecture includes varying parapet heights, facade breaks, and a mix of textures, materials and colors to reduce visual massing and create a more human scale. Community-inspired graphics at key view corridors celebrate local culture and history, reinforcing a sense of place. The entire site is linked by landscaped pedestrian paths and acres of green spaces. Together, these architectural elements unify the site and establish a welcoming, neighborhood-focused environment.

Industrial Center

The Industrial Center has been designed to complement the adjacent industrial uses. Truck ingress/egress to and from the Industrial Center would be limited to the southeastern portion of Project Site, which would provide access to John S. Gibson Boulevard, an established port-serving truck route on the Overweight Container Corridor.[4] Access to the I-110 Freeway in the north or south direction would be provided via John S. Gibson Boulevard to nearby on/off ramps. Access to the I-110 would be directly from John S. Gibson Boulevard, and would not require driving on any neighborhood streets. Access for trucks to and from the Industrial Center would be prohibited on West Anaheim Street and North Gaffey Street.

As shown in the proposed Illustrative Site Plans provided in Figure 3 and Figure 4 on pages 15 and 16, under both options, the Industrial Center would be located on the southern portion of the Project Site, to the south of the Town Center. Under the Reduced Outdoor Storage option, the industrial buildings would include 6,166,100 square feet of industrial uses at full build-out, including high-cube fulfillment center sort and non-sort uses and 184,000 square feet of accessory office space located within the ground floor and mezzanine areas of the industrial buildings. These uses would be located within eight buildings ranging in size from 231,000 to 1,477,000 square feet. As shown in Figure 3, under the Reduced Outdoor Storage Option approximately 24 acres of outdoor industrial storage areas would be concentrated within the 2110 North Gaffey property within the southern portion of the Project Site and

[4] The City of Los Angeles, City of Long Beach and State of California, Department of Public Works approved a measure that allows permits to be granted for overweight container loads on various streets in the Port area, referred to as the Overweight Container Corridor. Refer to the Port of Los Angeles map accessed at www.portoflosangeles.org/business/supply-chain/trucks, July 23, 2025.

within the southeastern portion of the Project Site, as well as integrated within the areas surrounding the proposed industrial buildings.

Under the Additional Outdoor Storage Option, Building 8 would be reduced by 664,000 square feet, with a corresponding increase in the outdoor storage areas for a total of 52 acres of outdoor storage areas. Thus, the total maximum floor area within the Industrial Center would be 5,502,100 square feet. As shown in Figure 4 on page 16, the outdoor storage areas would be located within the 2110 North Gaffey Property, within the southeast portion of the Industrial Center. The proposed industrial uses would be provided in eight buildings (the same total number of buildings as provided for in the Reduced Outdoor Storage Option), which would range in size between 231,000 and 947,100 square feet. As shown in Table 1 on page 14, these buildings would at full build-out include 5,318,100 square feet of high-cube fulfillment center sort and non-sort uses and approximately 184,000 square feet of accessory office space located within the ground floor and mezzanine areas of the industrial buildings, for a total of 5,502,100 square feet of industrial uses at full build-out.

As described below, under both options, the public realm of the Industrial Center would be enhanced via improvements to the North Gaffey streetscape. In addition, the Industrial Center has been designed to be consistent with the requirements of Assembly Bill 98 (AB 98), including AB 98's requirements for energy efficiency, electric vehicle charging, loading bay locations, truck circulation, and buffering and screening. For example, the eastern portion of the Industrial Center adjacent to the residential uses includes a 100-foot landscape buffer that screens the Industrial Center from the adjacent residential uses, and the closest industrial building would have a building face approximately 300 feet from the residential zone, with truck loading bays located even further from the residential uses. Truck loading bays are also oriented away from the neighboring residential uses. As described in more detail in Section 3.3.5, below, the Industrial Center would have a separate entrance for trucks that is accessible via a connection to John S. Gibson Boulevard, an established port-serving truck route on the Overweight Corridor, which would provide direct connection to the I-110 Freeway. Truck entry, exit, and internal circulation routes would be located away from the neighboring residential uses, and there would be no heavy-duty diesel truck drive aisles on the sides of the Industrial Center buildings that are directly adjacent to residential uses.

Under both options, the portion of the Industrial Center adjacent to and visible from the I-110 freeway would include a 475-foot distance between the freeway and the nearest building. The industrial buildings have been located to situate the shortest and smallest buildings, Buildings 1, 2, and 3 (55 feet and ranging from 231,00 square feet to 579,000 square feet) closest to the Town Center, with the tallest and largest buildings, Buildings 6, 7, 8 (115 feet and ranging from 750,000 square feet to 1,477,000 square feet under the Reduced Outdoor Storage Option and 750,000 square feet to 927,000 square feet under the Additional Outdoor Storage Option) in the southern portion of the Project Site, farthest from the nearest residential neighborhood, the Town Center, and the West Anaheim Street corridor. 'Buildings 1, 2, and 3, located south of the Town Center, would be located at a grade that would range from approximately 18 to 27 feet above the Town Center. The industrial building facades facing the Town Center would include colorful graphics reminiscent of murals as shown in the conceptual rendering provided in Figure 11 on page 27. Office uses would be located at two corners of each industrial building. Service and loading areas would be screened them from view and required to be kept clean.

Figure 11

Conceptual Rendering - View from Southern Portion of Town Center Looking West at Northern Portion of Industrial Center

Source: AO, 2025.

3.3.3.1 Height Zones

As part of the Specific Plan, height zones with maximum height limits would be established to regulate building heights throughout the Project Site. These proposed height zones areas shown in Figure 12 on page 29. Each of the height zones is described below.

- Height Zone 1—Town Center north of Anaheim Street would be subject to a 65-foot maximum height limit.
- Height Zone 2—Town Center south of Anaheim Street would be subject to a 40-foot maximum height limit.
- Height Zone 3—Industrial Center 55-Foot Height Limit: The northern portion of the Industrial Center would be subject to a 55-foot maximum height limit.
- Height Zone 4— Industrial Center 75-Foot Height Limit: The central portion of the Industrial Center would be subject to a 75-foot maximum height limit.
- Height Zone 5—Industrial Center 115-Foot Height Limit: The southern portion of the Industrial Center would be subject to a 115-foot maximum height limit.
- Height Zone 6—Industrial Center 55-Foot Height Limit: The southwestern portion of the Industrial Center would be subject to a 55-foot maximum height limit.

The height zones do not represent the actual development footprint of Project buildings. Rather, as shown in Figure 3 and Figure 4 on pages 15 and 16, new buildings would occupy only a portion of the development height envelope permitted in each height zone, and buildings may go up to these established maximum heights. The height zones and associated setbacks and streetscape improvements (discussed below) would guide future development in a manner that would largely concentrate building height and massing behind and/or away from the edges of the Project Site.

3.3.3.2 Streetscape Enhancements and Setbacks

The Project is proposing enhancements to the Project Site's street frontages along West Anaheim Street and North Gaffey Street as depicted in Figures 3 and 4. As shown in the conceptual rendering provided in Figure 13 on page 30 along the West Anaheim Street frontage, the proposed streetscape enhancements focus on creating an inviting, active, and pedestrian-friendly edge. The north side of West Anaheim Street would be developed with new landscaping including canopy trees and ground cover plantings. Currently the south side of West Anaheim Street includes a sidewalk located immediately adjacent to the street with no buffer or landscaping, and an on-road bicycle lane. The Project proposes to add a new tree-lined parkway between the sidewalk and the street, approximately 6 feet in width, which would provide a shaded buffer for pedestrians from the roadway. A new sidewalk would be constructed next to the parkway that is approximately 6 feet in width, and canopy shade trees would be provided on both sides of the proposed sidewalk. Planting within the parkways and street-frontage landscapes would incorporate native and drought-tolerant species. These enhancements are intended to improve walkability, comfort, and visual appeal along the West Anaheim Street corridor, while supporting safer multimodal access via the existing roadway and bicycle lane, which would remain in place.

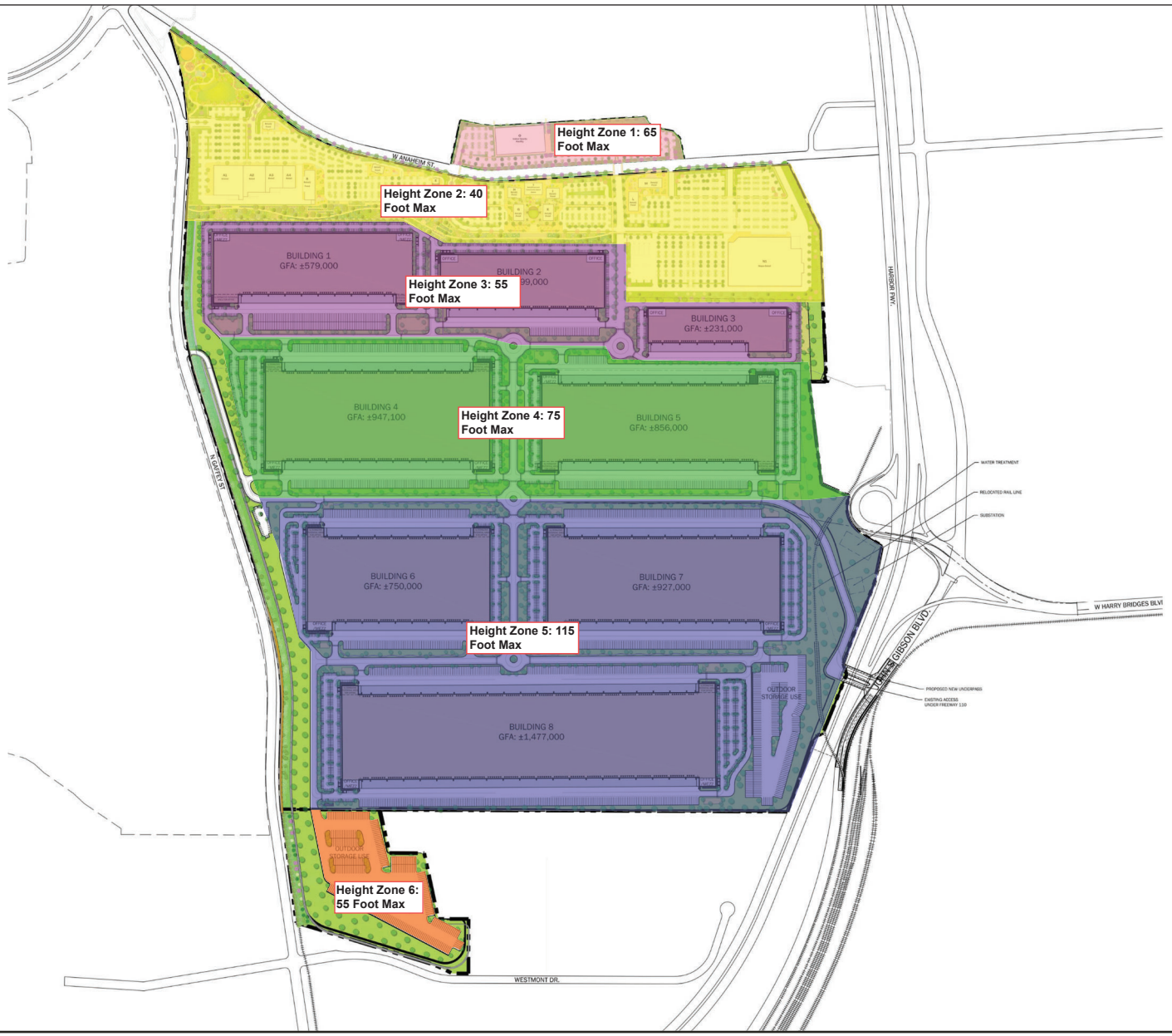

Figure 12
Height Zone Map

Source: Ware Malcomb, 2025.

Figure 13

Conceptual Rendering - View of West Anaheim Street Looking West

Source: AO, 2025.

The North Gaffey Street frontage currently includes an on-street bike lane and no sidewalk. In addition, as discussed above, there is a 10-foot wide parcel owned by Chevron which runs approximately 1,600 feet in length on the east side of North Gaffey Street, approximately 5 feet off the edge of the curb. The Applicant does not own this parcel and does not have any rights to construct improvements (i.e. a sidewalk or trees) on this parcel. The North Gaffey Street frontage area also includes more than 440 trees, many of which are large and mature. The Project would construct a new, approximately 5-foot sidewalk positioned near the edge of North Gaffey Street, located to protect and minimize impacts to the root zones of the numerous existing, mature trees, and support the preservation of healthy existing vegetation adjacent to the right-of-way. The sidewalk has also been located to avoid the approximately 10-foot wide Chevron parcel. Groundcover would be added around preserved trees to enhance ecological and habitat value. In areas without existing trees, additional native and climate-adapted trees and groundcover species would be planted to expand the urban canopy.

The Project also includes building setbacks and buffer areas, including those that comply with AB 98 as discussed in Section 3.3.3.2, above. Along West Anaheim Street, a minimum setback of 25 feet would be implemented for the retail buildings. Along North Gaffey Street a 150-foot setback would be implemented. The building setback along Noth Gaffey Street would incorporate retaining walls in order to preserve existing mature trees and respond to the existing steep grade.

Along the eastern portion of the Project Site adjacent to the residential neighborhood, a 50 -foot landscaped buffer would be provided within the Town Center, and the closest retail building would be approximately 110-feet from the residential zone. Within the Industrial Center, a 100-foot landscape buffer would be provided that would screen the Industrial Center from neighboring residential uses, and the closest industrial building would have a building face approximately 300 feet from the residential zone, with truck loading bays located even further from the residential uses.

3.3.3.3 On-Site Accessible Pedestrian Connectivity, Outdoor Community Areas, and Landscaping

Within the Project Site a pedestrian circulation network would be implemented to provide safe, accessible, and aesthetically-pleasing connections between key program areas. Promenades, walking paths, and trails would link plazas, gardens, sports fields, gathering spaces, and parking lots which would encourage walkability and support a sense of community. The pedestrian network emphasizes site connectivity and integrates directly with nearby open spaces, including connections with Ken Malloy Harbor Regional Park.

Within the Town Center, as shown in Figure 5 on page 19 and Figure 7 on page 21, open play areas include the Gateway Playground and Family Play Slope Playground, both designed to accommodate a wide range of age groups and abilities. These areas feature gardens, play elements, community gathering spaces, and seating. Fitness loops and two full-size soccer fields would provide additional opportunities for active recreation and wellness-oriented programming. Together, these elements are intended to promote equitable access to outdoor spaces and support year-round use by individuals of all ages and abilities. The Town Center has also been designed to incorporate public art and heritage elements, including plazas and promenades for local artist exhibitions.

Under both options, planting design throughout the playgrounds, trails, and walkways would emphasize native and climate-adapted species. Seasonal color and biodiversity featuring species native to the

area would be used, enriching the landscape for users of all ages. Upon completion, the Town Center would provide 27 acres of outdoor areas, including three acres of sports fields, two playgrounds, and more than 3.5 miles of walking paths. The Town Center also includes an approximately 60,000-square-foot sports building with indoor courts. A new sidewalk along North Gaffey Street approximately one mile in length would also provide connections to the regional area from the Project Site.

The Industrial Center would provide areas for employees to walk and sit outside, with pedestrian connections to the Town Center. The Industrial Center includes 4.7 acres of outdoor gathering spaces. In total, the Project Site would provide 106 acres of landscaped spaces under the Reduced Outdoor Storage Option, and 105 acres of landscaped spaces under the Additional Outdoor Storage Option.

As discussed above, there are a total of 964 trees within the Project Site (not including on-site street trees) including 81 trees that are species that are protected by the City of Los Angeles Tree and Shrub Ordinance. In addition, there are 67 street trees within a right-of-way easement within the Project Site, none of which are protected. An estimated 433 on-site trees and 13 street trees would be removed and 531 on-site trees and 54 street trees would be retained. In addition, 1,511 trees would be planted within the Town Center, 1,542 trees would be planted in the Industrial Center and 70 street trees would be planted, resulting in a substantial increase in the number of on-site and off-site trees as a result of implementation of the Project.

3.3.4 Access, Circulation, and Parking

As illustrated in Figure 14 on page 33, vehicular access to the Town Center would be provided via West Anaheim Street and North Gaffey Street. Employees working at the Industrial Center would have direct access via dedicated, separate driveways on North Gaffey Street and John S. Gibson Boulevard. Employee vehicles to the Industrial Center would also have direct access to the Town Center via secure gates internal to the Project Site. Access to John S. Gibson Boulevard is proposed to be provided during construction by use of the existing tunnel below the I-110 Freeway. Truck access to the Industrial Center during Project operations would solely occur through construction of a new access way, generally as shown in Figure 14, which as noted above would provide a connection from the Industrial Center to the I-110 Freeway via John S. Gibson Boulevard, an established port-serving truck route on the Overweight Container Corridor. The specific design and details of the Industrial Center access will be further described and analyzed in the EIR.

As shown in Figure 15 and Figure 16 on pages 34 and 35, pedestrian access to the Project Site would be provided through a new sidewalk along North Gaffey Street and a reconstructed sidewalk along West Anaheim Street. In addition, as shown in Figure 15, new signalized crosswalks are proposed on West Anaheim Street, connecting the Project from the south side of West Anaheim Street to the north side of West Anaheim Street.

As discussed above, bicycle access to the Project Site would continue to be provided by the existing bicycle lanes along West Anaheim Street and North Gaffey Street. These bicycle lanes are not proposed to be modified. In addition, 386 short-term and 386 long-term bicycle spaces would be provided within the Project Site for visitors and employees under the Reduced Outdoor Storage Option and 375 short-term and 375 long-term bicycle parking spaces would be provided under the Additional Outdoor Storage Option.

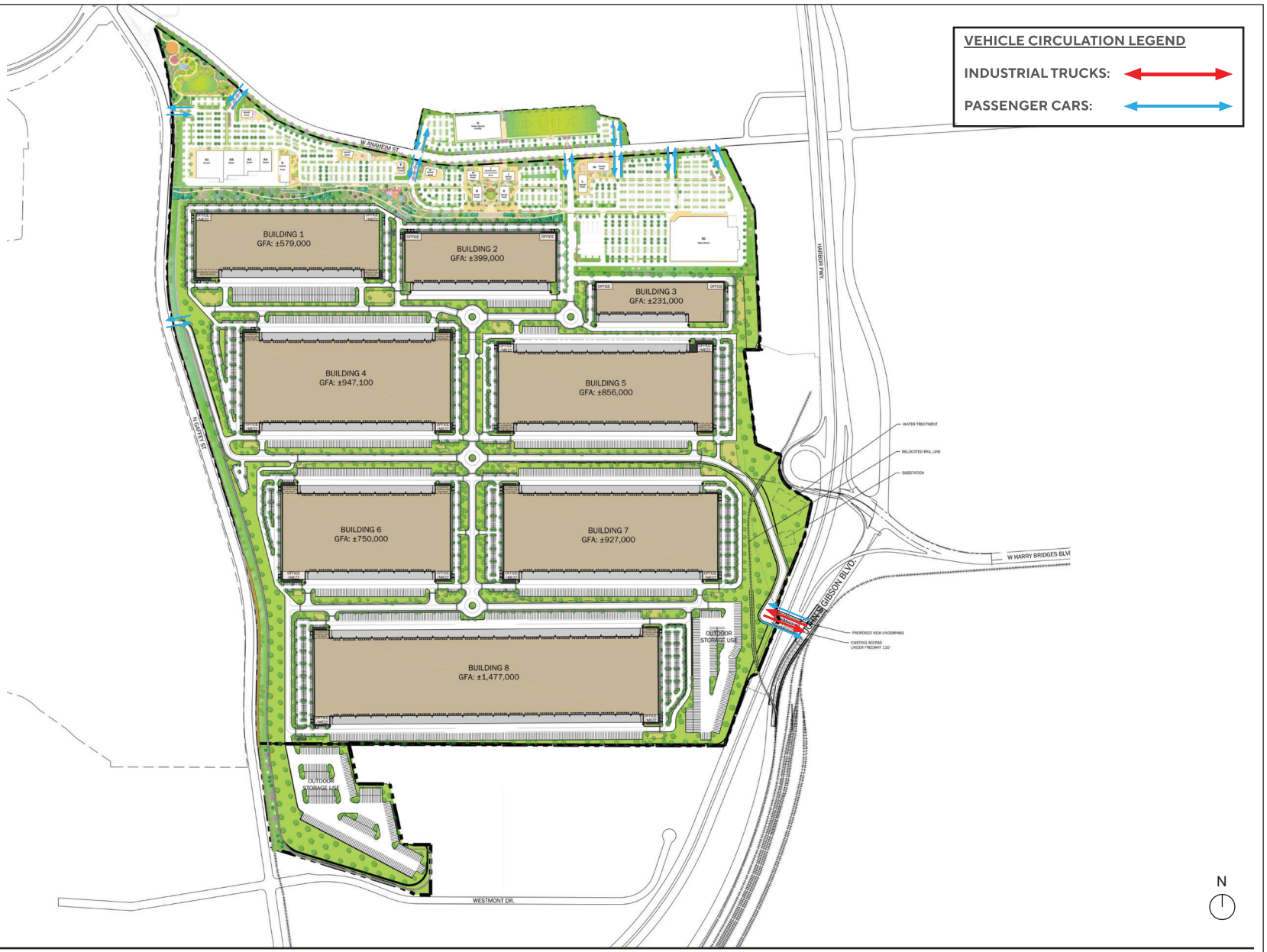

Figure 14
Proposed Vehicle and Truck Access

Source: Ware Malcomb, 2025.

CIRCULATION LEGEND:

- PROPOSED PEDESTRIAN WALKWAYS
- EXISTING PEDESTRIAN WALKWAYS

CIRCULATION DIAGRAM NOTES:

TOTAL LENGTH OF PEDESTRIAN PATHS: 4.81 MILES

N

Figure 15
Pedestrian Access – Town Center

Source: RIOS, 2025.

Figure 16
Pedestrian Access – Industrial Center

Source: Kimley Horn, 2025.

The Project would provide vehicle parking spaces that meet or exceed code required parking, or parking as required in the Specific Plan. A total of approximately 6,347 vehicle parking spaces and 1,240 trailer parking spaces would be provided within the Project Site at full buildout under the Reduced Outdoor Storage Option and approximately 6,133 vehicle parking spaces and 1,047 trailer parking spaces would be provided under full buildout of the Additional Outdoor Storage Option. Non-occupiable structures, such as container and trailer storage, would not require dedicated parking. In addition, the Specific Plan would set forth a process for approval and implementation of a reduced/shared parking plan, so long as an adequate parking supply is maintained.

3.3.5 Lighting and Signage

All lighting would comply with current energy standards and codes while providing appropriate light levels to accent signage, architectural features, and landscaping elements. Light sources would be shielded and/or directed toward the Project Site interior to minimize light spill-over to neighboring buildings and the surrounding area while utilizing low-level exterior lights at the Project Site perimeter, as needed, for aesthetic, security, and wayfinding purposes. Additionally, new street and pedestrian lighting within the public right-of-way would provide appropriate and safe lighting levels on both sidewalks and roadways, while minimizing light and glare on adjacent properties, in compliance with applicable City regulations and with approval by the Bureau of Street Lighting. The glass in building façades would be selected for qualities such as low reflectivity to reduce glare; energy efficiency to limit solar heat gain; high visibility for adequate light transmission; and acoustic performance to reduce noise.

The Project will be subject to Project Site-specific signage regulations to be provided in a Sign District applicable to the Specific Plan boundaries, in conjunction with applicable LAMC signage provisions. Project signage would be integrated with and complement the overall aesthetic character of on-site development and would be designed to both enhance the visual character of the Project Site and create a unified, recognizable identify for the Project Site. Project signage could include general ground level and wayfinding pedestrian signage around the Project Site perimeter, building identification signs, marquee and monument signs, banners, and other sign types such as on-site wall signs. The signage regulations would address the permitted number of signs, sign type, sign height, and the maximum area of signage permitted along each public street frontage. A number of sign types would be prohibited throughout the Project Site, including billboards and off-site signs. Project signage may include both externally and internally lit signs.

3.3.6 Site Security

Project security would be achieved via a combination of physical and operational strategies aimed at providing a secure and safe environment. Fencing, walls, landscaping, and other elements would be used to create a physical barrier at the perimeter of the Project Site to ensure the safety of all users. Operational elements such as 24-hour security, and visual surveillance would further enhance security and safety.

3.3.7 Sustainability Features

The Project would incorporate environmentally sustainable building features and construction protocols required by the Los Angeles Green Building Code and the California Green Building Standards (CALGreen) Code, as well as AB 98. Both in compliance with and, in some cases, in exceedance of

LAMC requirements, a number of specific sustainable design components would be incorporated into the Project, potentially including, but not limited to: solar panels; plumbing fixtures and fittings that comply with the performance requirements specified in the Los Angeles Green Building Code; weather-based irrigation systems; water-efficient plantings with drought-tolerant species; shade trees in public areas; cool roof systems to help reduce energy use; short- and long-term bicycle parking; electric vehicle (EV) charging infrastructure; a transportation demand management (TDM) program; use of daylighting where feasible; energy-efficient lighting; and permeable paving where appropriate. Such measures would address energy conservation, water conservation, and waste reduction and will be further defined in the EIR.

3.3.8 Anticipated Construction Activities and Schedule

LARW is anticipated to begin idling before the end of 2025, at which point cleaning of all operational units in the refinery will commence using the same techniques and methodologies that have regularly occurred every three to five years for a rolling subset of units as part of routine maintenance activities. Consistent with the technical methodologies previously imposed during the aforementioned maintenance work, all units will remain in an idled and preserved condition throughout the Project's environmental review and entitlement process. LARW's operating air, water and waste permits will also be maintained during this environmental review and entitlement process. The Project Site will also maintain access to all utilities that currently serve the Project Site (power, water, etc.).

Construction-related activities associated with the Project would commence with asbestos abatement, demolition of existing buildings, and dismantling of equipment. All equipment will have already been cleaned during the idling process, however if any other cleaning / abatement is required prior to dismantling, this will be conducted as part of the Project. These activities would be followed by soil and ground water remediation conducted under the direction of the Regional Water Quality Control Board and/or the Department of Toxic Substances Control. Remediation would be followed by grading activities to develop the site pads, followed by infrastructure construction (e.g., roadways, site utilities, etc.) and then building construction.

Buildout of the Project could be completed as early as 2037. However, as listed below, the Project Applicant is seeking a Development Agreement with a term of 25 years, which could extend the full buildout year to 2053 in response to market demands that evolve over time. Both buildout years or 2037 and 2053 will be analyzed in the EIR. The scope of the Project is the same regardless of the buildout timeline. Buildout will likely occur in phases, based on market demand and conditions.

Construction activities could occur Monday through Friday from 7:00 A.M. to 9:00 P.M. and between 8:00 A.M. and 6:00 P.M. on Saturday or national holidays, with additional hours that may be approved by the Los Angeles Board of Police Commissioners in accordance with LAMC requirements. The Applicant is seeking to balance cut and fill activities on the Project Site to the extent feasible. However, it is conservatively estimated that earthwork activities necessary for construction would require up to 1,250,000 cubic yards of export and up to 1,000,000 cubic yards of import.

As discussed above, infrastructure improvements including relocation of pipelines routinely occur within the Project Site. These interim construction activities would continue to occur prior to Project approval during the idling process and during the environmental review and entitlement process for the Project, as well as during construction and operation of the Project. As part of the Project, the existing on-site

rail in the southeastern portion of the project, which is owned by Phillips 66, would also be maintained and relocated on-site within the same general vicinity to accommodate the Project.

3.4 REQUESTED PERMITS AND APPROVALS

The list below includes the anticipated requests for approval of the Project. The EIR will analyze impacts associated with the Project and will provide environmental review sufficient for all necessary entitlements and public agency actions associated with the Project. The discretionary entitlements, reviews, permits and approvals required to implement the Project include, but are not necessarily limited to, the following:

1. General Plan Amendment to the Wilmington-Harbor City Community Plan to change the Open Space and Heavy Industrial land use designations and the San Pedro Community Plan to change the Light Industrial and Heavy Industrial land use designations and to add a Footnote to each respective Community Plan establishing the proposed Five Points Union Project Specific Plan as the land use regulatory document for the Project Site, and to include the Zone as a corresponding zone to the proposed land use designations;

2. Vesting Zone Change from A1-1XL-O, [Q]M3-1, M3-1VL, and M2-1VL (Wilmington-Harbor City Community Plan), and [Q]M3-2D-CPIO and [Q]M2-2D-CPIO (San Pedro Community Plan) to the Five Points Union Zone; and a corresponding Code Amendment to add the Five Points Union Zone Zone;

3. A Community Plan Implementation Overlay (CPIO) Amendment to the San Pedro CPIO to remove the Project Site from the San Pedro CPIO Boundary;

4. Establishment of a Specific Plan to regulate development within the Project Site;

5. Establishment of a Signage Supplemental Use District to regulate signage within the Project Site;

6. A Coastal Development Permit (CDP) for related roadway improvements a portion of which may be in the California Coastal Zone;

7. A phased Vesting Tentative Tract Map to subdivide the Project Site into 29 lots; and a haul route for the export of up to 1,250,000 cubic yards and up to 1,000,000 cubic yards of import of soil;

8. Development Agreement pursuant to Government Code Section 65864 et seq.;

9. Certification of an Environmental Impact Report; and

10. City of Los Angeles discretionary and ministerial permits and approvals that are or may be required, including but not limited to temporary street closure permits, grading permits, excavation permits, haul route approvals, street tree removal approvals, foundation permits, retaining walls, sign permits, water, electricity, and other utility approvals, approvals for vehicle, pedestrian, and bicycle improvements and Specific Plan Project Compliance and administrative clearances.

3.5 RESPONSIBLE AND TRUSTEE PUBLIC AGENCIES

A Responsible Agency under CEQA is a public agency with some discretionary authority over a project or a portion of it, but which has not been designated the Lead Agency (CEQA Guidelines Section 15381). A Trustee Agency under CEQA is a state agency having jurisdiction by law over natural resources affected by a project which are held in trust for the people of the State (CEQA Guidelines Section 15386).

The following are or ***may*** be Responsible Agencies for the Project:

- California Coastal Commission (CCC)
- California Department of Conservation Geologic Energy Management Division (CalGEM)
- California Department of Fish and Wildlife (CDFW)
- California Department of Transportation (Caltrans)
- California Department of Toxic Substances Control (DTSC)
- California State Water Resources Control Board
- Los Angeles Regional Water Quality Control Board (LARWQCB)
- California Public Utilities Commission
- California State Lands Commission
- South Coast Air Quality Management District (SCAQMD)
- Los Angeles County Flood Control District (LACFCD)

The following are or may be Trustee Agencies for the Project:

- California Coastal Commission (CCC)
- California Department of Fish and Wildlife (CDFW)
- California State Lands Commission (CSLC)
- California State Water Resources Control Board
- Los Angeles Regional Water Quality Control Board (LARWQCB)