



DEPARTMENT OF CITY PLANNING

RECOMMENDATION REPORT

City Planning Commission

Date: December 12, 2024
Time: After 8:30 a.m.*
Place: Los Angeles City Hall
Council Chamber, Room 340
200 North Spring Street
Los Angeles, CA 90012

The meeting's telephonic number and access code number will be provided no later than 72 hours before the meeting on the meeting agenda published at [Commissions, Boards, and Hearing – 12/12/2024 City Planning Commission](#) and/or by contacting cpc@lacity.org.

Public Hearing: September 18, 2024
Appeal Status: General Plan Amendment is not appealable. All other entitlements are appealable by the Applicant to the City Council if disapproved in whole or in part.
Expiration Date: December 12, 2024
Multiple Approval: Yes

Case No.: CPC-2023-372-GPAJ-VZCJ-HD-SP-CPIOA-HCA
CEQA No.: ENV-2021-10633-EIR
Related Cases: VTT-83500-HCA
Council No.: 15 – McOsker
Community Plan Area: San Pedro
Overlay(s): Pacific Corridor Redevelopment Project Area, San Pedro Community Plan Implementation Overlay (CPIO)
Certified NC: Central San Pedro
Existing GPLU: Low Medium II Residential, Community Commercial
Proposed GPLU: Community Commercial
Existing Zones: RD1.5-1XL-CPIO, C2-2D-CPIO
Proposed Zone: OSP (One San Pedro Specific Plan) Zone
Applicant: Housing Authority of the City of Los Angeles (HACLA)
Representative: Jim Ries, Craig Lawson & Co., LLC

PROJECT LOCATION: 275 West 1st Street (Assessor's Parcel Numbers [APNs] 7449-017-900, 7449-017-901, 7449-017-902, 7449-018-900, 7449-018-901, 7449-018-902, 7455-017-900, 7455-027-929, 7455-027-930, and 7455-027-931)

PROPOSED PROJECT: The One San Pedro Project (Project) would establish the One San Pedro Specific Plan (Specific Plan) to allow for the phased redevelopment of the existing Rancho San Pedro public housing development, which occupies nine city blocks encompassing approximately 19.5 acres (Project Site). The Specific Plan would establish standards to regulate land use, development, and design and would permit a maximum of 1,553 dwelling units, including restricted affordable units, and 130,000 square feet of commercial space. The Project would also incorporate approximately 5.3 acres of publicly accessible open space and provide circulation and public right-of-way improvements.

**REQUESTED
ACTIONS:****ENV-2021-10633-EIR**

1. Pursuant to CEQA Guidelines Sections 15162 and 15164, in consideration of the whole of the administrative record, that the project was assessed in the previously certified **Environmental Impact Report (EIR)** No. ENV-2021-10633-EIR (State Clearinghouse No. 2021010117), certified on November 30, 2023, and no subsequent EIR, negative declaration, or addendum is required for approval of the project.

CPC-2023-372-GPAJ-VZCJ-HD-SP-CPIOA-HCA

2. Pursuant to Charter Section 555 and Los Angeles Municipal Code (LAMC) Section 11.5.6, a **General Plan Amendment** to the San Pedro Community Plan to change the land use designation from Low Medium II Residential to Community Commercial for a portion of the Project Site; and to add the One San Pedro Specific Plan (OSP) Zone as a corresponding zone to the Community Commercial land use designation;
3. Pursuant to Charter Section 555 and LAMC Section 11.5.6, a **General Plan Amendment** to the Transportation Element of the General Plan (Mobility Plan 2035) to reclassify First Street from Harbor Boulevard to Mesa Street from an Avenue II to a Collector Street;
4. Pursuant to LAMC Section 12.32, a **Vesting Zone Change and Height District Change** from RD1.5-1XL-CPIO and C2-2D-CPIO to the OSP Zone; and a corresponding **Code Amendment** to establish the OSP Zone as a Special Zone in a new Section 8.3.5 of Chapter 1A of the LAMC;
5. Pursuant to LAMC Section 12.32, the establishment of a **Specific Plan** to regulate development within the Project Site; and
6. Pursuant to LAMC Sections 12.32 and 13.14, a **Community Plan Implementation Overlay (CPIO) Amendment** to the San Pedro CPIO to remove the Project Site from the San Pedro CPIO boundary.

**RECOMMENDED
ACTIONS:****ENV-2021-10633-EIR**

1. **Find**, based on the independent judgment of the decision-maker, after consideration of the whole of the administrative record, that the Project was assessed in the previously certified **EIR**, Case No. ENV-2021-10633-EIR (SCH No. 2021010117), certified on November 30, 2023; and pursuant to CEQA Guidelines, Sections 15162 and 15164, no subsequent EIR, negative declaration, or addendum is required for approval of the Project.

CPC-2023-372-GPAJ-VZCJ-HD-SP-CPIOA-HCA

2. **Recommend** that the City Council approve a **General Plan Amendment** to the San Pedro Community Plan to change the land use designation from Low Medium II Residential to Community Commercial for a portion of the Project Site; and to add the OSP Zone as a corresponding zone to the Community Commercial land use designation;
3. **Recommend** that the City Council approve a **General Plan Amendment** to the Transportation Element of the General Plan (Mobility Plan 2035) to reclassify First Street from Harbor Boulevard to Mesa Street from an Avenue II to a Collector Street;

4. **Recommend** that the City Council approve a **Vesting Zone Change and Height District Change** from RD1.5-1XL-CPIO and C2-2D-CPIO to the OSP Zone; and a corresponding **Code Amendment** to establish the OSP Zone as a Special Zone in a new Section 8.3.5 of Chapter 1A of the LAMC;
5. **Recommend** that the City Council approve the establishment of the **One San Pedro Specific Plan** to regulate development within the Project Site;
6. **Recommend** that the City Council approve a **CPIO Amendment** to the San Pedro CPIO to remove the Project Site from the San Pedro CPIO boundary; and
7. **Adopt** the attached Findings.

VINCENT P. BERTONI, AICP
Director of Planning



Milena Zasadzien
Principal City Planner



Mindy Nguyen
Senior City Planner



More Song
City Planner

ADVICE TO PUBLIC: *The exact time this report will be considered during the meeting is uncertain since there may be several other items on the agenda. Written communications may be mailed to the *Commission Secretariat, Room 272, City Hall, 200 North Spring Street, Los Angeles, CA 90012* (Phone No. 213-978-1300). While all written communications are given to the Commission for consideration, the initial packets are sent to the week prior to the Commission's meeting date. If you challenge these agenda items in court, you may be limited to raising only those issues you or someone else raised at the public hearing agendized herein, or in written correspondence on these matters delivered to this agency at or prior to the public hearing. As a covered entity under Title II of the Americans with Disabilities Act, the City of Los Angeles does not discriminate on the basis of disability, and upon request, will provide reasonable accommodation to ensure equal access to these programs, services and activities. Sign language interpreters, assistive listening devices, or other auxiliary aids and/or other services may be provided upon request. To ensure availability of services, please make your request not later than three working days (72 hours) prior to the meeting by calling the Commission Secretariat at (213) 978-1299.

TABLE OF CONTENTS

Project Analysis A-1

Project Summary
Background
Project Details
Other Project Considerations
Issues
Conclusion

Findings..... F-1

General Plan/Charter Findings
Entitlement Findings
CEQA Findings

Public Hearing and Communications P-1

Exhibits:

Exhibit A – One San Pedro Specific Plan
Exhibit B – Land Use and Zoning Maps

Environmental Impact Report (EIR) links:

Draft EIR: <https://planning.lacity.gov/development-services/eir/one-san-pedro-project>

Final EIR: <https://planning.lacity.gov/development-services/eir/one-san-pedro-project-0>

PROJECT ANALYSIS

PROJECT SUMMARY

The Project Site is currently developed with the existing Rancho San Pedro public housing complex, a garden-style, multi-family development comprised of 478 units, primarily housed in a variety of two-story buildings situated around outdoor lawn spaces, related surface parking areas, and private streets. The Project proposes the phased demolition of all existing improvements and redevelopment of the entire property over a period of 14 to 20 years. At completion, the Project proposes a maximum of 1,553 new residential units, including approximately 1,090 restricted affordable units, a maximum of 130,000 square feet of new commercial space, and approximately 5.3 acres of Publicly Accessible Open Space (PAOS), as depicted in a conceptual rendering in Figure 1 below.

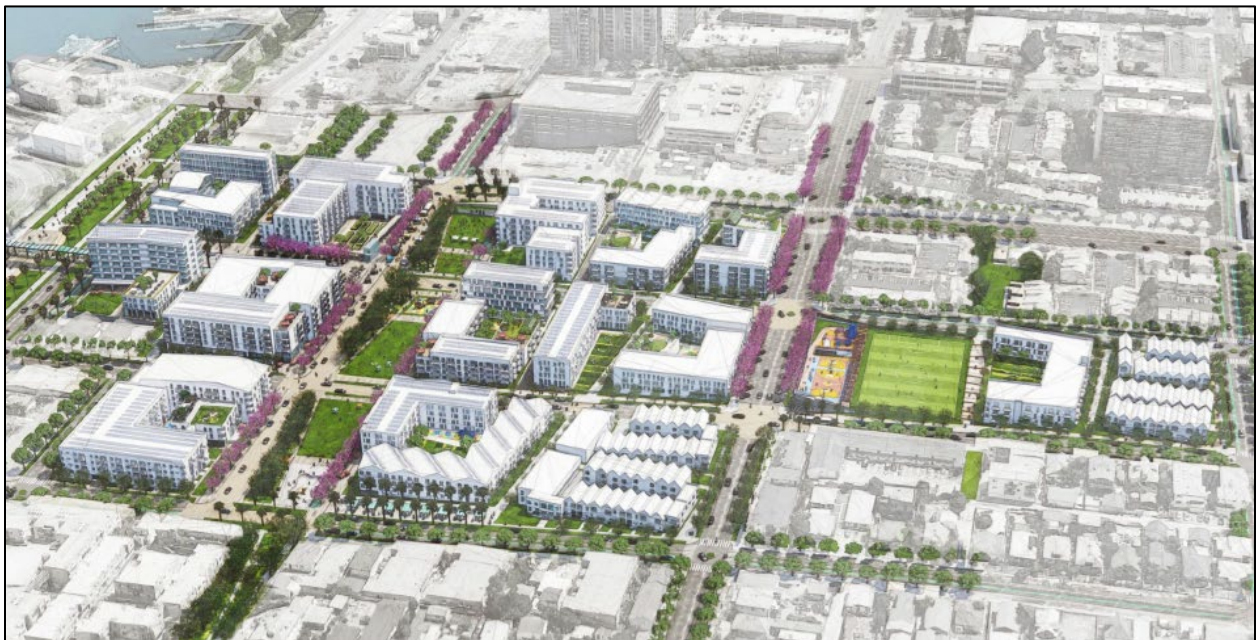


Figure 1: Conceptual Rendering of Project

The Project proposes to establish the One San Pedro Specific Plan (Specific Plan) to regulate all land use, development, and design for the Project. The Specific Plan also establishes street standards and various proposed improvements in the public right-of-way (ROW), including roadway and sidewalk dimensions, traffic signs and signals, and intersection curb extensions. As no individual building designs or plans are available at this stage of the process, the Specific Plan provides the foundational zoning regulations to guide development of the Project in the future, by setting standards for building massing, frontages, and design.

The Project also involves a phased Vesting Tentative Tract Map (VTTM) under related Case No. VTT-83500-HCA, for the merger of portions of existing public ROW into the subject property, re-subdivision of the property into nine master ground lots for the creation of a maximum of 400 airspace lots and 550 condominium units, and a Haul Route for the export of up to 378,645 cubic yards of soil. The VTTM be utilized in concert with the Specific Plan to require physical improvements in the public ROW as each phased map is recorded.

BACKGROUND

Location and Setting

The Project Site is within the San Pedro Community Plan area of the City of Los Angeles (City), in the core of the San Pedro neighborhood, located at the southernmost portion of the City and adjacent to the Port of Los Angeles. As depicted in Figure 2 below, the Project Site is generally bounded by Santa Cruz Street to the north, Harbor Boulevard to the east, 3rd Street to the south, and Mesa Street to the west. The CA-47 and I-110 freeways terminate approximately 1,500 feet to the north/northwest of the Project Site.

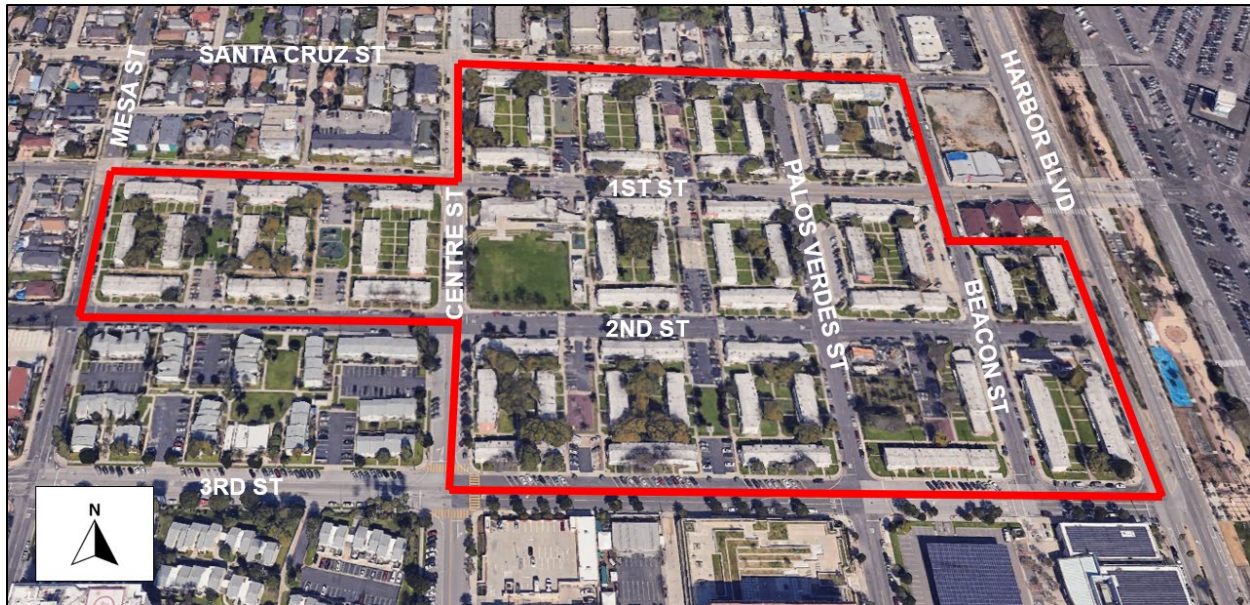


Figure 2: Aerial View of the Project Site and Surroundings

Project Site Characteristics

The Project Site is comprised of nine City blocks, totaling approximately 20 acres in size, which are generally flat. The surrounding area generally slopes gently downwards towards the port and waterfront to the east. The property is developed entirely with the existing Rancho San Pedro public housing complex, a garden-style, multi-family development comprised of 478 units primarily housed in a variety of street-facing two-story buildings situated around internal outdoor lawn spaces. The longer blocks between Palos Verdes Street and Mesa Street also include internal drive aisles and surface parking areas that break up the block length.

The Project Site is located within a Bureau of Engineering (BOE) Special Grading Area. The property is also located within a Liquefaction area, which is land identified by the State of California that is located in the general area of sites that possess the potential for earthquake-induced transformation of loosely packed sediment into a fluid mass, and thus would be required to comply with the applicable regulatory requirements governing construction in such areas. The property is not located within a Very High Fire Hazard Severity Zone, Alquist-Priolo Fault Zone, Landslide Area, Tsunami Hazard Area, Methane Hazard Site, or any other special hazard area.

There are currently 219 significant, non-protected trees and one protected tree on the Project Site, and 14 trees within the public ROW adjacent to the Project Site. The development of the Project would result in the removal of all existing trees, and will be replaced subject to the satisfaction of the Bureau of Street Services, Urban Forestry Division.

Existing Development

The Rancho San Pedro public housing complex is a garden-style, multi-family development comprised of 478 units primarily housed in a variety of two-story buildings situated around outdoor lawn spaces, and related surface parking areas, as depicted in Figure 3 below. Of the 478 existing units, there are 104 one-bedroom units, 255 two-bedroom units, 75 three-bedroom units, 34 four-bedroom units, and ten five-bedroom units.



Figure 3: View of Existing Rancho San Pedro Development Looking East

The Rancho San Pedro development dates to 1942 and was originally developed by the Department of Defense as workforce housing for shipbuilding workers at the nearby Port of Los Angeles. The complex is noted as a historic resource eligible for historic designation, as an example of a large World War II-era public housing development. Although the Project will result in the eventual demolition of the entirety of the existing complex, HACLA is required to create and maintain a physical exhibit within a publicly accessible community room space and an online website documenting the history of the Rancho San Pedro complex and its significance in relation to public and defense worker housing in Los Angeles during World War II and public housing design related to the Garden City and Mid-Century Modern architectural movements.

Existing Land Use and Zoning

The Project Site is located within the San Pedro Community Plan. As depicted in Figure 4 below, the Community Plan designates the majority of the subject property (all but the easternmost two blocks) for Low Medium II Residential land uses (in orange), corresponding to the RD1.5 and RD2 Zones. The easternmost two blocks of the Project Site are designated for Community Commercial land uses (in pink), corresponding to the CR, C1.5, C2, C4, R3, RAS3, R4, and RAS4 Zones.

The portion of the Project Site designated for Low Medium II Residential land uses is presently zoned RD1.5-1XL-CPIO (Residential Zone, Height District 1XL, Community Plan Implementation Overlay). The Low Medium II Residential land use designation permits a variety of single- and multi-family residential uses. Height District 1XL limits maximum building height to 30 feet and maximum floor area ratio (FAR) to 3:1 for the RD1.5 Zone.

As a part of the proposed Project, the Applicant is requesting a General Plan Amendment to allow a uniform land use designation of Community Commercial across the entirety of the Project Site, as well as a Vesting Zone Change and Height District Change to change the zoning to the OSP Zone across the entirety of the Project Site. The OSP Zone will be a Special Zone under Chapter 1A of the Los Angeles Municipal Code (LAMC) and will reflect the zoning regulations, such as permissible height and floor area, prescribed by the proposed Specific Plan.

Surrounding Uses

The Project Site is in an urbanized area and surrounded by a mix of residential and commercial land uses within a range of low- to mid-rise buildings, which are physically separated from the Project Site as follows:

North: To the north of the western portion of the Project Site across 1st Street and the central portion of the Project Site across Santa Cruz Street are various one- and two-story single- and multi-family residential buildings designated for Low Medium II Residential land uses and zoned RD1.5-1XL-CPIO. To the north of the eastern portion of the Project Site across Santa Cruz Street are two three-story, multi-family apartment complexes, with one designated for Low Medium II Residential land uses and zoned RD1.5-1XL-CPIO, and the other designated for Community Commercial land uses and zoned C2-2D-CPIO.

East: To the east of Project Site, across Harbor Boulevard, are properties owned by the City of Los Angeles Harbor Department and developed with surface parking lots used for the Los Angeles Cruise Terminal, as well as the Battleship USS Iowa Museum. These properties are part of the Port of Los Angeles and are subject to the zoning regulations of the Port of Los Angeles' Dual Coastal Plan Zone.

South: To the south of Project Site, across 3rd Street, are various civic facilities including the Port of Los Angeles Administration Building and Los Angeles Port Police. These properties are designated for Regional Commercial land uses and zoned C2-2D-CPIO.

West: To the west of the Project Site, across Centre Street and Mesa Street, are various one- and two-story, single- and multi-family residential buildings designated for Low Medium II Residential land uses and zoned RD1.5-1XL-CPIO.

Public Transit and Bikeways

The Project Site is currently served by Metro J (950) and 205 bus lines, which run down Santa Cruz Street and Harbor Boulevard, respectively, as well as the Los Angeles Department of Transportation (LADOT) Downtown Area Shuttle (DASH) San Pedro bus line. Within the Project Site, bicycle lanes are currently provided along Harbor Boulevard abutting the Project Site to the east.

Streets, Circulation, and Freeway Access

The Project Site abuts Harbor Boulevard to the east, which serves as the primary arterial roadway in the region and connects the Project Site with the I-110 and CA-47 freeways to the north and the commercial core of San Pedro and the Port of Los Angeles to the south. Streets abutting and running through the Project Site include the following:

Santa Cruz Street, adjoining the Project Site to the north, is a Standard Local Street, which requires a half ROW width of 30 feet, including 18 feet of roadway and 12 feet of sidewalk. Santa Cruz Street is currently dedicated to a half ROW width of 30 feet, including 20 feet of

roadway and 10 feet of sidewalk. The Project would provide a two-foot sidewalk easement to meet the required sidewalk dimension under the street designation.

1st Street, adjoining the Project Site to the northwest, is designated by the Mobility Plan 2035 as an Avenue II, which requires a half ROW width of 43 feet, including 28 feet of roadway and 15 feet of sidewalk. 1st Street is currently dedicated to a half ROW width of 35 feet, including 25 feet of roadway and 10 feet of sidewalk. The Applicant is requesting a General Plan Amendment to redesignate 1st Street along the Project Site frontage to a Collector Street, which requires a half ROW width of 30 feet, including 18 feet of roadway and 12 feet of sidewalk. Contingent upon the redesignation, the Project proposes to vacate and merge the excess portions of the public ROW into the Project Site under the related VTTM.

2nd Street, adjoining the Project Site to the southwest, is a Standard Local Street, which requires a half ROW width of 30 feet, including 18 feet of roadway and 12 feet of sidewalk. 2nd Street is currently dedicated to a half ROW width of 30 feet from Harbor Boulevard to Centre Street, including 25 feet of roadway and five feet of sidewalk, and a half ROW width of 32 feet from Centre Street to Mesa Street, including 25 feet of roadway and seven feet of sidewalk. 2nd Street from Harbor Boulevard to Palos Verdes Street is proposed to be closed to vehicle traffic, as delineated in the Specific Plan. The Project would provide a seven-foot sidewalk easement along 2nd Street between Palos Verdes Street and Centre Street, and a five-foot sidewalk easement along 2nd Street between Centre Street and Mesa Street, to meet the required sidewalk dimension under the street designation.

3rd Street, adjoining the Project Site to the south, is designated by the Mobility Plan 2035 as a Collector Street, which requires a half ROW width of 33 feet, including 20 feet of roadway and 13 feet of sidewalk. 3rd Street is currently dedicated to a half ROW width of 40 feet, including 29 feet of roadway and 11 feet of sidewalk. The Project would provide a two-foot sidewalk easement to meet the required sidewalk dimension under the street designation.

Harbor Boulevard, adjoining the Project Site to the east, is designated by the Mobility Plan 2035 as an Avenue I, which requires a half ROW width of 50 feet, including 35 feet of roadway and 15 feet of sidewalk. Harbor Boulevard is currently dedicated to a half ROW width of 65 feet, including 53 feet of roadway and 12 feet of sidewalk. The Project would provide a three-foot sidewalk easement to meet the required sidewalk dimension under the street designation.

Beacon Street, adjoining the Project Site to the east, is a Standard Local Street, which requires half ROW width of 30 feet, including 18 feet of roadway and 12 feet of sidewalk. Beacon Street is currently dedicated to a half ROW width of 30 feet, including 20 feet of roadway and 10 feet of sidewalk. Beacon Street from 1st Street to 3rd Street is proposed to be closed to vehicle traffic, as delineated in the Specific Plan. The Project would provide a two-foot sidewalk easement along Beacon Street between Santa Cruz Street and 1st Street to meet the required sidewalk dimension under the street designation.

Palos Verdes Street, running through the Project Site, is a Standard Local Street, which requires a half ROW width of 30 feet, including 18 feet of roadway and 12 feet of sidewalk. Palos Verdes Street is currently dedicated to a half ROW width of 30 feet, including 20 feet of roadway and 10 feet of sidewalk. The Project would provide a two-foot sidewalk easement to meet the required sidewalk dimension under the street designation.

Centre Street, adjoining the Project Site to the northwest and southwest, is designated by the Mobility Plan 2035 as a Collector Street, which requires a half ROW width of 33 feet, including 20 feet of roadway and 13 feet of sidewalk. Centre Street is currently dedicated to a half ROW width of 30 feet from Santa Cruz Street to 2nd Street, including 20 feet of roadway and 10 feet of sidewalk, and a half ROW width of 37 feet from 2nd Street to 3rd Street, including 30 feet of

roadway and seven feet of sidewalk. The Project would provide a three-foot sidewalk easement between Santa Cruz Street and 1st Street, widen the roadway to 30 feet and provide a 13-foot sidewalk easement between 1st Street and 2nd Street, and provide a six-foot sidewalk easement between 2nd Street and 3rd Street to meet the required sidewalk dimension under the street designation.

Mesa Street, adjoining the Project Site to the west, is a Standard Local Street, with a required half ROW width of 30 feet, including 20 feet of roadway and 10 feet of sidewalk. Mesa Street is currently dedicated to a half ROW width of 30 feet, including 20 feet of roadway and 10 feet of sidewalk. The Project would provide a two-foot sidewalk easement to meet the required sidewalk dimension under the street designation.

Street standards and roadway and sidewalk dimensions, including the various modifications such as easements requested, are proposed to be regulated by the Specific Plan, as discussed under the Mobility and Street Standards Section below.

Land Use Policies

San Pedro Community Plan

The Project Site is located within the San Pedro Community Plan, which designates the majority of the Project Site for Low Medium II Residential land uses and the remainder for Community Commercial land uses. The Community Plan, and the General Plan as a whole, seeks to promote smart and sustainable growth in this area of the City. The Community Plan encourages the expansion of a variety of housing options at all income levels, as well as the provision of supporting services, job opportunities, and open space amenities. The Community Plan considers a variety of housing types at primarily lower levels of density in the Low Medium II Residential land use designation, and envisions a broad array of uses and intensities, including both neighborhood-oriented services and larger community facilities in the Community Commercial land use designation.

Pacific Corridor Redevelopment Plan (Redevelopment Plan)

The Project Site is located within the boundaries of the Pacific Corridor Redevelopment Project Area, adopted on May 1, 2002, by the former Community Redevelopment Agency of Los Angeles (CRA/LA). The Redevelopment Plan establishes a 30-year plan to eliminate and prevent the spread of blight and provides supplemental guidance for development. In 2011, Assembly Bill (AB) x1 26 dissolved all California redevelopment agencies, including the CRA/LA, effective February 1, 2012. AB x1 26, however, did not dissolve adopted redevelopment plans. Therefore, the Redevelopment Plan and its requirements for development within the Redevelopment Project Area are still in effect.

Community Plan land use and zoning designations are used to prescribe permitted uses and zoning regulations within the Redevelopment Plan Area. Section 502 of the Redevelopment Plan states that, "in the event that the General Plan, the applicable Community Plan, or any applicable City zoning ordinance is amended or supplemented with regard to any land use in the Project Area, the land use provisions of this Plan, including without limitation, all Exhibits attached hereto, shall be automatically modified accordingly without the need for any formal plan amendment process". The Project includes a General Plan Amendment, Vesting Zone Change, Height District Change, and the establishment of a Specific Plan, all of which will prescribe use and zoning regulations on the Project Site. Accordingly, these regulations will supersede the provisions of the Redevelopment Plan where applicable, should the requested entitlements be approved.

San Pedro Community Plan Implementation Overlay (CPIO)

The Project Site is located within the boundaries of the San Pedro CPIO, established under Ordinance No. 185,539, effective June 26, 2018. The CPIO prescribes design and development standards to implement the programs, policies, and design guidelines of the Community Plan and divides the subject area into several distinct subareas, each with their own tailored regulations. The Project Site is located within the Central Commercial E and Multi-Family Residential subareas of the CPIO. The Central Commercial subareas are comprised of specific commercial corridors, intersections, and blocks in the Community Plan area that reflect welcoming entryways into the San Pedro neighborhood, as well as well-designed commercial and residential districts that serve the daily needs of local residents, employees, and visitors. These subareas guide a wide range of development, from compact, low-scale, one- to two-story developments to medium-scale, five- to seven-story developments and promote the establishment of neighborhood and community uses, such as markets, pharmacies, restaurants, barber and beauty shops, small professional offices, childcare facilities, art studios and galleries, as well as residential uses. The Central Commercial E subarea are intended to create active, pedestrian-oriented streets through building orientation, facade articulation, and ground floor transparency to commercial and community uses. The Multi-Family Residential subarea is comprised of the multi-family residential neighborhoods in the Community Plan area and supports housing for all income groups and encourages convenient access to commercial districts. This subarea provides development standards that convey individual residential uses, create compatibility with existing development through transitions, scale, and siting, as well as maximize amenities such as on-site recreational facilities, community meeting spaces, and useable private and/or public spaces, to improve the quality of life for residents.

Relevant Cases

On-Site Cases

The subject property consists of various lots associated with different components of the Project and different entitlement requests, distinguished as follows:

CPC-2023-372-GPAJ-VZCJ-HD-SP-CPIOA-HCA: For the purposes of the entitlement requests before the CPC, the Project Site comprises 16 lots encompassing approximately 20 acres . The Project Site encompasses APNs 7449-017-900, 7449-017-901, 7449-017-902, 7449-018-900, 7449-018-901, 7449-018-902, 7455-017-900, 7455-027-929, and 7455-027-930, and 7455-027-931. The proposed Specific Plan also encompasses and aligns with all of these APNs, including APN 7455-027-931, a parcel comprising four lots owned by the City of Los Angeles Department of Recreation and Parks. Although the Applicant, HACLA, does not own this parcel, it is included as a part of the entitlements requests before the City Planning Commission, per the action of the City Council in initiating the General Plan Amendment for the Project. The requested entitlements for this case are discussed in the Requested Entitlements section below.

VTT-83500-HCA: On May 28, 2024, the Deputy Advisory Agency approved Vesting Tentative Tract Map No. 83500-HCA, for the merger and re-subdivision of the subject property into nine ground lots, a maximum of 400 airspace lots, and a maximum of 550 residential condominium units; and a Haul Route for the export of up to 378,645 cubic yards of soil.

The VTTM does not include the Department of Recreation and Parks properties encompassing APN 7455-027-931. The VTTM comprises the remaining 12 lots, encompassing approximately 19.5 acres (851,685 square feet) before dedications and vacations.

ENV-2021-10633-EIR: The scope of the EIR for the proposed Project considered under Case No. ENV-2021-10633-EIR (SCH No. 2021010117), certified by HACLA on November 30, 2023,

includes the entirety of the Project Site and two additional APNs, 7449-014-013 and 7449-014-014, for the property located at 319-327 Harbor Boulevard. As discussed in the EIR, this property is included for the purposes of environmental analysis as HACLA proposes a development project on the site; however, this property is not a part of the VTTM or entitlement requests before the CPC. Construction of a multi-family residential building on the site is currently underway and is nearing completion.

Off-Site Cases

CPC-2007-1513-GPA-ZC-HD-CDO-SPR: On May 13, 2010, the City Planning Commission recommended that the City Council approve a General Plan Amendment, Zone Change, and Height District Change and approved a Site Plan Review and Project Compliance with the San Pedro Community Design Overlay District in conjunction with the demolition of an 11-story office building and the construction of a 16-story residential building at 319-327 North Harbor Boulevard. On October 6, 2010, the City Council approved the CPC's recommendations, and on October 18, 2010, the Mayor signed the Ordinance.

CPC-2005-1988 GPA-ZC-ZV: On July 13, 2006, the City Planning Commission recommended that the City Council approve a General Plan Amendment and Zone Change and denied a Zone Variance in conjunction with the construction of a five-story residential building at 111 North Harbor Boulevard. On February 6, 2007, the City Council approved the CPC's recommendations, and on February 21, 2007, the Mayor signed the Ordinance.

CPC-2003-8776-ZC-GPA-ZAA-SPR: On June 10, 2004, the City Planning Commission recommended that the City Council approve a General Plan Amendment and Zone Change and approved a Zoning Administrator's Adjustment and Site Plan Review in conjunction with the demolition of an 11-story office building and the construction of a 16-story residential building at 255 West 5th Street. On April 21, 2006, the City Council approved the CPC's recommendations, and on April 26, 2006, the Mayor signed the Ordinance.

Requested Entitlements

In conjunction with the proposed Project, the Applicant is requesting the following entitlements:

General Plan Amendments

The majority of the Project Site is currently designated for Low Medium II Residential land uses, while the easternmost two blocks are designated for Community Commercial land uses. The Applicant is requesting a General Plan Amendment to the San Pedro Community Plan to change the land use designation on the portion of the Project Site that is designated Low Medium II Residential to Community Commercial, to achieve a uniform land use designation throughout the entire site.

The Applicant is also proposing the OSP Specific Plan (discussed in more detail below), with the creation of a new OSP Zone; accordingly, the Applicant is also requesting to add the proposed OSP Zone as a corresponding Zone to the Community Commercial land use designation.

The Applicant is also requesting a General Plan Amendment to the Mobility Plan 2035 to reclassify 1st Street abutting the Project Site (between Harbor Boulevard and Mesa Street) from an Avenue II to a Collector Street, as discussed in the Streets and Circulation section above. By downgrading the street designation, the required total ROW width and the roadway width would be reduced, and the Project proposes to vacate and merge the excess portions of the public ROW into the Project Site under the related VTTM.

Vesting Zone Change and Height District Change

The majority of the Project Site is currently zoned RD1.5-1XL-CPIO, while the easternmost two blocks are zoned C2-2D-CPIO. The Applicant is requesting a Vesting Zone Change and Height District Change to change the zoning across the entirety of the Project Site to the OSP Zone to enable the development of the proposed Project per the zoning and land use provisions to be prescribed by the proposed OSP Specific Plan.

Code Amendment

Corresponding to the legislative actions above, the LAMC would be amended to add the new OSP Zone as a Special Zone in a new Section 8.3.5 of Chapter 1A of the LAMC.

Specific Plan

The Project proposes to establish the One San Pedro Specific Plan to regulate all land use, development, and design for the Project. The Specific Plan also establishes street standards and various proposed improvements in the public ROW, including roadway and sidewalk dimensions, traffic signs and signals, and intersection curb extensions. The Specific Plan is discussed in further detail below.

CPIO Amendment

The Project is currently located within the boundaries of the San Pedro CPIO; however, development of the Project Site will be subject to the zoning, land use, and other development regulations as prescribed by the Specific Plan. To ensure consistency and avoid potential conflicts with provisions in other plans/overlays, the Applicant is requesting an Amendment to the San Pedro CPIO to remove the Project Site from the boundaries of the CPIO.

PROJECT DETAILS

Overview

The OSP Specific Plan (Specific Plan) would establish regulatory land use and zoning controls aimed at addressing the unique characteristics and activities associated with the proposed development envisioned by HACLA for a new mixed-use public housing development. The Specific Plan would include land use regulations such as use, density, height, floor area, design standards, open space, parking, and public ROW improvements, among other provisions. As no individual building designs or plans are available at this stage of the process, the Specific Plan provides the foundational zoning regulations to guide development of the Project in the future, including regulations on height, massing, frontages, transparency, and other building design features. The Specific Plan regulations would supersede the LAMC regulations for development within the boundaries of the Specific Plan, and the regulations would apply only to scopes of work that are defined as a "Project".

Development and buildout of the Project Site would be phased over a period of 14 to 20 years. As no individual development plans exist at this stage of the process, the requested entitlements set the baseline approvals for the Project, with future additional review required for individual development projects pursuant to the proposed Specific Plan (discussed in further detail below under the Procedures Section). Similarly, the related VTTM is a phased map, for which future unit maps will be recorded in conjunction with individual development plans at that time.

The complex is owned by HACLA and is subject to both State (California Department of Housing and Community Development) and Federal (United States Department of Housing and Urban Development) requirements. It is anticipated that HACLA would retain ownership over the Project Site, but some individual development projects may be managed by or sold to other entities.

The Specific Plan has been crafted in response to extensive outreach and coordination between HACLA, City Planning, elected officials in the City, and the community. Accordingly, the Specific Plan aims to memorialize extensive community feedback regarding the proposed Project. In general, the Project proposes strict limitations on building height and maximum Floor Area Ratio (FAR) purposefully throughout the Project Site to respect existing patterns of development in the area. The Specific Plan also carefully considers land uses and imposes various permissions, restrictions, supplemental standards, and prohibitions in response to community feedback regarding desired and undesired uses in the community. The provisions of the Specific Plan are discussed in greater detail in the following paragraphs.

New Zoning Code (Chapter 1A)

Zoning regulations for the City of Los Angeles are currently contained within Chapter 1 of the LAMC. Over the last several years the Department of City Planning (City Planning) has been embarking on a comprehensive update of the City's zoning system, structured as a new Chapter 1A of the LAMC. Chapter 1A envisions a fundamental restructuring of the City's zoning regulations, which are currently primarily use-based; instead, Chapter 1A creates a new form-based zoning system with five primary designations (known as "Districts"), each of which prescribe certain regulations: 1) Form District, 2) Frontage District; 3) Development Standards District; 4) Use District, and 5) Density District. Contained within these Districts are development standards that currently exist under Chapter 1 of the LAMC, such as building height and floor area, as well as various design standards that Chapter 1 does not presently regulate, such as building width and parking structure screening. Eventually, Chapter 1A will supersede Chapter 1 and serve as the only Zoning Code for the City. However, in the interim, until all areas within the City have been updated and properties remapped using the new zoning system, properties in areas not yet updated will be regulated by the provisions of the existing Chapter 1 of the LAMC. Only when the entire City has been rezoned using the new zoning in Chapter 1A will Chapter 1 be removed from the LAMC.

The new Zoning Code will be applied incrementally on a geographic basis through the update of the City's Community Plans. In updating the Community Plans, the new zoning tools provided in Chapter 1A will be applied to properties within each Community Plan area. The first of the Community Plans to be updated (and thus, the first of the properties in the City to be subject to the new zoning regulations of Chapter 1A) is the Downtown Community Plan, which is anticipated to be effective in early 2025.

The Project Site is located within the San Pedro Community Plan area, which is currently being updated and is anticipated to be effective in 2025-2026. For consistency and longevity purposes, the OSP Specific Plan is anticipatorily developed in line with the structure of Chapter 1A. Accordingly, the proposed OSP Zone corresponds to a Form District, Frontage District, Development Standards District, Use District, and Density District, each delineated in Sections 6, 7, 8, 9, and 10 of the Specific Plan, respectively. The Specific Plan prescribes the respective regulations and standards within each District in each of those sections.

Specific Plan Boundaries

The boundaries of the Specific Plan, shown in Figure 5 below, include nine City blocks generally bounded by Santa Cruz Street to the north, Harbor Boulevard to the east, 3rd Street to the south, and Mesa Street to the west.

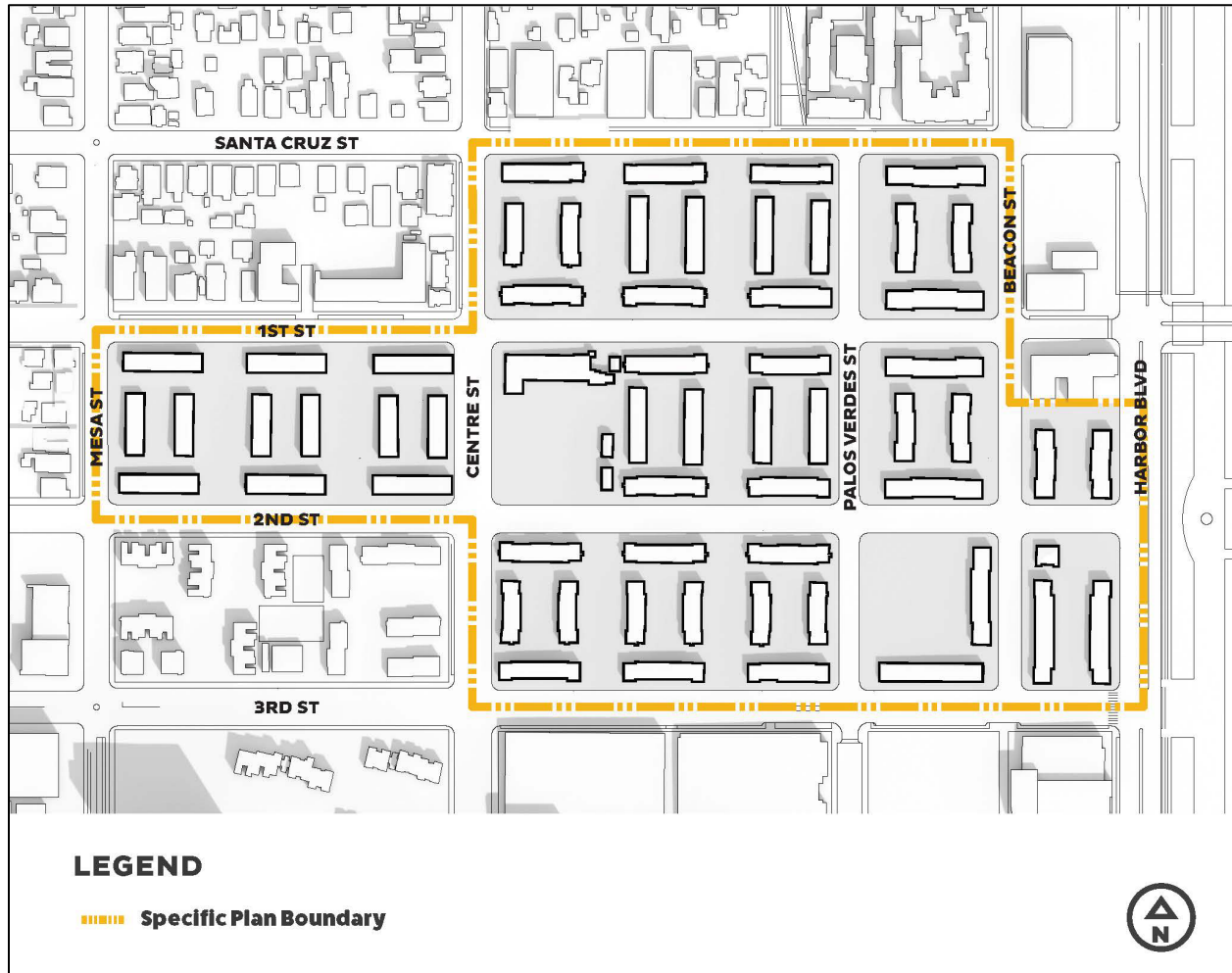


Figure 5: Specific Plan Boundaries

Specific Plan Phases

The Project is split into phases to facilitate the sequenced development of a certain number of new units, the movement of some existing residents into those units, and the subsequent demolition of those (vacant) units. The Project involves an off-site development project at 319-327 North Harbor Boulevard (which is not a part of the Project before the CPC) which is nearing completion. Following this, the first batch of current residents within the Project Site will be moved to this new building, enabling the development of the subsequent phases of the Project.

HACLA proposes to develop the Project in three phases over a period of 14 to 20 years, as shown in Figure 6 below. The first Phase consists of the blocks bounded by 1st Street, 2nd Street, Palos Verdes Street, and Mesa Street. The second Phase consists of the blocks generally bounded by 1st Street, 2nd Street, 3rd Street, Harbor Boulevard, Palos Verdes Street, and Mesa Street. The third Phase consists of the remainder of the Project Site, including the blocks generally bounded by Santa Cruz Street, 1st Street, Beacon Street, and Centre Street.

Each phase is limited with regards to a maximum allowable number of residential units and commercial floor area (as discussed in the Density Section below).



Figure 6: Specific Plan Phases

Specific Plan Subareas

The Specific Plan is divided into four Subareas, as depicted in Figure 7 below; these Subareas correspond to a general pattern of intensity of use and scale of development.

Waterfront Subarea

The Waterfront Subarea is bounded by 1st Street, 3rd Street, Harbor Boulevard, and Beacon Street and covers the easternmost two blocks of the Project Site. The Waterfront Subarea concentrates the greatest intensity of uses and development standards towards the east of the Project Site along Harbor Boulevard, the main arterial roadway in the area, as well as the Port of Los Angeles. This Subarea permits the greatest variety of uses (as discussed in the Use Districts Section below) as well as the highest maximum building height and FAR (as discussed in the Form Districts Section below).

Neighborhood Core Subarea

The Neighborhood Core Subarea is generally bound by Santa Cruz Street, 3rd Street, and Beacon Street and covers the central portion of the Project Site (and abuts the Neighborhood

General Subarea to the west). This Subarea envisions moderately intensive mixed-use development oriented around a centerpiece linear open space in the heart of the Project Site.

Neighborhood General Subarea

The Neighborhood General Subarea is generally bounded by Santa Cruz Street, 3rd Street, and Mesa Street and covers the western portion of the Project Site (and abuts the Neighborhood Core Subarea to the east). This Subarea envisions development more like the existing low- to medium-density multi-family residential neighborhoods abutting the Project Site to the west and prescribes more modest maximum building heights and FAR.

Open Space Subarea

The Open Space Subarea delineates significant sections of the Project Site reserved for the development of PAOS, including parks, recreation fields, and pedestrian paseos. This Subarea also permits development of buildings for recreation purposes only, such as community centers or public gymnasiums.



Figure 7: Specific Plan Subareas

Procedures

Section 4 of the Specific Plan defines the scope of a "Project" (among other definitions) while Section 5 establishes procedures for "Project" review. Generally, the Specific Plan would define

a “Project” as any activity that would result in the construction, erection, addition to or structural alteration of any building or structure, or improvement in whole or in part within the Specific Plan area that requires the issuance of a building permit or use of land permit, with some exceptions related to remodeling, demolition, maintenance, and existing nonconforming buildings. Most new development on the Project Site could be reviewed by City Planning through a streamlined Administrative Review process, contingent upon submitted plans being in substantial conformance with the zoning, development, and design regulations of the Specific Plan.

Projects that do not comply wholly with any Specific Plan standards would have the option of applying for Alternative Compliance, which requires discretionary review by the Director of Planning or their designee, to demonstrate that the project would otherwise meet the intent of the standards. In addition, a discretionary Project Compliance process shall be required for any density or floor area reallocation proposal between phases (as discussed in the Phasing section below). Any Projects which are not eligible for Administrative Review, Alternative Compliance, or Project Compliance shall be subject to the discretionary Project Adjustment, Project Exception, Specific Plan Interpretation, and/or Specific Plan Amendment processes as set forth in Sections 13B.4.6 and 13B.1.2 of Chapter 1A of the LAMC.

Additionally, all Projects would be required to comply with Environmental Standards, which correspond to the One San Pedro Project EIR Mitigation Monitoring Program (Appendix A of the Specific Plan).

Form Districts

Section 6 of the Specific Plan prescribes certain standards consistent with a Form District, such as minimum lot area and building coverage, as outlined in Article 2 of Chapter 1A of the LAMC. The Specific Plan regulates certain standards, such as FAR and maximum building height, by Subarea, as delineated in Table 1 below. Although the Form District would typically prescribe open space requirements (under Lot Amenity Space), the Specific Plan separately prescribes open space requirements under Section 14, Open Space.

Table 1: Standards by Subarea

	WATERFRONT	NEIGHBORHOOD CORE	NEIGHBORHOOD GENERAL	OPEN SPACE
FAR (max.):	5.5:1	4.5:1	3.5:1	0.5:1
Height (max.):	180 ft	90 ft	60 ft	30 ft

Frontage District and Frontage Types

Section 7 of the Specific Plan prescribes certain standards consistent with a Frontage District, such as building and parking setbacks and ground floor entrances, as outlined in Article 3 of Chapter 1A of the LAMC. Additionally, the Specific Plan designates four types of street frontages, Type I (Primary), Type II (Secondary), Type III (Tertiary), and Type IV (Paseo), which correspond to the highest to lowest levels of activity and intensity. Type I frontages are envisioned as those with commercial or mixed-use storefronts along primary streets, Type II and III frontages are located further within the neighborhood away from focal points, and Type IV frontages are internal corridors facing open space areas. Street frontage types are depicted in Figure 8 below.



Figure 8: Specific Plan Street Frontage Types

The Specific Plan also regulates minimum and maximum setbacks and ground floor transparency by Street Frontage Type, as delineated in Table 2 below.

Table 2: Standards by Street Frontage Type

	TYPE I (PRIMARY)	TYPE II (SECONDARY)	TYPE III (TERTIARY)	TYPE IV (PASEO)
Front Yard Setbacks:				
Minimum:	0 ft	3 ft	8 ft	0 ft
Maximum:	3 ft	8 ft	15 ft	N/A
Ground Story:				
Minimum Transparency:	40 %	40 %	30 %	30 %
Minimum Height:	12 ft	12 ft	10 ft	10 ft

Development Standard Districts

Section 8 of the Specific Plan prescribes certain standards consistent with a Development Standards District, such as location and characteristics of pedestrian and vehicular access and site signages, as outlined in Article 4 of Chapter 1A of the LAMC. Although the Development Standards District would normally regulate automobile parking and parking structure design requirements, the Specific Plan separately prescribes these standards under Section 13, Vehicle Parking.

Use Districts

Section 9 of the Specific Plan delineates permitted and prohibited uses by Subarea within the Project Site, as well as supplemental standards for certain uses. In similar fashion to building scale, the Waterfront Subarea generally permits the most intense and greatest variety of uses, while the Open Space is the most restrictive. Use permissions are structured based on Chapter 1A of the LAMC (Article 5); however, the Specific Plan tailors use permissions to the nature of the Project as primarily a mixed-use affordable housing development with ground-floor commercial uses to serve the nearby community, in the context of a low-scale residential and commercial neighborhood. Industrial and Heavy Commercial uses are nearly entirely prohibited, and there are additional restrictions and prohibitions on certain types of commercial retail/service operations that are undesirable in this location, such as firearm sales and smoke shops.

Density and Commercial Floor Area

Sections 10 and 12 of the Specific Plan prescribe the maximum number of dwelling units and maximum amount of commercial floor area, respectively, per phase as well as cumulative totals, as depicted in Table 3 below. The Specific Plan distinguishes two types of commercial uses: “Commercial – Neighborhood Uses”, defined as any permissible (per the Specific Plan) commercial use less than 3,000 square feet in size, and “Commercial – General Uses”, encapsulating all other permissible commercial uses; the Specific Plan prescribes the maximum amount of each type of commercial use by phase in the table below.

Table 3: Dwelling Units and Commercial Floor Area by Phase

	PHASE 1	PHASE 2	PHASE 3	TOTAL
Dwelling Units	375	600	578	1,553
Commercial – Neighborhood Uses	32,000 sf	30,000 sf	23,000 sf	85,000 sf
Commercial – General Uses	N/A	25,000 sf	20,000 sf	45,000 sf

The Specific Plan allows for an exchange of up to 20 percent of the number of dwelling units and/or amount of commercial floor area from one phase to another under an administrative review process. The Specific Plan also prescribes a discretionary review process in the event of a proposed transfer greater than 20 percent, as mentioned in the Procedures section above.

Affordable Housing

Section 11 of the Specific Plan outlines minimum requirements for the provision of affordable housing. The existing Rancho San Pedro is a publicly-owned housing complex with 478

restricted-income affordable dwelling units. Pursuant to applicable State and Federal laws, the Project is required to replace all 478 existing units with restricted-income affordable units within the new development (over 30 percent of the proposed units in the Specific Plan) All replacement units must be of the same unit typology and must be subject to the same income restrictions and maximum rent levels as the unit being replaced. In addition, as the Project involves a General Plan Amendment and Zone Change which results in an increase in allowable residential development, it is subject to the minimum affordable housing requirements of LAMC Section 11.5.11 (Affordable Housing), which the Project will meet simply by replacing the existing units. Notwithstanding these minimum requirements, the Project proposes to develop an additional 612 restricted-affordable units, consisting of a variety of housing typologies including multi-family rental, senior, and for-sale housing. This would then potentially result in over 70 percent of the total units within the Specific Plan to be set aside as restricted-affordable housing. However, the exact number and typology of the additional 612 units is dependent on funding availability and is memorialized in private agreements between HACLA and their development partners, and is therefore not subject to any local (City-level) discretionary review process.

Vehicle Parking

Section 13 of the Specific Plan prescribes vehicle parking ratios for various uses. In general, the Specific Plan requires less vehicle parking when compared to the current LAMC requirements. For instance, smaller-scale commercial uses (referred to as Commercial – Neighborhood uses) require one parking space per every 1,000 square feet of floor area, while larger-scale commercial uses (referred to as Commercial – General uses) require two parking spaces per every 1,000 square feet of floor area. For residential uses, one parking space is required per rental unit, while 1.5 parking spaces is required per ownership unit; however, only 0.25 parking spaces are required per permanent supportive housing unit, and no vehicle parking is required for senior housing (units reserved for ages 55 and up). The Specific Plan also stipulates that no parking is required for supportive services when incidental to a residential use, and no guest parking is required for any use. Certain reductions or deviations from the parking standards are permitted through shared parking, off-site parking, and parking alternatives.

Additionally, this Section regulates the design of above-ground vehicle parking levels, such as encouraging wrapping parking structures with active uses, prescribing screening opacity requirements, and requiring that all above-ground parking levels be designed such that they may be converted to building floor area in the future. In particular, the Specific Plan preemptively incorporates several above-ground parking design standards from Article 4 of Chapter 1A of the LAMC to maintain longevity and consistency with the new Zoning Code.

Open Space

Section 14 of the Specific Plan prescribes open space requirements for publicly accessible open space (PAOS) and individual developments, throughout the Project Site. A primary and notable feature of the Project is the inclusion of approximately 5.3 acres of PAOS throughout the Project Site. The Specific Plan lists nine PAOS areas to be developed over the Project's three phases, as depicted in Figure 9 below. These include a sports recreation field (spanning an entire block between 1st and 2nd Streets west of Centre Street), a central linear park (known as the Palos Verdes Linear Park, consisting of three blocks along the west side of Palos Verdes Street between Santa Cruz Street and 3rd Street), and various plaza areas. The Applicant is also proposing to close two blocks of 2nd Street and two blocks of Beacon Street to vehicle traffic, to be repurposed into the pedestrian-oriented Harbor Plaza and Beacon Promenades. A minimum of two PAOSs are required to be completed prior to the issuance of the Certificate of Occupancy of the last developed habitable building in each Phase.



Figure 9: PAOS Plan

The open space requirements for individual developments are similar to the current open space requirements under LAMC Section 12.21 G. Commercial projects are not required to provide any open space, while residential projects are required to provide at least 100 square feet of open space per dwelling unit. This requirement can be satisfied via a combination of interior, exterior, common, and private open space, with various minimum dimensional requirements for each. A PAOS may also be counted towards an abutting project’s open space requirements; however, City Planning will be required to maintain a tracking spreadsheet documenting any such requests.

Landscaping

Section 15 of the Specific Plan requires that the Project replace all existing trees (on-site and in the public right-of-way) based on the current requirements in the LAMC, and to the satisfaction of the Bureau of Street Services, Urban Forestry Division.

Design Standards

Section 16 of the Specific Plan prescribes various objective design standards, incorporating guidance from the Citywide Design Guidelines, which includes building articulation, use of certain materials, and fencing and utility screening requirements. These standards are included with the goal of establishing a consistent predictable set of design outcomes.

Mobility and Street Standards

Section 17 of the Specific Plan includes provisions to establish street designations and public ROW widths, including sidewalk and roadway dimensions, for the Project Site. These improvements would be implemented with the recordation of each future unit map under the related VTTM in conjunction with individual proposed development Projects which are adjacent to the relevant ROWs, and to the satisfaction of BOE.

The Applicant is proposing various modifications to the current street designations and improvement conditions; however, all modifications would be consistent with the intent of the Mobility Plan 2035 street designations, and in all cases the Project would maintain publicly accessible sidewalks that meet or exceed the street designation standard. In general, most of the streets throughout the Project Site are properly dedicated to the designated public ROW width under their respective Mobility Plan 2035 designations; however, most streets are currently improved with excess roadway width and deficient sidewalk width. In these cases, the Applicant generally proposes to maintain the existing curb line and provide sidewalk easements on their property to extend the sidewalk width to the proper designated width, thereby achieving the mobility goals and needs of the City while avoiding unnecessary curb line and utility relocations and associated costs.

Various other public ROW dedications and improvements are also proposed, including the reclassification of 1st Street from an Avenue II to a Collector Street. 1st Street is currently under-dedicated for the Avenue II designation; however, upon reclassification to a Collector Street, 1st Street will be over-dedicated. Accordingly, the Applicant is proposing to merge the excess land into the Project Site and to reconstruct 1st Street (roadway and sidewalk) to meet the new proposed Collector Street designation. In addition, Centre Street between 2nd and 3rd Streets presently features diagonal on-street parking. To maintain and enhance this distinctive feature, the Applicant is proposing to dedicate and widen Centre Street between 1st and 2nd Streets and create an additional block of diagonal on-street parking as well, with a full 13-foot sidewalk to be provided on the Applicant's property via a sidewalk easement.

Another notable proposal in the public ROW is the proposed closure of 2nd Street between Harbor Boulevard and Palos Verdes Street, and Beacon Street between 1st Street and 3rd Street, to vehicular traffic. These areas are envisioned to become a pedestrian-oriented public promenade and park space for the community and are a focal point of the Project's PAOS plan in Section 14 of the Specific Plan (where these spaces are listed as the Harbor Plaza and Beacon Promenades). The mechanism by which these spaces will be closed to vehicle traffic (e.g. formal vacation, temporary permit, etc.) is not finalized at this time, as the parcel at the southeast corner of 2nd Street and Palos Verdes Street is currently owned by the Department of Recreation and Parks (but is included within the boundaries of the Specific Plan), and the parcel at the southeast corner of Beacon Street and 1st Street is privately owned (and is not a part of the Specific Plan). As such, the Applicant will continue to work with the relevant City agencies to determine the best method of achieving this goal.

The proposed street designations and modifications (dedications, easements, and vacations) of the various public ROW areas throughout the Project Site are listed in Table 4 below.

Table 4: Specific Plan Street Standards

Street	Designation	Dimensions to be Provided			
		Half-ROW	Roadway Width (Half)	Sidewalk Width	Easement / Dedication
Santa Cruz (Beacon to Centre)	Local	30 ft	20 ft	12 ft	2 ft sidewalk easement
1st (Beacon to Mesa)	Collector	33 ft	20 ft	13 ft	N/A
2nd (Harbor to Palos Verdes)	Proposed Street Closure	30 ft	N/A	N/A	N/A
2nd (Palos Verdes to Centre)	Local	30 ft	25 ft	12 ft	7 ft sidewalk easement
2nd (Centre to Mesa)	Local	32 ft	25 ft	12 ft	5 ft sidewalk easement
3rd (Harbor to Centre)	Collector	40 ft	29 ft	13 ft	2 ft sidewalk easement
Harbor (1st to 3rd)	Avenue I	65 ft	53 ft	15 ft	3 ft sidewalk easement
Beacon (Santa Cruz to 1st)	Local	30 ft	20 ft	12 ft	2 ft sidewalk easement
Beacon (1st to 3rd)	Proposed Street Closure	30 ft	N/A	N/A	N/A
Palos Verdes (Santa Cruz to 3rd)	Local	30 ft	20 ft	12 ft	2 ft sidewalk easement
Centre (Santa Cruz to 1st)	Collector	33 ft	20 ft	13 ft	3 ft dedication
Centre (1st to 2nd)	Collector	33 ft	33 ft	13 ft	3 ft dedication, 13 ft sidewalk easement
Centre (2nd to 3rd)	Collector	37 ft	30 ft	13 ft	6 ft sidewalk easement
Mesa (2nd to 3rd)	Local	30 ft	20 ft	12 ft	2 ft sidewalk easement

A number of additional improvements in the public ROW are proposed in the Specific Plan, including bicycle infrastructure, curb extensions, and traffic controls/signage. Many of these improvements will be tied to the applicable unit map and individual development project at that time; however, some improvements will be implemented based on the availability of funding, as it is uncertain when funding may be available for any specific improvement.

Bicycle infrastructure improvements in the Specific Plan area include both upgrades of existing facilities, such as the transition of the existing northbound bicycle lane on Harbor Boulevard to a protected Class IV Cycletrack, and the development of new facilities, such as a new Class I off-street bicycle path along the proposed Palos Verdes Linear Park and new painted bicycle lanes

on Santa Cruz Street, Centre Street, and Mesa Street, as well as painted sharrows on the remainder of the streets in the Specific Plan area. Two bicycle hubs (facilities with amenities such as storage lockers, showers, and repair) are also proposed to be developed at 2nd Street and Harbor Boulevard and at 2nd Street and the Palos Verdes Linear Park.

Environmental Standards

Section 18 of the Specific Plan requires that all Projects under the Specific Plan be subject to the Mitigation Monitoring Program (MMP) from the certified EIR (Appendix A – Environmental Standards). Comprehensive mitigation measures were included in the Project EIR, including mitigation for aesthetics, air quality, cultural resources, hazardous materials, noise, transportation, and protections for archaeological, paleontological, and tribal cultural resources. Additionally, the Project would be developed to all current building code standards, including the Green Building Code and Title 24 Energy requirements for solar energy and electric vehicle charging infrastructure.

OTHER PROJECT CONSIDERATIONS

Citywide Design Guidelines

The Citywide Design Guidelines, adopted by the City Planning Commission on June 9, 2011, and last updated and adopted on October 24, 2019, establish a baseline for urban design expectations and present overarching design themes and best practices for residential, commercial, and industrial projects. Projects should either substantially comply with the Guidelines or through alternative methods to achieve the same objectives, and the Guidelines may be used as a basis to condition a project. The design guidelines focus on three main design approaches: Pedestrian-First Design, 360 Degree Design, and Climate-Adaptive Design. These design guidelines focus on several areas of opportunity for attaining high quality design in mixed-use projects, including enhancing the quality of the pedestrian experience along the border of the project and public space; nurturing an overall active street presence; establishing appropriate height and massing within the context of the neighborhood; maintaining visual and spatial relationships with adjacent buildings; and optimizing high quality infill development that strengthens the visual and functional quality of the environment.

The Specific Plan sets regulations related to use, floor area, density, height, setbacks, parking, and other standards. In addition, the Specific Plan contains various design standards intended to focus on pedestrian-oriented ground floor design, building articulation and façade treatments, and parking screening. The Specific Plan has been crafted to incorporate guidance from the Citywide Design Guidelines.

Pedestrian-First Design

The Project emphasizes pedestrian-first design by envisioning a mixed-use community which focuses on ground floor activation, transparency, and accessibility of each building. Specifically, the Objective Design Standards require active ground floor uses that maintain a high level of transparency, variation in building materials and architecture, shade elements, and prominent ground floor entries accessible from the street level.

The Project design would also incorporate a network of pedestrian passageways, known as paseos, throughout the Project Site. For instance, the Specific Plan requires a paseo for every block greater than 250 feet in length to break up the street grid and enhance pedestrian connectivity and access. The Specific Plan also calls for an off-street pedestrian pathway encircling 1st, 2nd, Palos Verdes, and Mesa Streets, as an additional pedestrian-oriented feature in the community. Additionally, the Project would include various pedestrian-oriented

improvements within the public ROW, such as curb extensions and decorative crosswalks. All of these features serve to enhance the pedestrian experience throughout the Project Site.

360-Degree Design

As discussed above, the Specific Plan includes Objective Design Standards which incorporate 360-degree design, such as building articulation requirements. Additionally, parking screening standards draw from best practices outlined in the CPC's Above-Grade Parking Advisory Memo and other specific plans, prohibiting unscreened above-ground parking, and promoting design interventions where above-ground parking is provided.

Climate-Adaptive Design

The Project would achieve Climate-Adaptive Design by complying with the most current regulations regarding sustainable building design, solar installation, water-wise landscape, and electric vehicle (EV) parking requirements. Specifically, the Project would comply with LAMC and State Green Building Code requirements for providing EV charging capabilities and EV charging stations within the parking areas, as well as providing solar energy infrastructure within buildings.

The Project will pursue energy-saving and sustainability goals, aiming to reduce environmental impact, optimize building performance, and enhance interior environments to promote health and well-being. Targeted sustainable design strategies, in addition to meeting California's stringent Title 24 Energy Code, will include the use of lower-flush toilets, lower-flow shower heads, and individual utility metering for commercial units, as outlined in the Project's EIR.

Urban Design Studio

The Project has been reviewed in consultation with City Planning's Urban Design Studio. However, at this stage of the process, there are no individual development project plans to be reviewed, as they would typically for more traditional projects. Accordingly, design-based comments at this time are limited and primarily encourage the inclusion of as much detail as possible. Although the Specific Plan does not prescribe precise building designs out of a need to maintain future development flexibility, it nonetheless incorporates many various design standards to ensure that all development projects with the Specific Plan area comply with the zoning requirements, are compatible both internally within the Specific Plan area and externally with the surrounding community, and contribute to the vision of the redevelopment of the Project Site into a new vibrant mixed-use community.

Environmental Analysis

The One San Pedro Project Environmental Impact Report (EIR), ENV-2021-10633-EIR (State Clearinghouse [SCH] No. 2021010117), was certified by HACLA in its capacity as the CEQA lead agency on November 30, 2023. As a responsible agency, the City of Los Angeles is responsible for considering and determining the adequacy of the EIR for the Project.

The EIR identified that the Project would result in significant and unavoidable impacts regarding historic resources, construction noise, and construction vibration.

On November 15, 2024, the Deputy Advisory Agency (DAA), in conjunction with the approval of Case No. VTT-83500-HCA, found and determined pursuant to California Environmental Quality Act (CEQA) Guidelines Sections 15096(e) and (f), after consideration of the whole of the administrative record, that the Project was adequately assessed in the EIR, previously certified by HACLA on November 30, 2023, and adopted a Mitigation Monitoring Program, and a

Statement of Overriding Considerations, finding that the project's benefits outweighed the identified environmental impacts.

Public Hearing

A joint public hearing on this matter was held virtually and telephonically via Zoom by the Deputy Advisory Agency and Hearing Officer on September 18, 2024, at 9:30 a.m. for the proposed subdivision and Project entitlements. The hearing was attended by approximately 25 people. Seven speakers, including representatives from the Chamber of Commerce, Certified Neighborhood Council, Council Office 15, local labor organizations, and general members of the public, provided comments, all of whom stated their general support for the Project, noting the importance and significance of redeveloping the large existing public housing complex. One speaker requested the consideration of unionized labor for the Project, while another requested consideration of existing residents to ensure none are displaced while new residents come in to the community as a result of the Project.

The Project has received numerous letters of support from various members of the community as well as several community organizations, including the three Certified Neighborhood Councils comprising the San Pedro neighborhood. Comments from the public hearing as well as other communications are documented in Public Hearing and Communications, Page P-1.

ISSUES

The following includes a discussion of issues and considerations related to the project. These were either identified during the project review process by City Planning, at the public hearing held on September 18, 2024, or raised by various members of the community.

Project Phasing

Throughout the process, various members of the community have questioned the Applicant's process of relocating existing residents. As previously mentioned, HACLA has specifically designed the Project to accommodate existing residents with the least disruption possible. The Project is split into phases to enable the development of a certain number of new units, the movement of some existing residents into those new units, and then the subsequent demolition and redevelopment of the old units. The Project involves an off-site development project at 319-327 North Harbor Boulevard (which is not a part of the current entitlements and is not a part of the discretionary review process before the CPC), which is currently under construction and is nearing completion; following this, the first batch of current residents within the Project Site will be moved to this new building, enabling the demolition of existing structures within the Specific Plan area and development of the Project.

Union Labor / Local Hire

Various members of the community have requested that the Project utilize unionized labor and local hire programs. As the Project involves a General Plan Amendment and Zone Change which results in an increase in allowable residential development, it is subject to the requirements of LAMC Section 11.5.11 (Affordable Housing) as well as the labor provisions of LAMC Section 11.5.11(i). However, pursuant to Section 2.3.11 of the Bureau of Contract Administration Policies and Procedures to Enforce Measure JJJ, local hire requirements *shall not apply* to a project if a federal funding source has established provisions/rules that forbid the inclusion of a local hire requirements. According to Section 200.319(c) of the Code of Federal Regulations, "The non-Federal entity must conduct procurements in a manner that prohibits the use of statutorily or administratively imposed state, local, or tribal geographical preferences in the evaluation of bids or proposals [...]". HACLA has received Choice Neighborhood Initiative

grant funds for Rancho San Pedro and intends to apply for additional funding in 2025. Additionally, Community Development Block Grant funds will likely be used as part of the financing stack for some of the phases, in particular to fund some of the infrastructure. As such, the Project would not be subject to local-level labor requirements. However, the Applicant is not prohibited from private negotiations with labor organizations, with such discussions outside of any mandate in the LAMC.

CONCLUSION

The Project would result in the redevelopment of the existing 478-unit Rancho San Pedro public housing complex into a new mixed-use community with up to 1,553 new residential units, up to 130,000 square feet of commercial services, and approximately 5.3 acres of publicly accessible open space. Approval of the requests would enable the replacement of aging restricted affordable housing units with modernized units in a mixed-income community, alongside the provision of new commercial services and open space amenities, all of which will continue to be owned by HACLA. The Project will physically enhance the community and contribute to the long-term success of the surrounding area by creating new jobs, housing both existing and future residents, and developing a sustainable urban neighborhood that is more attractive, functional, and compatible with the surrounding community.

The requested entitlements will enable the development of the Project via a unified set of zoning regulations and development standards across the entire Project Site, with various regulations tailored to different aspects of the Project and at specific locations within the Project Site. The Specific Plan and Project represents an opportunity to establish clear standards for a transformative mixed-use development program which includes a significant amount of affordable housing, commercial services, pedestrian-focused design, and public amenities. The Specific Plan would provide consistent and predictable development regulations through the phased timeline and allow for the Project Site to be developed with the intensity and mix of uses appropriate for this location.

In addition, numerous individuals and community organizations have provided comments in support of the Project, noting its benefits for the surrounding community, regional economy, job creation, and providing services for the community. Furthermore, overriding considerations of economic, social, aesthetic, and environmental benefits for the Project justify its adoption and certification of the EIR.

Based on evaluation of the Project and information submitted, City Planning recommends the City Planning Commission determine that the Project's Certified EIR is adequate and recommend that the City Council approve the requested General Plan Amendments, Vesting Zone Change, Height District Change, Code Amendment, Specific Plan, and CPIO Amendment.

FINDINGS

The One San Pedro (OSP) Project includes the following requests: a General Plan Amendment to the San Pedro Community Plan to change the land use designation on the portion of the Project Site that is designated Low Medium II Residential to Community Commercial to achieve a uniform land use designation throughout the entire site, and to add the proposed OSP Zone as a corresponding zone to the Community Commercial land use designation; a General Plan Amendment to the Mobility Plan 2035 to reclassify 1st Street abutting the Project Site (between Harbor Boulevard and Mesa Street) from an Avenue II to a Collector Street; a Vesting Zone Change and Height District Change to change the zoning across the entirety of the Project Site to the OSP Zone; a Code Amendment to add the new OSP Zone as a Special Zone in a new Section 8.3.5 of Chapter 1A of the LAMC; the establishment of the OSP Specific Plan to regulate all land use, development, and design for the Project; and an Amendment to the San Pedro Community Plan Implementation Overlay (CPIO) to remove the Project Site from the boundaries of the CPIO. These actions will be referred to herein as the “Legislative Actions” and where not expressly enumerated, are intended to include all of the requested actions and the development of the Project.

General Plan Charter Findings

The Legislative Actions and the Project are in substantial conformance with the purposes, intent, and provisions of the General Plan as explained below.

1. General Plan Land Use Designation

The Project Site is located within the San Pedro Community Plan, which designates the majority of the subject property (all but the easternmost two blocks) for Low Medium II Residential land uses, corresponding to the RD1.5 and RD2 Zones. The easternmost two blocks of the Project Site are designated for Community Commercial land uses, corresponding to the CR, C1.5, C2, C4, R3, RAS3, R4, and RAS4 Zones.

The portion of the Project Site designated for Low Medium II Residential land uses is presently zoned RD1.5-1XL-CPIO (Residential Zone, Height District 1XL, Community Plan Implementation Overlay). The Low Medium II Residential land use designation permits a variety of single- and multi-family residential uses. Height District 1XL limits maximum building height to 30 feet and maximum floor area ratio (FAR) to 3:1 for the RD1.5 Zone.

The portion of the Project Site designated for Community Commercial land uses is presently zoned C2-2D-CPIO (Commercial Zone, Height District 2, “D” Development Limitations, Community Plan Implementation Overlay). The Community Commercial land use designation permits a wide variety of residential and commercial uses. Height District 2 does not limit height for the C2 Zone, but limits FAR to a maximum of 6:1. The “D” Development Limitation, established under Ordinance No. 185,541, requires that projects be subject to the provisions of the San Pedro CPIO. Notwithstanding, the entirety of the Project Site is subject to the San Pedro CPIO, which prescribes various design and development standards for projects within its boundaries.

As proposed, the General Plan Amendments would change the land use designation on the portion of the Project Site that is designated Low Medium II Residential to Community Commercial, to achieve a uniform land use designation throughout the entire site; and reclassify 1st Street abutting the Project Site (between Harbor Boulevard and Mesa Street) from an Avenue II to a Collector Street. In addition, the Project includes the establishment of the OSP Specific Plan to guide the cohesive development of the Project Site, with the

creation of a new OSP Zone; adding the proposed OSP Zone as a corresponding zone to the Community Commercial land use designation; and finally, a CPIO Amendment to remove the Project Site from the boundaries of the San Pedro CPIO. Accordingly, in conjunction with the requests, the OSP Zone would be consistent with the proposed Community Commercial land use designation. These requests would enable the redevelopment of the existing 478-unit Rancho San Pedro public housing complex into a new mixed-use community with up to 1,553 new residential units, up to 130,000 square feet of commercial services, and approximately 5.3 acres of publicly accessible open space, consistent with the uses envisioned under the proposed Community Commercial land use designation; as such, the Legislative Actions and the Project would be in substantial conformance with the purpose, intent, and provisions of the General Plan land use designation as it is reflected in the San Pedro Community Plan.

2. General Plan Text, Elements, Objectives, and Policies

The Los Angeles General Plan sets forth goals, objectives and programs that guide both citywide and community specific land use policies. The General Plan is comprised of a range of State-mandated elements, including, but not limited to, Land Use, Transportation, and Housing. The City's Land Use Element is divided into 35 community plans that establish parameters for land use decisions within those sub-areas of the City. The Project is in compliance with the Elements of the General Plan, including the Framework Element, Mobility Plan 2035 (Transportation Element), Health and Wellness Element, Air Quality Element, Land Use Element (San Pedro Community Plan and applicable overlays), and the 2021-2029 Housing Element.

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 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. Below is an analysis of the Project's consistency with the objectives and policies of the Framework Element.

Chapter 3: Land Use

The Land Use Chapter of the Framework Element identifies objectives and supporting policies relevant to the Project Site. Those objectives and policies seek, in part, to encourage the development of commercial and residential uses and structures that integrate housing units with commercial uses. The Legislative Actions and the Project support and will be generally consistent with the General Plan Framework Land Use Chapter as it accommodates development of residential and commercial uses in accordance with the applicable policies of the San Pedro Community Plan. Specifically, the Project supports the following goals, objective and policies set forth in the General Plan Framework Land Use Chapter, as described below.

Goal 3A: A physically balanced distribution of land uses that contributes towards and facilitates the City's long-term fiscal and economic viability, revitalization of economically depressed areas, conservation of existing residential neighborhoods, equitable distribution of public resources, conservation of natural resources, provision of adequate infrastructure and public services, reduction of traffic congestion and improvement of air quality, enhancement of recreation and open space opportunities, assurance of environmental

justice and a healthful living environment, and achievement of the vision for a more livable city.

Objective 3.1: *Accommodate a diversity of uses that support the needs of the City's existing and future residents, businesses, and visitors.*

Policy 3.1.4: *Accommodate new development in accordance with the land use and density provisions of the General Plan Framework Long-Range Land Use Element.*

Policy 3.1.5: *Allow amendments to the community plans and coastal plans to further refine General Plan Framework Element land use boundaries and categories to reflect local conditions, parcel characteristics, existing land uses, and public input.*

Objective 3.2: *To provide for the spatial distribution of development that promotes an improved quality of life by facilitating a reduction of vehicle trips, vehicle miles traveled, and air pollution.*

Policy 3.2.1: *Provide a pattern of development consisting of distinct districts, centers, boulevards, and neighborhoods that are differentiated by their functional role, scale, and character. This shall be accomplished by considering factors such as the existing concentrations of use, community-oriented activity centers that currently or potentially service adjacent neighborhoods, and existing or potential public transit corridors and stations.*

Policy 3.2.2: *Establish, through the Framework Long-Range Land Use Diagram, community plans, and other implementing tools, patterns and types of development that improve the integration of housing with commercial uses and the integration of public services and various densities of residential development within neighborhoods at appropriate locations.*

Policy 3.2.3: *Provide for the development of land use patterns that emphasize pedestrian/bicycle access and use in appropriate locations.*

Objective 3.3: *Accommodate projected population and employment growth within the City and each community plan area and plan for the provision of adequate supporting transportation and utility infrastructure and public services.*

Objective 3.4: *Encourage new multi-family residential, retail commercial, and office development in the City's neighborhood districts, community, regional, and downtown centers as well as along primary transit corridors/boulevards, while at the same time conserving existing neighborhoods and related districts.*

Policy 3.4.1: *Conserve existing stable residential neighborhoods and lower-intensity commercial districts and encourage the majority of new commercial and mixed-use (integrated commercial and residential) development to be located (a) in a network of neighborhood districts, community, regional, and downtown centers, (b) in proximity to rail and bus transit stations and corridors, and (c) along the City's major boulevards, referred to as districts, centers, and mixed-use boulevards, in accordance with the Framework Long-Range Land Use Diagram.*

Goal 3E: *Pedestrian-oriented, high activity, multi- and mixed-use centers that support and provide identity for Los Angeles' communities.*

Objective 3.9: Reinforce existing and encourage new community centers, which accommodate a broad range of uses that serve the needs of adjacent residents, promote neighborhood and community activity, are compatible with adjacent neighborhoods, and are developed to be desirable places in which to live, work, and visit, both in daytime and nighttime.

Policy 3.9.7: Provide for the development of public streetscape improvements, where appropriate.

Policy 3.9.8: Support the development of small parks incorporating pedestrian-oriented plazas, benches, other streetscape amenities and, where appropriate, landscaped play areas.

Goal 3I: A network of boulevards that balance community needs and economic objectives with transportation functions and structures that integrate commercial, housing, and/or public services.

Objective 3.13: Provide opportunities for the development of mixed-use boulevards where existing or planned major transit facilities are located and which are characterized by low-intensity or marginally viable commercial uses with commercial development and structures that integrate commercial, housing, and/or public service uses.

Policy 3.13.4: Provide adequate transitions where commercial and residential uses are located adjacent to one another.

Policy 3.13.5: Support the development of recreation and small parks in areas developed with mixed-use structures.

Policy 3.13.6: Design multi-family residential units to minimize the impacts of traffic and noise and incorporate recreational and open space amenities to support the needs of residents.

Objective 3.16: Accommodate land uses, locate and design buildings, and implement streetscape amenities that enhance pedestrian activity.

The Legislative Actions will enable the redevelopment of the Rancho San Pedro complex into a new mixed-use, mixed-income community with up to 1,553 units, up to 130,000 square feet of commercial space, and approximately 5.3 acres of publicly accessible open space. The Project Site is located in the core of the San Pedro neighborhood, in an area designated as a commercial center in the General Plan Framework Long-Range Land Use Element. The Project will result in the redevelopment of an existing aging public housing complex with over three times the existing number of units, as well as new commercial services providing valuable services and additional amenities for both residents of the Project and the surrounding community. The Project will also result in a significant expansion of community amenities and park spaces including a centerpiece linear park and various pedestrian plazas and paseos, as well as new pedestrian pathways and bicycle infrastructure. As proposed and designed, the Project will provide additional housing, new services, and more amenities all within an existing underutilized site in the core of the San Pedro neighborhood, thereby accommodating new and existing uses within an infill site and enhancing and contributing to the continued success of the community.

Additionally, the Specific Plan is thoughtfully crafted with zoning regulations throughout the Project Site which purposefully concentrate the most intense development and uses within the currently commercially-zoned portion of the Project Site and stagger and gradually reduce development intensity over the remainder of the Project Site. In doing so, the Project specifies a pattern of land use and zoning regulations that respects the existing development conditions in the area and maintains existing residential neighborhoods. At completion, the Project Site will be compatible with the existing commercial core of San Pedro directly abutting the Project Site to the south, as well as the lower-density residential neighborhoods to the north and west, and with the types of development envisioned by the Land Use Chapter of the Framework Element.

Furthermore, the land use permissions and restrictions in the Specific Plan were developed as the result of extensive community outreach and input regarding the desired mix of uses in the community. The Specific Plan has been crafted to consider land uses within the Project Site and concentrates the most intense and permissive uses along major roadways and away from existing lower-density residential neighborhoods. The Specific Plan also imposes various permissions, restrictions, supplemental standards, and prohibitions in response to community feedback regarding desired and undesired uses in the community. The Specific Plan tailors use permissions to the nature of the Project as primarily a mixed-use affordable housing development with ground-floor commercial uses to serve the community. Neighborhood-serving uses such as post offices and small-scale retail are encouraged, while industrial and heavy commercial uses are nearly entirely prohibited. There are also additional restrictions and prohibitions on certain types of commercial retail/service operations that are undesirable in this location, such as firearm sales and smoke shops.

The Project emphasizes pedestrian-first design by envisioning a mixed-use community with active ground floor uses that maintain a high level of transparency, inviting architecture, shade elements, and prominent ground floor entries accessible from the street level. These elements are reinforced by the design standards in the Specific Plan, which focus on and emphasize the ground floor activation, transparency, and accessibility of each building. The Project design also incorporates a network of pedestrian passageways, known as paseos, throughout the Project Site. For instance, the Specific Plan requires a paseo for every block greater than 250 feet in length to break up the street grid and enhance pedestrian connectivity and access; and calls for an off-street pedestrian pathway encircling 1st, 2nd, Palos Verdes, and Mesa Streets, as an additional pedestrian-oriented feature in the community. The Project would also include various pedestrian-oriented improvements within the public right-of-way (ROW), such as curb extensions and decorative crosswalks. All of these features serve to enhance the pedestrian experience throughout the Project Site.

Chapter 4: Housing

Goal 4A: *An equitable distribution of housing opportunities by type and cost accessible to all residents of the City.*

Objective 4.1: *Plan the capacity for and develop incentives to encourage production of an adequate supply of housing units of various types within each City subregion to meet the projected housing needs by income level of the future population to the year 2010.*

Policy 4.1.4: *Reduce overcrowded housing conditions by providing incentives to encourage development of family-size units.*

Policy 4.1.7: Establish incentives for the development of housing units appropriate for families with children and larger families.

Objective 4.2: Encourage the location of new multi-family housing development to occur in proximity to transit stations, along some transit corridors, and within some high activity areas with adequate transitions and buffers between higher-density developments and surrounding lower-density residential neighborhoods.

Policy 4.2.1: Offer incentives to include housing for very low- and low-income households in mixed-use developments.

The Project Site is currently developed with 478 public housing units that date to 1942 and are at the end of their useful lives. The Project proposes to replace the existing units with up to 1,553 new residential units consisting of a variety of housing types (such as apartments, condominiums, and townhomes of various sizes, and including both rental and for-sale units) and at both restricted affordable and market-rate levels. Therefore, the Legislative Actions will enable the provision of nearly three times the number of housing units on an existing infill site. The Project will also include hundreds more restricted affordable units than presently exist and would develop those in a mixed-income community. As such, the Project increases the City's housing supply, including much-needed affordable housing, and does so in a more equitable manner.

Chapter 5: Urban Form and Neighborhood Design

Goal 5A: A livable City for existing and future residents and one that is attractive to future investment. A City of interconnected, diverse neighborhoods that builds on the strengths of those neighborhoods and functions at both the neighborhood and citywide scales.

Objective 5.5: Enhance the livability of all neighborhoods by upgrading the quality of development and improving the quality of the public realm.

Objective 5.9: Encourage proper design and effective use of the built environment to help increase personal safety at all times of the day.

Policy 5.9.1: Facilitate observation and natural surveillance through improved development standards which provide for common areas, adequate lighting, clear definition of outdoor spaces, attractive fencing, use of landscaping as a natural barrier, secure storage areas, good visual connections between residential, commercial, or public environments and grouping activity functions such as child care or recreation areas.

The Project proposes to replace an existing public housing complex dating to 1942 which is at the end of its useful life with a new mixed-use, mixed-income community with up to 1,553 units, up to 130,000 square feet of commercial space, and approximately 5.3 acres of publicly accessible open space. The Specific Plan includes a variety of design standards with the goal of establishing a consistent predictable set of design outcomes, focused on creating high quality architecture, an inviting pedestrian environment, and a cohesive sense of place throughout the Specific Plan while providing enough flexibility for development of the Project in the future. The Specific Plan prescribes ground floor façade requirements, above-ground vehicle parking level treatments, building articulation, use of certain materials, and fencing and wall requirements, among other design standards. The Project will also develop approximately 5.3 acres of publicly accessible open space which includes replacing an existing aging sports field and providing new open space amenities that do not currently exist, including a centerpiece linear park and various pedestrian

plazas and paseos. These new amenities, along with new commercial businesses, will also enhance safety throughout the community by creating more activity and more “eyes on the street”. Physical improvements in the area, such as new lighting and landscaping, will also enhance the environment and improve safety. Therefore, the Project will significantly enhance both the physical environment and the quality of life for residents and the surrounding community.

Chapter 6: Open Space and Conservation

Goal 6A: *An integrated citywide/regional public and private open space system that serves and is accessible by the City's population and is unthreatened by encroachment from other land uses.*

Objective 6.4: *Ensure that the City's open spaces contribute positively to the stability and identity of the communities and neighborhoods in which they are located or through which they pass.*

Policy 6.4.4: *Consider open space an integral ingredient of neighborhood character, especially in targeted growth areas, in order that open space resources contribute positively to the City's neighborhoods and urban centers as highly desirable places to live.*

Policy 6.4.8: *Maximize the use of existing public open space resources at the neighborhood scale and seek new opportunities for private development to enhance the open space resources of the neighborhoods.*

- a. *Encourage the development of public plazas, forested streets, farmers markets, residential commons, rooftop spaces, and other spaces that function like open space in urbanized areas of the City with deficiencies of natural open space, especially in targeted growth areas.*
- b. *Encourage the improvement of open space, both on public and private property, as opportunities arise.*

A primary and notable feature of the Project is the inclusion of approximately 5.3 acres of PAOS throughout the Project Site. The Specific Plan identifies nine PAOS's to be developed over the Project's three phases, including a sports recreation field, a central linear park (known as the Palos Verdes Linear Park, consisting of three blocks), and various plaza areas. The Applicant is also proposing to close two blocks of 2nd Street and two blocks of Beacon Street to vehicle traffic, to be repurposed into the pedestrian-oriented Harbor Plaza and Beacon Promenades. Additionally, the Specific Plan prescribes private and common residential open space requirements for individual developments, thereby enhancing the development of the Project and contributing to the community's open space and livability.

Chapter 7: Economic Development

Goal 7A: *A vibrant economically revitalized City.*

Objective 7.2: *Establish a balance of land uses that provides for commercial and industrial development which meets the needs of local residents, sustains economic growth, and assures maximum feasible environmental quality.*

Policy 7.2.2: Concentrate commercial development entitlements in areas best able to support them, including community and regional centers, transit stations, and mixed-use corridors. This concentration prevents commercial development from encroaching on existing residential neighborhoods.

Policy 7.2.5: Promote and encourage the development of retail facilities appropriate to serve the shopping needs of the local population when planning new residential neighborhoods or major residential developments.

Policy 7.6.1: Encourage the inclusion of community-serving uses (post offices, senior community centers, daycare providers, personal services, etc.) at the community and regional centers, in transit stations, and along the mixed-use corridors.

Objective 7.9: Ensure that the available range of housing opportunities is sufficient, in terms of location, concentration, type, size, price/rent range, access to local services and access to transportation, to accommodate future population growth and to enable a reasonable portion of the City's work force to both live and work in the City.

The Project proposes the development of up to 1,553 residential dwelling units and up to 130,000 square feet of new commercial services. The Specific Plan has been crafted to consider land uses within the Project Site and concentrates the most intense and permissive uses along major roadways and away from existing lower-density residential neighborhoods. The Specific Plan also imposes various permissions, restrictions, supplemental standards, and prohibitions in response to community feedback regarding desired and undesired uses in the community. The Specific Plan tailors use permissions to the nature of the Project as primarily an affordable housing development in a residential and commercial neighborhood. Neighborhood-serving uses such as post offices and small-scale retail are encouraged, while industrial and heavy commercial uses are nearly entirely prohibited. There are also additional restrictions and prohibitions on certain types of commercial retail/service operations that are undesirable in this location, such as firearm sales and smoke shops. As proposed, the Project will enable the provision of new commercial services, where there currently are none, thereby facilitating economic growth while meeting the needs of residents.

Mobility Plan 2035

The Mobility Plan 2035, adopted in September 2016, guides development of a citywide transportation system with the goal of ensuring the efficient movement of people and goods and recognizes that primary emphasis must be placed on maximizing the efficiency of existing and proposed transportation infrastructure through advanced transportation technology, reduction of vehicle trips, and focused growth in proximity to public transit. The Mobility Plan 2035 includes goals that define the City's high-level mobility priorities and sets forth objectives and policies to establish a citywide strategy to achieve long-term mobility and accessibility within the City of Los Angeles. The Project would be in conformance with following objectives and policies of the Mobility Plan 2035, as described below.

Chapter 2: World Class Infrastructure

Policy 2.3: Recognize walking as a component of every trip and ensure high-quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.

Chapter 3: Access for All Angelenos

Policy 3.1: *Recognize all modes of travel, including pedestrian, bicycle, transit, and vehicular modes - including goods movement - as integral components of the City's transportation system.*

Policy 3.3: *Promote equitable land use decisions that result in fewer vehicle trips by providing greater proximity and access to jobs, destinations, and other neighborhood services.*

Policy 3.5: *Support "first-mile, last-mile solutions" such as multi-modal transportation services, organizations, and activities in the areas around transit stations and major bus stops (transit stops) to maximize multi-modal connectivity and access for transit riders.*

Policy 3.8: *Provide bicyclists with convenient, secure and well-maintained bicycle parking facilities.*

The Project includes a request to reclassify 1st Street abutting the Project Site (from Harbor Boulevard to Mesa Street) from an Avenue II to a Collector Street. The request is appropriate because 1st Street does not function as a major arterial roadway in this location. Along the Project Site, 1st Street is improved with only one travel lane in each direction and functions more as a local street, running through a lower-density residential neighborhood. With the requested reclassification, 1st Street will become less vehicle-oriented, resulting in a safer and more comfortable ROW for the community. The Project will merge excess right-of-way and improve 1st Street to the Collector Street designation standards, and thus will be in conformance with the street designation requirements of the Mobility Plan.

As part of the Specific Plan, the Applicant is proposing various modifications to the current street designations and improvement conditions; however, all modifications would be consistent with the intent of the Mobility Plan 2035 street designations, and in all cases the Project would maintain publicly accessible sidewalks that meet or exceed the street designation standard. In general, most of the streets throughout the Project Site are properly dedicated to the designated public ROW width under their respective Mobility Plan 2035 designations; however, most streets are currently improved with excess roadway width and deficient sidewalk width. In these cases, the Applicant generally proposes to maintain the existing curb line and provide sidewalk easements on private property to extend the sidewalk width to the proper designated width, thereby achieving the mobility goals and needs of the City while maintaining the existing curblines and avoiding the unnecessary and costly movement of the curb and associated utility infrastructure. The Applicant proposes to meet all dedication requirements for streets that are currently under-dedicated (with the exception of 1st Street, as noted above) and, as such, will meet the intent of the street designations as delineated by Mobility Plan 2035.

The Specific Plan also proposes a number of additional improvements in the public ROW, including bicycle infrastructure, curb extensions, and traffic controls/signage. These improvements will ensure that the Project considers all modes of transportation and meets all types of mobility needs in the City. Bicycle infrastructure improvements in the Specific Plan area include both upgrades to the transition of the existing northbound bicycle lane on Harbor Boulevard to a protected Class IV Cycletrack, and the development of a new Class I off-street bicycle path along the proposed Palos Verdes Linear Park and new bicycle lanes on Santa Cruz Street, Centre Street, and Mesa Street, as well as sharrows on all remaining streets within the Specific Plan. Additionally, two bicycle hubs (facilities

with amenities such as storage lockers, showers, and repair) are also proposed to be developed within the Specific Plan area. Therefore, the Project, including the requested General Plan Amendment to reclassify 1st Street, meets the requirements of and supports the goals of the Mobility Plan 2035.

Health and Wellness Element

Adopted in March 2015, the Plan for a Healthy Los Angeles lays the foundation to create healthier communities for all Angelenos. As the Health and Wellness Element of the General Plan, it provides high-level policy vision, along with measurable objectives and implementation programs, to elevate health as a priority for the City's future growth and development. Through a new focus on public health from the perspective of the built environment and City services, the City of Los Angeles will strive to achieve better health and social equity through its programs, policies, plans, budgeting, and community engagement. The Project is consistent with the following policies of the Health and Wellness Element, as described below.

Chapter 2: A City Built for Health

Policy 2.2: Promote a healthy built environment by encouraging the design and rehabilitation of buildings and sites for healthy living and working conditions, including promoting enhanced pedestrian-oriented circulation, lighting, attractive and open stairs, healthy building materials and universal accessibility using existing tools, practices, and programs.

Chapter 5: An Environment Where Life Thrives

Policy 5.1: Reduce air pollution from stationary and mobile sources; protect human health and welfare and promote improved respiratory health.

Policy 5.7: Promote land use policies that reduce per capita greenhouse gas emissions, result in improved air quality and decreased air pollution, especially for children, seniors and other susceptible to respiratory diseases.

Air Quality Element

Additionally, the Project is consistent with the following policies of the Air Quality Element, as described below.

Policy 4.2.3: Ensure that new development is compatible with pedestrians, bicycles, transit, and alternative fuel vehicles.

Policy 5.1.2: Effect a reduction in energy consumption and shift to non-polluting sources of energy in its buildings and operations.

The Project will result in the redevelopment of 478 existing public housing units with up to 1,553 new dwelling units, up to 130,000 square feet of commercial space, and approximately 5.3 acres of publicly accessible open space. The Project has been purposefully designed to co-locate a mix of compatible uses within one community in an effort to both improve the conditions of the Project Site and to do so in a manner that is more environmentally sustainable, healthy, and in line with good planning practice. In addition to adhering to smart growth principles of developing a mix of uses within a centrally located infill site, the Project would incorporate a wide range of building technologies and design features, such as water conservation features, smart irrigation

systems with weather-based irrigation controllers, and low-emission building materials, all of which would produce better indoor and outdoor environmental quality.

The Project's energy efficiency features and consideration of all modes of transportation help reduce the energy and emission footprint of the Project and the per capita Greenhouse Gas (GHG) emissions of the employees and visitors from private automobile travel. The Project has been thoughtfully designed to incorporate pedestrian-oriented features, such as building design standards and public right-of-way improvements, which will enhance and promote pedestrian movement throughout the community. The Project will also provide bicycle infrastructure upgrades and amenities, such as additional infrastructure in the public ROW and storage/repair/retail facilities (referred to in the Specific Plan as Bicycle Hubs).

The Project would also comply with applicable provisions of the CALGreen Code and the Los Angeles Green Building Code, which would serve to reduce the Project's energy usage. Furthermore, in compliance with Code requirements, a minimum of 30 percent of the total provided parking spaces would be capable of supporting future electric vehicle supply equipment (EVSE), and 10 percent of the total provided parking spaces would be equipped with EV chargers, which would provide a convenient service amenity to the employees and visitors who utilize electricity on site for other functions. With existing code requirements, the Project would be consistent with the aforementioned policies, by ensuring that future developments are energy efficient and shift to efficient and non-polluting sources of energy.

Therefore, the Project would promote a healthy built environment, encourage healthy working conditions, reduce air pollution, and promote land use policies that reduce per capita GHG emissions.

2021-2029 Housing Element

The City's Housing Element for 2021-2029 was adopted by City Council on June 14, 2022. The Project would meet the objectives and policies set forth in the Housing Element, as described below.

Goal 1: A City where housing production results in an ample supply of housing to create more equitable and affordable options that meet existing and projected needs.

Policy 1.1.2: Plan for appropriate land use designations and density to accommodate an ample supply of housing units by type, cost, and size within the City to meet housing needs, according to Citywide Housing Priorities and the City's General Plan.

Policy 1.1.4: Plan for and provide sufficient services and amenities to support the existing and planned population.

Policy 1.1.7: Incentivize production of mixed-income and 100% Affordable Housing projects by rezoning for more inclusive development at densities that enable their construction in every geography.

Objective 1.2: Facilitate the production of housing, especially projects that include Affordable Housing and/or meet Citywide Housing Priorities.

Policy 1.2.1: *Expand rental and for-sale housing for people of all income levels. Prioritize housing developments that result in a net gain of Affordable Housing and serve those with the greatest needs.*

Policy 1.2.2: *Facilitate the construction of a range of different housing types that addresses the particular needs of the city's diverse households.*

Policy 1.2.10: *Prioritize the development of Affordable Housing on public land.*

Objective 1.3: *Promote a more equitable distribution of affordable housing opportunities throughout the city, with a focus on increasing Affordable Housing in Higher Opportunity Areas and in ways that further Citywide Housing Priorities.*

Policy 1.3.1: *Prioritize housing capacity, resources, policies and incentives to include Affordable Housing in residential development, particularly near transit, jobs, and in Higher Opportunity Areas.*

Goal 2: *A City that preserves and enhances the quality of housing and provides greater housing stability for households of all income levels.*

Policy 2.1.1: *Incentivize and/or require the preservation and replacement of affordable housing, so demolitions and conversions do not result in the net loss of the City's stock of accessible, safe, healthy and affordable housing.*

Objective 2.3: *Preserve, conserve and improve the quality of housing.*

Goal 3: *A City in which housing creates healthy, livable, sustainable, and resilient communities that improve the lives of all Angelenos.*

Objective 3.1: *Use design to create a sense of place, promote health, foster community belonging, and promote racially and socially inclusive neighborhoods.*

Policy 3.1.2: *Promote new development that furthers Citywide Housing Priorities in balance with the existing architectural and cultural context.*

Policy 3.1.3: *Develop and implement design standards that promote quality residential development.*

Policy 3.1.4: *Site buildings and orient building features to maximize benefit of nearby amenities and minimize exposure to features that may result in negative health or environmental impacts.*

Policy 3.1.5: *Develop and implement environmentally sustainable urban design standards and pedestrian-centered improvements in development of a project and within the public and private realm such as shade trees, parkways and comfortable sidewalks.*

Objective 3.2: *Promote environmentally sustainable buildings and land use patterns that support a mix of uses, housing for various income levels and provide access to jobs, amenities, services and transportation options.*

Policy 3.2.2: *Promote new multi-family housing, particularly Affordable and mixed-income housing, in areas near transit, jobs and Higher Opportunity Areas, in order*

to facilitate a better jobs-housing balance, help shorten commutes, and reduce greenhouse gas emissions.

Policy 3.2.5: *Promote and facilitate the reduction of water, energy, carbon and waste consumption in new and existing housing.*

The Housing Element notes that “it is the overall housing vision of the City of Los Angeles to create housing opportunities that enhance affordability, equity, livability and sustainability by remedying discriminatory housing practices and creating a city with a range of housing types, sizes, and costs in close proximity to jobs, transit, amenities, and services”. The Housing Element further emphasizes the priorities of increasing the production of new housing units, particularly affordable housing, and preventing displacement. The Project will result in the redevelopment of 478 existing public housing units with up to 1,553 new dwelling units, up to 130,000 square feet of commercial space, and approximately 5.3 acres of publicly accessible open space. As such, the requested entitlements will enable the production of more than three times the existing number of housing units on the Project Site, as well as the provision of neighborhood-serving commercial services, where none currently exist, and a significant expansion of community amenities and park spaces. The Project will replace all 478 existing units with restricted-income affordable units of similar size and income restrictions, and may provide up to an additional 612 restricted affordable units, meaning that between 30 to 70 percent of the Project’s residential units would be set aside as restricted-affordable housing. The Project will develop a variety of housing types (such as apartments, condominiums, and townhomes of various sizes and including both rental and for-sale units) and at both restricted affordable and market-rate levels. The Project has been strategically phased to ensure that all existing residents may be moved out of their existing units into a new unit, resulting in no involuntary displacement. The Specific Plan has also been thoughtfully crafted to incorporate extensive design standards that enhance the pedestrian experience and environment (such as building articulation and ground floor treatment requirements), as well as improvements that consider all modes of transportation (such as bicycle infrastructure upgrades and improvements in the public ROW). Therefore, as an affordable housing project that will bring a variety of much-needed housing at a variety of income levels to an infill site in proximity to new services and amenities, which prevents displacement of existing residents of the Project Site, the Project directly aligns with the goals of the Housing Element.

Land Use Element

The Project Site is located within the San Pedro Community Plan, adopted on October 4, 2017. The Community Plan, and the General Plan as a whole, envisions high-quality development that provides a variety of housing and services within a hierarchy of commercial centers and local neighborhoods. The Project is consistent with the applicable Goals, Objectives, and Policies of the Community Plan, as described below.

Goal LU1: *Complete, livable and quality residential neighborhoods throughout San Pedro that provide a variety of housing types, densities, forms and designs and a mix of uses and services that support the needs of residents.*

Policy LU1.2: *Adequate housing and services. Provide housing that accommodates households of all sizes, as well as integrates safe and convenient access to schools, parks, and other amenities and services.*

Goal LU3: *Multi-family residential neighborhoods with a mix of ownership and rental units that are well-designed, safe, provide amenities for residents, and exhibit the architectural characteristics and qualities that distinguish San Pedro.*

Policy LU3.3: *Equitable housing distribution. Provide an equitable distribution of housing types for all income groups throughout San Pedro's multi-family neighborhoods and promote mixed-income developments rather than creating concentrations of below-market-rate housing.*

Policy LU3.4: *Affordable housing and displacement. Encourage the replacement of demolished quality affordable housing stock with new affordable housing opportunities while minimizing the displacement of residents, through programs that support development while meeting the relocation needs of existing residents.*

Policy LU3.6: *Amenities. Include amenities for residents such as on site recreational facilities, community meeting spaces, and useable private and/or public open space in new multi-family development.*

Goal LU4: *Revitalization of transitioning, distressed, and/or under-utilized residential developments.*

Policy LU4.1: *Improve Rancho San Pedro. When redevelopment of the Rancho San Pedro site is planned, including rehabilitation and modernization to conform with all applicable health and safety codes, such development should be:*

- *designed to provide a mix of housing types for a range of incomes;*
- *planned with an appropriate mix of rental and for-sale units;*
- *compatible with Low Medium to Medium plan density designations on average*
- *open and integrated into the community (not gated);*
- *coordinated with LAUSD to provide needed school facilities;*
- *coordinated with LAPD guidelines to include design features that reduce the incidence of criminal activity; and*
- *developed with accessible public open and recreational space.*

The Project will result in the replacement of 478 existing public housing units with up to 1,553 new dwelling units, up to 130,000 square feet of commercial space, and approximately 5.3 acres of publicly accessible open space. As such, the Legislative Actions will enable the production of more than three times the existing number of housing units on the Project Site, as well as the provision of neighborhood-serving commercial services, where currently none exist; and a significant expansion of community amenities and park spaces. The Project will replace all existing restricted affordable units and provide additional restricted affordable units, and will develop a variety of housing types (such as apartments, condominiums, and townhomes of various sizes, and including both rental and for-sale units) and at both restricted affordable and market-rate levels. The Project has been strategically phased to ensure that all existing residents may be moved out of their existing units into a new unit, resulting in no involuntary displacement. Therefore, the Project is primarily an affordable housing project that will bring a variety of much-needed housing at a variety of income levels to an infill site in close proximity to new services and amenities, and in a way that prevents displacement of existing residents of the Project Site and improves equity in the community.

Furthermore, the Community Plan specifically identifies the redevelopment of the existing Rancho San Pedro complex as a way of revitalizing an existing underutilized site, which the Project would achieve through the redevelopment of the site with a new mixed-use mixed-income community that provides a variety of rental and for-sale housing

opportunities, commercial services, and publicly accessible open space. As such, the Project directly aligns with the goals of the Community Plan.

San Pedro CPIO

The Project Site is located within the boundaries of the San Pedro CPIO, which prescribes design and development standards to implement the programs, policies, and design guidelines of the Community Plan and divides the subject area into several distinct subareas, each with their own tailored regulations. The Project Site is located within the Central Commercial E and Multi-Family Residential Subareas of the CPIO.

The Central Commercial Subareas are comprised of specific commercial corridors, intersections, and blocks in the Community Plan area that reflect welcoming entryways into the San Pedro neighborhood, and well-designed commercial and residential districts that serve the daily needs of local residents, employees, and visitors. These Subareas guide a wide range of development, from compact, low-scale, one- to two-story developments to medium-scale, five- to seven-story developments and promote the establishment of neighborhood and community uses, such as markets, pharmacies, restaurants, barber and beauty shops, small professional offices, childcare facilities, art studios and galleries, as well as residential uses. The Central Commercial Subareas create an active, pedestrian-oriented street through building orientation, facade articulation, and ground floor transparency to commercial and community uses.

The Multi-Family Residential Subarea is comprised of the multi-family residential neighborhoods in the Community Plan area and supports housing for all income groups and encourages convenient access to commercial districts. This Subarea provides development standards that convey individual residential uses, create compatibility with existing development through transitions, scale, and siting, and maximize amenities such as onsite recreational facilities, community meeting spaces, and useable private and/or public space, to improve the quality of life for residents.

The requested CPIO Amendment will ensure consistency and avoid potential conflicts with zoning provisions in other plans/overlays, as the Specific Plan will prescribe extensive design standards for the Project, many of which concern the same topics governed by the San Pedro CPIO. Nonetheless, the Project maintains the spirit of the CPIO as the Specific Plan purposefully concentrates the most intense development and uses within the currently commercially-zoned portion of the Project Site and staggering and gradually reducing development intensity over the remainder of the Project Site. In doing so, the Project specifies a pattern of land use and zoning regulations that is consistent with the goals of the CPIO and respects the existing development conditions in the area. As such, although the Project will supersede the provisions of the CPIO, it will remain in substantial conformance with the intent and purposes of the CPIO.

Pacific Corridor Redevelopment Plan

The Project Site is located within the boundaries of the Pacific Corridor Redevelopment Project Area, which strives to produce housing, especially affordable housing, facilitate commercial development, provide new public facilities, and support the local and regional economy. Section 502 of the Redevelopment Plan states that, “in the event that the General Plan, the applicable Community Plan, or any applicable City zoning ordinance is amended or supplemented with regard to any land use in the Project Area, the land use provisions of this Plan, including without limitation, all Exhibits attached hereto, shall be automatically modified accordingly without the need for any formal plan amendment process.” The Project includes General Plan Amendments, a Vesting Zone Change and

Height District Change, a Code Amendment, CPIO Amendment, and the establishment of the OSP Specific Plan (Specific Plan), all of which will prescribe the use and zoning regulations on the Project Site. Accordingly, these regulations would supersede the provisions of the Redevelopment Plan where applicable.

The Project is generally consistent with the applicable provisions of the Redevelopment Plan, as follows:

Section 503: Permitted Land Uses

Section 503 of the Redevelopment Plan permits residential, commercial, and industrial land uses where permitted (and where amended to be permitted) by the land use designations and zoning of the Community Plan. As the requests herein will change the underlying land use designation and zoning on the Project Site to permit the uses envisioned in the Specific Plan, the Project will be consistent with this section of the Redevelopment Plan.

Section 504: Public, Open Space, and Other Public and Quasi-Public Uses

Although no portion of the Project Site is currently designated/zoned for public facilities or open space, the Project nonetheless proposes to provide approximately 5.3 acres of publicly accessible open space through the regulations in the Specific Plan. The Project also proposes a variety of improvements in the public right-of-way, including street and sidewalk modifications. Section 504.2 of the Redevelopment Plan permits the alteration of streets should they be deemed necessary and beneficial, and further encourages the closure of rights-of-way and creation of easements for the same reasons. The requests include the reclassification of 1st Street along the Project Site frontage (between Harbor Boulevard and Mesa Street) from an Avenue II to a Collector Street, along with the vacation and merger of the resulting excess right-of-way into the Project Site, the proposed closure of portions of Beacon Street and 2nd Street for the creation of pedestrian-oriented open space areas, and various sidewalk easements throughout the Project Site. These requests all serve to create a more livable and better designed pedestrian-oriented community while meeting the public right-of-way standards under the respective street designations. Therefore, the Project is necessary and beneficial in this location and would be in conformance with this section of the Redevelopment Plan.

Section 507: New Construction and Rehabilitation of Properties

The Project will comply with all applicable building codes and laws governing new construction, and therefore will be in conformance with this section of the Redevelopment Plan.

Section 508: Limitation on Type, Size, and Height of Buildings; Section 509: Limitation on Number of Buildings; Section 510: Number of Dwelling Units

Sections 508, 509, and 510 of the Redevelopment Plan require that the Project be subject to all applicable laws and regulations governing these development standards, except as may be modified by subsequent plans. In conjunction with the proposed Specific Plan which creates its own development standards and regulations, including building mass, height, and density, the Project would not conflict with these sections of the Redevelopment Plan.

Section 514: Parking and Loading Facilities

The Specific Plan incorporates various parking design standards such as encouraging wrapping structures with active uses, prescribing screening opacity requirements, and requiring that all aboveground parking levels be designed such that they may be converted to building floor area in the future. In conjunction with the proposed Specific Plan which creates its own development standards and regulations regarding parking, the Project would conform with these provisions of the Redevelopment Plan. Parking areas will also meet all other applicable requirements of the LAMC.

Section 520: Design Guidelines and Development Controls

The Specific Plan prescribes a variety of objective design standards, such as ground floor façade transparency, building articulation, use of certain materials, and fencing and wall requirements. These standards are included with the goal of establishing a consistent predictable set of design outcomes, focused on creating high quality architecture, an inviting pedestrian environment, and a cohesive sense of place while providing enough flexibility for development of the Project in the future. These standards give consideration to good design and support the Redevelopment Plan's goal of enhancing the aesthetic quality of the community and creating an attractive and pleasant environment. As such, the Project would be in conformance with this section of the Redevelopment Plan.

3. **City Charter Finding Section 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.

- a. **Amendment in Whole or in Part.** The requested General Plan Amendments include an amendment to the San Pedro Community Plan to change the land use designation on the portion of the Project Site that is designated Low Medium II Residential to Community Commercial, to achieve a uniform land use designation throughout the entire site, and to add the proposed OSP Zone as a corresponding zone to the Community Commercial land use designation; and an amendment to the Mobility Plan 2035 to reclassify 1st Street abutting the Project Site (between Harbor Boulevard and Mesa Street) from an Avenue II to a Collector Street.

The Project Site consists of the existing Rancho San Pedro public housing complex and occupies nine city blocks encompassing nearly 20 acres in the core of the San Pedro neighborhood. The Rancho San Pedro development dates to 1942 and was originally developed by the Department of Defense as workforce housing for shipbuilding workers at the nearby Port of Los Angeles. The complex is noted as a historic resource and eligible for historic designation, as a large World War II-era public housing development. However, as the complex is over 80 years old, most of the existing units are nearing the end of their useful lives. The complex occupies a large section of the San Pedro neighborhood and is notable as one of the largest and oldest public housing developments in the City. The Project would enable the redevelopment of the Project Site into a new mixed-use community with up to 1,553 new residential units, up to 130,000 square feet of commercial services, and approximately 5.3 acres of publicly accessible open space. The Project would enable HACLA to provide hundreds of modern restricted affordable public housing units in this location while adding new services and amenities. Therefore, the Project Site has significant social, economic, and physical identity and the requested actions are necessary to maintain and enhance the form and function of the Project Site.

- b. **Initiation of Amendments.** In compliance with this subsection, on December 7, 2022, the City Council adopted a motion to initiate a Specific Plan and the General Plan Amendments for the Project.

4. **City Charter Finding Section 556.** The action is in substantial conformance with the purposes, intent and provisions of the General Plan.

As detailed in Finding Nos. 1 through 3 above, and incorporated here by reference, the Project would further support the purposes, intent, and provisions of the General Plan and its elements, including the Framework Element, Transportation Element, Health and Wellness and Air Quality Elements, and the Land Use Element (Community Plan). As proposed, the Project will result in the redevelopment of an existing aging public housing complex on an underutilized site, with a new mixed-use mixed-income community providing more than three times as many housing units as presently exist, as well as commercial services where there currently are none. The proposed commercial services as well as the many community amenities and open space areas will significantly improve the physical environment and greatly enhance the quality of life for both existing and future residents as well as the surrounding community. Therefore, the Project is in substantial conformance with the purposes, intent, and applicable provisions of the General Plan.

5. **City Charter Finding Section 558.** Adoption of the proposed ordinance, order or resolution will be in conformity with public necessity, convenience, general welfare and good zoning practice.

The Project Site is located within the San Pedro Community Plan, which designates the majority of the subject property (all but the easternmost two blocks) for Low Medium II Residential land uses corresponding to the RD1.5 and RD2 Zones. The easternmost two blocks of the Project Site are designated for Community Commercial land uses corresponding to the CR, C1.5, C2, C4, R3, RAS3, R4, and RAS4 Zones.

The portion of the Project Site designated for Low Medium II Residential land uses is presently zoned RD1.5-1XL-CPIO (Residential Zone, Height District 1XL, Community Plan Implementation Overlay). The Low Medium II Residential land use designation permits a variety of single- and multi-family residential uses. Height District 1XL limits maximum building height to 30 feet and maximum floor area ratio (FAR) to 3:1 for the RD1.5 Zone.

The portion of the Project Site designated for Community Commercial land uses is presently zoned C2-2D-CPIO (Commercial Zone, Height District 2, "D" Development Limitations, Community Plan Implementation Overlay). The Community Commercial land use designation permits a wide variety of residential and commercial uses. Height District 2 does not limit height for the C2 Zone, but limits FAR to a maximum of 6:1. The "D" Development Limitation, established under Ordinance No. 185,541, requires that projects be subject to the provisions of the San Pedro CPIO. Notwithstanding, the entire Project Site is subject to the San Pedro CPIO, which prescribes various design and development standards for projects within its boundaries.

The Project involves the creation of the OSP Specific Plan to guide the cohesive development of the Project Site. As a part of the Project, the Applicant is requesting a General Plan Amendment to change the land use designation on the Project Site to Community Commercial across the entirety of the Project Site, to identify the proposed OSP Zone as a corresponding zone to the Community Commercial land use, a Zone and Height District Change to the OSP Zone, as well as a Code Amendment to add the proposed OSP Zone (to the LAMC, and the establishment of the OSP Specific Plan. The Applicant is also requesting a General Plan Amendment to reclassify 1st Street along the Project Site's frontage (from Harbor Boulevard to Mesa Street) from an Avenue II to a Collector, as well as a CPIO Amendment to remove the Project Site from the boundaries of the San Pedro CPIO. These Legislative Actions will all enable the development of the

proposed Project and will be in conformity with public necessity, convenience, general welfare, and good zoning practice, as described below.

Public Necessity

The Project proposes the redevelopment of the aging existing Rancho San Pedro public housing complex into a new mixed-use community with a variety of housing types at a variety of income levels, along with commercial services, community amenities, publicly accessible open space, and public ROW improvements. The Project will replace existing units at the end of their useful lives with new modern units that will continue to be owned and managed for public housing, and is therefore a development project for the public good. The Project would enable the replacement of all 478 existing units with more than three times as many new housing units (up to a maximum of 1,553 units), including both restricted affordable units and market-rate units. In addition, by redeveloping an exclusively lower-income complex into a new mixed-income community, the Project will both provide more much-needed housing opportunities at various income levels to promote equity in urban development. Therefore, the requested actions are a public necessity to facilitate the development of a publicly beneficial Project, and the Project is in conformance with the public necessity.

Convenience

The Project will result in the provision of up to 1,553 housing units, including both restricted affordable units and market-rate units, on a Project Site where there are currently only 478 units. The Project will result in the creation of both more restricted affordable units than there are currently, as well as introduce housing units at other income levels, including market-rate levels. In addition, the Project will introduce new commercial services in an area where none currently exist, providing valuable services and additional amenities for both residents of the Project and the surrounding community. The Project will also develop approximately 5.3 acres of publicly accessible open space which includes replacing an existing aging sports field and providing new open space amenities that do not currently exist, including a centerpiece linear park and various pedestrian plazas and paseos. As proposed and designed, the Project will provide additional housing, new services, and more amenities all within an existing underutilized site in the core of the San Pedro neighborhood. Therefore, the Project will support and enhance public convenience.

General Welfare

The Project would be consistent with the general welfare by locating residential, commercial, and open space uses in a centrally-located neighborhood, reducing congestion and air pollution in the area by siting residences, jobs, services, and amenities w in an existing urbanized area. Furthermore, the Project represents an urban infill development which will result in a moderate increase in intensity of use and scale on a site that is currently underutilized, which is desirable and encouraged in centrally located and heavily urbanized neighborhoods such as that surrounding the Project Site. Therefore, the Project supports the general welfare of the community.

Good Zoning Practice

The Project is in substantial conformance with good zoning practice because it reflects good planning policy and design. The Legislative Actions will enable the uniform development of the Project Site in adherence to the proposed OSP Specific Plan. The proposed OSP Zone captures all regulations within the Specific Plan under one umbrella

zoning designation as the implementation mechanism of the Specific Plan. It is thoughtfully crafted with a pattern of zoning regulations throughout the Project Site, purposefully concentrating the most intense development and uses within the currently commercially-zoned portion of the Project Site and staggering and gradually reducing development intensity over the remainder of the Project Site; and concentrates the tallest and most permissive uses along Harbor Boulevard, the major arterial roadway in the area, and closest to the commercial core of San Pedro and the Port of Los Angeles. Abutting existing residential neighborhoods to the north and west, the Specific Plan more significantly limits building height and floor area. In doing so, the Specific Plan aligns with both the current underlying zoning designations and the existing development patterns of the surrounding community. As such, the Project will result in a moderate increase in intensity of use and scale on an existing infill site while respecting existing conditions in the surrounding area.

In addition, the requested CPIO Amendment will ensure consistency and avoid potential conflicts with zoning provisions in other plans/overlays. The Specific Plan will prescribe extensive design standards for the Project, many of which concern the same topics governed by the San Pedro CPIO. As such, the Project will supersede the provisions of the CPIO, and the requested CPIO Amendment is appropriate. Therefore, the requested Legislative Actions would support good zoning practice.

Zone Change, Height District Change, Code Amendment, CPIO Amendment, and Specific Plan Findings

6. The action is consistent with public necessity, convenience, general welfare and good zoning practice.

The Project Site is located within the San Pedro Community Plan, which designates the majority of the subject property (all but the easternmost two blocks) for Low Medium II Residential land uses corresponding to the RD1.5 and RD2 Zones. The easternmost two blocks of the Project Site are designated for Community Commercial land uses corresponding to the CR, C1.5, C2, C4, R3, RAS3, R4, and RAS4 Zones.

The portion of the Project Site designated for Low Medium II Residential land uses is presently zoned RD1.5-1XL-CPIO (Residential Zone, Height District 1XL, Community Plan Implementation Overlay). The Low Medium II Residential land use designation permits a variety of single- and multi-family residential uses. Height District 1XL limits maximum building height to 30 feet and maximum floor area ratio (FAR) to 3:1 for the RD1.5 Zone.

The portion of the Project Site designated for Community Commercial land uses is presently zoned C2-2D-CPIO (Commercial Zone, Height District 2, "D" Development Limitations, Community Plan Implementation Overlay). The Community Commercial land use designation permits a wide variety of residential and commercial uses. Height District 2 does not limit height for the C2 Zone, but limits FAR to a maximum of 6:1. The "D" Development Limitation, established under Ordinance No. 185,541, requires that projects be subject to the provisions of the San Pedro CPIO. Notwithstanding, the entire Project Site is subject to the San Pedro CPIO, which prescribes various design and development standards for projects within its boundaries.

The Applicant is requesting a Vesting Zone Change and Height District Change to the OSP Zone and the establishment of the OSP Specific Plan which will act as the regulatory document for the OSP Zone across the entirety of the Project Site to enable development of the Project. The Specific Plan prescribes land use and development regulations, including density, building height, and maximum FAR. The proposed OSP Zone captures

all regulations within the Specific Plan under one umbrella zoning designation. The Applicant is also requesting a CPIO Amendment to remove the Project Site from the boundaries of the CPIO.

Pursuant to LAMC Section 12.36 D, when acting on multiple applications for a project, when appropriate, findings may be made by reference to findings made for another application involving the same Project. This finding is substantially identical to General Plan/Charter Finding No. 5, which is hereby incorporated by reference. As detailed above in Finding No. 5 above, the Project is consistent with public necessity, convenience, general welfare and good zoning practice as it will replace existing units with new modern units that will continue to be owned and managed for public housing, and is therefore a development project for the public good. The Project will provide additional housing than presently exist, new services, and more amenities all within an existing underutilized site. The Project has also been thoughtfully designed to enable the provision of all of these benefits in the context of existing zoning designations and respecting existing patterns of development, by purposefully concentrating denser and more intense uses closer to the main arterial roadway and away from lower-density residential neighborhoods. Therefore, the Project is consistent with public necessity, convenience, general welfare, and good zoning practice.

CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) FINDINGS

Introduction

The City of Los Angeles (the "City"), as a Responsible Agency, has evaluated the environmental impacts of the One San Pedro Project (Project) in the Environmental Impact Report (EIR) ENV-2021-10633-EIR (SCH No. 2021010117), prepared by and previously certified by the Housing Authority of the City of Los Angeles (HACLA) on November 30, 2023. The EIR was prepared in compliance with the California Environmental Quality Act of 1970, Public Resources Code Section 21000 et seq. (CEQA) and the California Code of Regulations Title 14, Division 6, Chapter 3 (the "CEQA Guidelines").

The Project EIR, consisting of the Draft EIR and Final EIR, is intended to serve as an informational document for public agency decision-makers and the general public regarding the objectives and impacts of the Project, located at 275 West 1st Street and consisting of Assessor's Parcel Numbers 7449-017-900, 7449-017-901, 7449-017-902, 7449-018-900, 7449-018-901, 7449-018-902, 7455-017-900, 7455-027-929, 7455-027-930, 7455-027-931, 7449-014-013 and 7449-014-014 (Project Site). The Project as analyzed in the EIR would establish the One San Pedro Specific Plan (Specific Plan) to allow for the phased redevelopment of the existing Rancho San Pedro public housing development, including a development at 319-327 North Harbor Boulevard. The Specific Plan would establish standards to regulate land use, development, and design and would permit a maximum of 1,553 dwelling units, including restricted affordable units, and 130,000 square feet of commercial space. The Project would also incorporate approximately 5.3 acres of publicly accessible open space and provide circulation and public right-of-way improvements.

The Draft EIR was circulated for a 60-day public comment period beginning on June 23, 2023 and ending on August 21, 2023. A Notice of Completion and Availability (NOC/A) was distributed on June 23, 2023 to all property owners and occupants within 500 feet of the Project Site and interested parties, which informed them of where they could view the document and how to comment. The Draft EIR was available to the public on the United States Department of Housing and Urban Development, Housing Authority of the City of Los Angeles, and the Los Angeles Housing Department websites with hard copies located at the Rancho San Pedro Property Management office, San Pedro Regional Branch Library, City of Los Angeles Council

District 15 – San Pedro Office, the Housing Authority of the City of Los Angeles, and the City of Los Angeles Housing Department. A Notice of Completion was sent with the Draft EIR to the Governor’s Office of Planning and Research State Clearinghouse for distribution to State Agencies on June 14, 2023, and notice was provided in newspapers of general and/or regional circulation.

The Final EIR was then distributed for the Project on October 27, 2023. The Project EIR was then certified by HACLA on November 30, 2023.

Responsible Agency’s Previously Adopted CEQA Findings

On November 15, 2024, the Deputy Advisory Agency of the City of Los Angeles found and determined that pursuant to California Environmental Quality Act (CEQA) Guidelines Sections 15096(e) and (f), after consideration of the whole of the administrative record, the Project was adequately assessed in the previously certified Project EIR No. ENV-2021-10633-EIR (SCH No. 2021010117), prepared by and previously certified by the Housing Authority of the City of Los Angeles (HACLA) on November 30, 2023, in conjunction with the approval of the Project’s Tract Map (VTT-83500-HCA). In connection with this determination, the Deputy Advisory Agency adopted CEQA findings, a Statement of Overriding Considerations, and a Mitigation Monitoring Program as a condition of approval. This decision was not appealed and is final. All mitigation measures and project design features in the Mitigation Monitoring Program are also imposed on the Project through regulations in Section 18 (Environmental Standards) of the OSP Specific Plan, to mitigate or avoid significant effects of the Project on the environment and to ensure compliance during implementation of the Project.

No Supplemental or Subsequent Review is Required

CEQA and the State CEQA Guidelines (California Code of Regulations, Title 14, Chapter 3, Sections 15000-15387) allow the City to rely on the previously certified EIR unless a Subsequent or Supplemental EIR is required. Specifically, CEQA Guidelines Sections 15162 and 15163 require preparation of a Subsequent or Supplemental EIR when an EIR has been previously certified, or a negative declaration has previously been adopted and one or more of the following circumstances exist:

- 1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
- 2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
- 3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:
 - A. The project will have one or more significant effects not discussed in the previous EIR or negative declaration;
 - B. Significant effects previously examined will be substantially more severe than shown in the previous EIR;

- C. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

None of the above changes or factors has arisen since the approval of the Project. There are no substantial changes to the Project, and it is substantially the same as the approved project. No substantial changes have been identified to the surrounding circumstances, and no new information of substantial importance has been identified since the approval of the Project. There is no evidence of new or more severe significant impacts, and no new mitigation measures are required for the project.

Accordingly, there is no basis for changing any of the impact conclusions referenced in the certified EIR's CEQA Findings. Similarly, there is no basis for changing any of the mitigation measures referenced in the certified EIR's CEQA Findings, all of which have been implemented as part of the conditions of approval or regulations in the Specific Plan. There is no basis for finding that mitigation measures or alternatives previously rejected as infeasible are instead feasible. There is also no reason to change the determination that the overriding considerations referenced in the certified EIR's CEQA Findings, and each of them considered independently, continue to override the significant and unavoidable impacts of the Project.

Therefore, as the Project was assessed in the previously certified EIR, and pursuant to CEQA Guidelines Section 15162, no supplement or subsequent EIR or subsequent mitigated negative declaration is required, as the whole of the administrative record demonstrates that no major revisions to the EIR are necessary due to the involvement of new significant environmental effects or a substantial increase in the severity of a previously identified significant effect resulting from changes to the project, changes to circumstances, or the existence of new information. In addition, no addendum is required, as no changes or additions to the EIR are necessary pursuant to CEQA Guidelines Section 15164.

PUBLIC HEARING AND COMMUNICATIONS

A joint public hearing was conducted by Deputy Advisory Agency (DAA) and Hearing Officer on behalf of the City Planning Commission, telephonically and virtually via Zoom on September 18, 2024, at approximately 9:30 a.m. for the requested subdivision and Project entitlements.

Summary of Public Hearing Testimony

1. Attendees

The hearing was attended by approximately 25 people, consisting of the Applicant's team, including the representative, and various members of the public. Representatives from the three Neighborhood Councils in the area (the Central San Pedro, Coastal San Pedro, and Northwest San Pedro Neighborhood Councils, representing the entirety of San Pedro), as well as a representative from Council District 15, were also present.

2. Testimony

- a. The Hearing Officer began the hearing by discussing format and logistics and introduced the project.
- b. Mr. Jim Ries, representative for the Applicant's team, presented the project. Mr. Ries described the project, its various design features and development standards, and specific features that have been discussed during the planning process.
- c. Seven members of the public spoke on the project. All seven speakers spoke in general support of the Project, noting that the redevelopment of the existing public housing complex is a long-desired goal that will benefit the community. One speaker requested the consideration of unionized labor for the Project, while another requested consideration that existing residents not be displaced while new residents come in to the community as a result of the Project.
- d. In response to the public testimony received, Mr. Ries added that union labor agreements are still being discussed and have not been finalized at this time. Mr. Ries also clarified that an off-site development project at 327 North Harbor Boulevard is nearing completion and will provide the first relocation opportunity for existing residents of the Rancho San Pedro complex to move into, thereby enabling the subsequent demolition of those existing units and the phased redevelopment of the entire Project.
- e. The Hearing Officer did not have any additional questions for the Applicant's team. With no other questions or speakers, the Hearing Officer closed the hearing and informed the audience that the project would be considered by the City Planning Commission on December 12, 2024.

Additional Communications

In total, City Planning has received six letters of support regarding the Project from a variety of community organizations, including local faith groups, as well as from the Office of the Congressional Representative for the 44th District (which includes the Project Site). City Planning also received several emails from the three certified Neighborhood Councils in the San Pedro area (the Central San Pedro, Coastal San Pedro, and Northwest San Pedro Neighborhood Councils), as well as local business and industry organizations advocating for the

quick and timely approval of the requested entitlements. Staff received one letter from a community member with a variety of questions regarding phasing, development, and operation of the Project, which have been addressed throughout this Staff Recommendation Report.

EXHIBIT A
ONE SAN PEDRO SPECIFIC PLAN

ONE SAN PEDRO SPECIFIC PLAN

DECEMBER 2024

TABLE OF CONTENTS

Section 1: Establishment of The Specific Plan

Section 2: Purpose

Section 3: Relationship To Codes

Section 4: Definitions

Section 5: Procedures

Section 6: Form

Section 7: Frontage

Section 8: Development Standards

Section 9: Use

Section 10: Density 29

Section 11: Affordable Housing

Section 12: Commercial Use Floor Area

Section 13: Vehicle Parking

Section 14: Open Space

Section 15: Landscaping

Section 16: Design Standards

Section 17: Mobility And Street Standards

Section 18: Environmental Standards

Appendix A : Environmental Standards

ORDINANCE NO. _____

An ordinance establishing the One San Pedro Specific Plan (Specific Plan) pursuant to the provisions of Section 13B.1.2 of Chapter 1A of the Los Angeles Municipal Code (Code), for a portion of the San Pedro Community Plan area.

WHEREAS, the Specific Plan will be located in the San Pedro Community Plan, where the General Plan calls for the preservation and enhancement of the positive characteristics of existing residential neighborhoods while improving the function, design, and economic vitality of the commercial corridors;

WHEREAS, the proposed redevelopment of the Rancho San Pedro development (Project) will enhance the neighborhood through the development of an iconic, medium-intensity, transit-oriented development which incorporates pedestrian-activating ground floor uses, multi-modal connections, public open spaces, and streetscape improvements in the Rancho San Pedro neighborhood;

WHEREAS, the Project will construct public open spaces and other plaza amenity spaces, centered around a redeveloped Rancho San Pedro neighborhood, to serve as a new community gathering place for San Pedro;

WHEREAS, the Project will construct replacement housing and low-income and affordable housing including for-sale units for the Rancho San Pedro neighborhood to serve the existing and future residents of Rancho San Pedro;

WHEREAS, the Project will develop an integrated mix of uses in a manner that reduces vehicular trips by providing market-rate and affordable housing in combination with community-serving commercial and job-producing uses in close proximity to public transit;

WHEREAS, the existing land use and zoning limits the density of Specific Plan area, resulting in reduced potential residential capacity that inhibits the unified mixed-use development proposed by the Project; and

WHEREAS, a consistent set of standards provided by this Specific Plan would allow for the orderly development of the Specific Plan area and implementation of the General Plan and in alignment with a citywide updated zoning code.

NOW, THEREFORE,

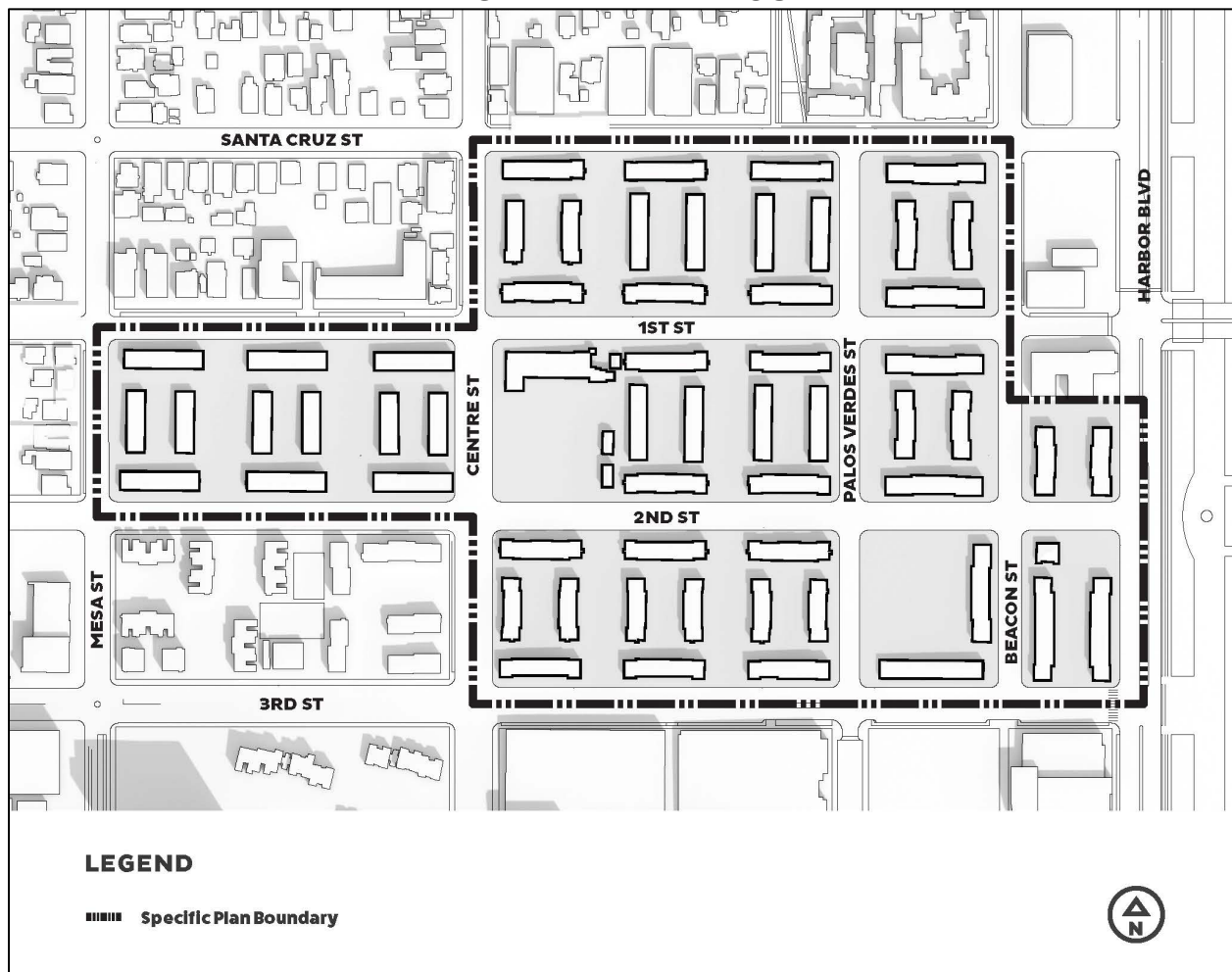
THE PEOPLE OF THE CITY OF LOS ANGELES DO ORDAIN AS FOLLOWS:

SECTION 1. ESTABLISHMENT OF THE SPECIFIC PLAN

Section 1.1. Boundaries

The City Council hereby establishes the One San Pedro Specific Plan (Specific Plan), which shall be applicable to that area of the City depicted within the black dashed line on **Map 1.1: Specific Plan Boundary**, comprising approximately 20 acres of land after street dedications and mergers, and generally bounded by Santa Cruz Street and 1st Street to the north, 2nd Street and 3rd Street to the south, Harbor Street and Beacon Street to the east, and Centre Street and Mesa Street to the west, with public rights-of-way and private properties within the blocks and portions of blocks.

MAP 1.1: SPECIFIC PLAN BOUNDARY



Section 1.2. Phases and Subareas

In order to regulate the use of property as provided in this Specific Plan, the Specific Plan is divided into three phases and four subareas.

Phases are intended to guide the successive timing of development by limiting density and floor area per phase and setting minimum requirements for the implementation of public open spaces and public right-of-way improvements per phase. The locations and boundaries of these phases are depicted on **Map 1.2: Specific Plan Phases**.

The first Phase consists of the blocks bounded by 1st Street, 2nd Street, Palos Verdes Street, and Mesa Street. The second Phase consists of the blocks bounded by 2nd Street, 3rd Street, Harbor Boulevard, and Centre Street. The third Phase consists of the remainder of the Project Site, including the blocks generally bounded by Santa Cruz Street, 2nd Street, Harbor Boulevard, Palos Verdes Street, and Centre Street.

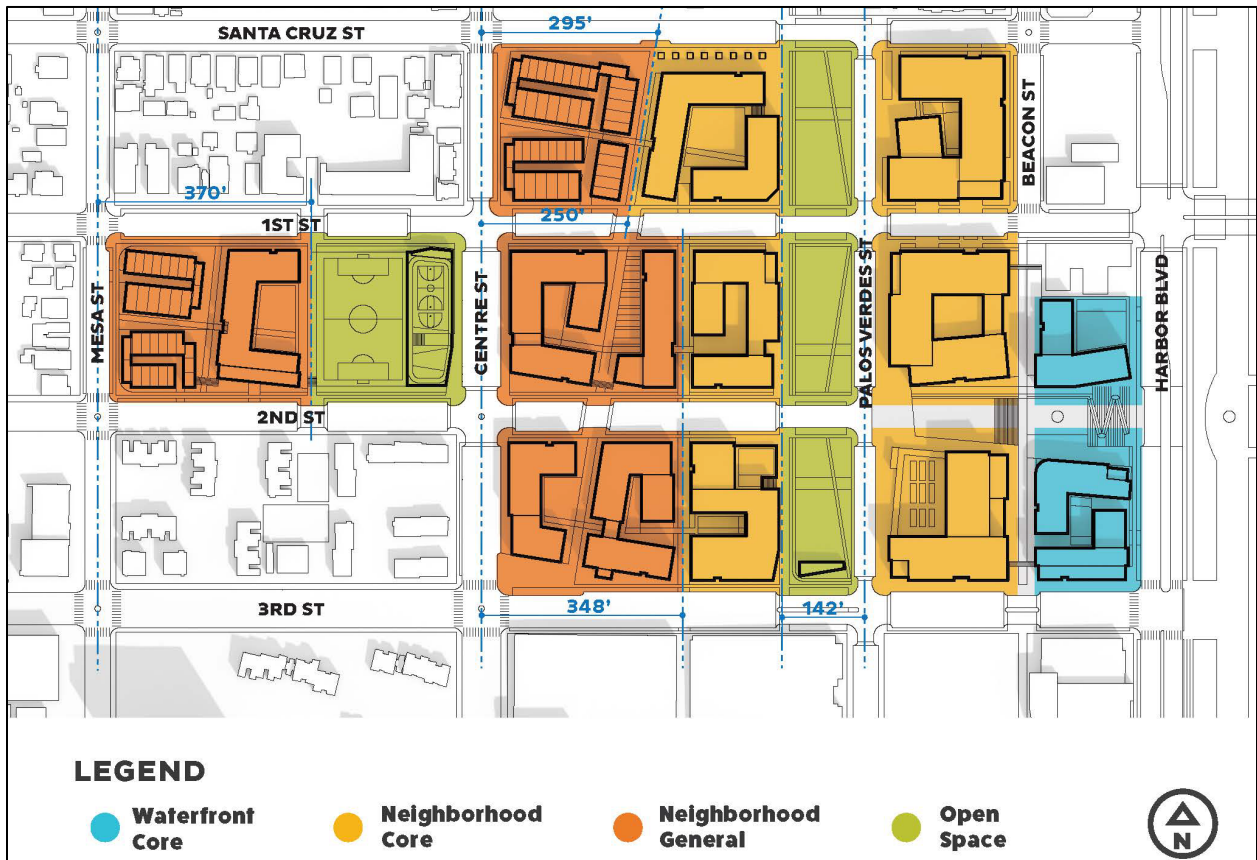
MAP 1.2: SPECIFIC PLAN PHASES



Subareas set specific development standards which distinguish the development intensity and type of development within geographic areas, as depicted below on **Map 1.3: Specific Plan Subareas** and as follows:

- A. **Waterfront.** The Waterfront Subarea supports higher-intensity development, including the highest allowable building heights (up to 180 feet) permitted within the Specific Plan area, and integrates with the future development of other properties along Harbor Boulevard.
- B. **Neighborhood Core.** The Neighborhood Core Subarea supports higher intensity residential development than the Neighborhood General Subarea and includes mixed-use development with building heights up to 90 feet surrounding the Palos Verdes Linear Park.
- C. **Neighborhood General.** The Neighborhood General Subarea focuses on lower-scale residential development that is compatible with the Barton Hill neighborhood, with building heights generally between 20 and 60 feet.
- D. **Open Space.** The Open Space Subarea consists of multiple strategic locations within the Specific Plan area to support access to light and air and provide options for physical activity and amenities for all surrounding development.

MAP 1.3: SPECIFIC PLAN SUBAREAS



SECTION 2. PURPOSE

Section 2.1. General

This Specific Plan provides the regulatory framework for the comprehensive redevelopment of the Specific Plan area into an integrated, mixed-use, transit- and pedestrian-oriented development that provides an active residential, shopping, dining, entertainment, cultural, and working community.

Section 2.2. Purposes and Objectives

The purposes and objectives of the Specific Plan are as follows:

- A.** Provide zoning, development standards and controls, for the systematic and incremental implementation of the General Plan, including the San Pedro Community Plan, which provides for the public need, convenience, and general welfare as the redevelopment of such area necessitates.
- B.** Provide a comprehensive, consistent, and clear process that will permit redevelopment which facilitates the creation of a vibrant neighborhood where people can live, work, and play.
- C.** Provide certainty for government agencies, developers, stakeholders, and residents that the Specific Plan will be implemented in accordance with the officials' and the community stakeholders' shared vision.
- D.** Encourage compatibility with the existing neighborhood and the contextually sensitive integration of new development into the community, fostering harmonious design and massing, and physical and programmatic connectivity.
- E.** Guide future redevelopment and improvements to form a cohesive neighborhood that unifies the surrounding neighborhoods of Beacon Hill, Downtown San Pedro, and Waterfront with the Specific Plan by providing complimentary uses, building forms and architecture, harmonious landscapes, and people-centered open spaces and connectors.
- F.** Plan for and facilitate the development of replacement affordable housing units, new affordable housing, and the development of new housing stock for current and new residents within walking distance of Downtown San Pedro, and other local job and education centers, thereby reducing vehicle miles traveled and encouraging alternative modes of transportation in the greater San Pedro area.
- G.** Provide continued and expanded redevelopment of the Specific Plan area with a mix of uses addressing residential, community, and commercial needs, in conformance with the goals and objectives of regional and local plans and policies.

- H. Expand the economic base of the City by providing additional employment opportunities and revenues.
- I. Implement the City’s Mobility Plan 2035, Bicycle Master Plan, and Complete Streets Design Guide, within the Specific Plan area, including adequate access, safety, and comfort to move people.
- J. Connect the Specific Plan area to its surrounding community including Downtown San Pedro, the waterfront, and Barton Hill neighborhood, and the greater Los Angeles region through a safe, efficient, and accessible circulation network that embraces pedestrians, bicyclists, and transit.
- K. Enhance the quality of life for residents living in and around the Specific Plan area by reducing air, noise, visual, and light pollution emitted from motorized vehicles, and design streets and sidewalks so that pedestrians, bicyclists, transit riders, transit vehicles, trucks and automobile traffic can coexist safely.
- L. Implement mitigation for potential environmental impacts.
- M. Expand publicly accessible, high-quality open space and recreation opportunities in a park-poor neighborhood within the City of Los Angeles.
- N. Improve the mental and physical well-being of residents and visitors by providing a variety of active and passive public and community spaces.

SECTION 3. RELATIONSHIP TO CODES

Section 3.1. Relationship to the Code

- A. **Does Not Convey Rights.** The regulations of this Specific Plan are in addition to those set forth in the planning and zoning provisions of the Code, as amended, and any other relevant ordinances, and do not convey any rights or privileges not otherwise granted under the provisions and procedures contained in the Code or other ordinances, except as provided for in this Specific Plan.
- B. **Reconciling Provisions.** This Specific Plan is subject to the regulations of Chapter 1A of the Code. Where the regulations of Chapter 1A of the Code conflict with the regulations of Chapter 1 of the Code, the regulations in Chapter 1A shall apply, except as otherwise specified in this Specific Plan.

Wherever this Specific Plan contains provisions that establish regulations (including, but not limited to, standards such as density, height, use, floor area, setbacks, vehicle and bicycle parking, open space, and landscape requirements), that are different from, more restrictive, or more permissive than the Code, this Specific Plan shall prevail and supersede the applicable provisions

of the Code. If subsequent to the effective date of this Specific Plan any particular regulation in the Code is amended such that it becomes more permissive than the corresponding regulation in this Specific Plan, the Applicant may elect for a Project to be regulated under the more permissive regulation; provided, however, that in no event shall such amended regulations apply to the minimum number of affordable housing units required under this Specific Plan.

With respect to Projects within the Plan area, this Plan shall supersede the following LAMC processes and regulations, making them inapplicable to Projects within the Plan area:

1. Major Development Project. Code Section 12.24 U.14.
2. Alcoholic Beverage Sales and Service Regulations. Code Sections 12.21 A.10, 12.21 A.14, and 12.24 W.1.
3. Floor Area Ratio Averaging: Code Sections 12.24 W.19 of Chapter 1 and 2C.4.1.E.2 of Chapter 1A
4. Residential Density Transfer: Code Sections 12.24 W.19 of Chapter 1 and 6C.1.2.F.2 of Chapter 1A
5. Mini-Shopping Centers and Commercial Corner Development Regulations. Code Sections 12.22 A.23 and 12.24 W.27.
6. Park and Recreation Site Acquisition & Development Provisions: Code Sections 12.33, 17.12, and 17.58 of Chapter 1 and 10.4 and 15.9.3 of Chapter 1A
7. Street Dedications and Improvements. To the extent set forth in Section 17 of this Specific Plan, Code Section 12.37.
8. Project Review. Code Section 16.05 and 13B.2.4.
9. Alternative Parking Strategies: Code Section 4C.4.3
10. Pacific Corridors Redevelopment Project Area (RPA), Ordinance No. 174,549

Section 3.2. Nonconforming Uses, Buildings, or Structures

Any legally existing uses, buildings, or structures that are made nonconforming by the establishment of this Specific Plan shall be deemed to be legal nonconforming uses, buildings, or structures and may continue to exist, in accordance with Division 12.1 (General Provisions) of Chapter 1A of the Code.

Section 3.3. Severability

If any provision of this Plan, or its application to any person or circumstance, is held to be unconstitutional or otherwise invalid by any court of competent jurisdiction, the invalidity shall not affect other Plan provisions, clauses or applications which can be implemented without the invalid provision, clause or application, and to this end the provisions and clauses of this Plan are declared to be severable.

SECTION 4. DEFINITIONS

Whenever the following terms are used in this Specific Plan, they shall be construed as defined in this Section. Definitions of the terms set forth in this Section shall supersede the definitions set forth in the Code, including, without limitation, Article 14 of the Code. Words and phrases not defined here shall be construed as defined in Article 14 of the Code or shall be defined pursuant to Section 13B.4.6 of the Code and Section 4.1 of this Specific Plan for interpretations of the Specific Plan by the Director of Planning (Director).

Bicycle Hub. A place that pairs secure bicycle parking with some combination of additional amenities, such as showers, lockers, bicycle-related retail, bicycle rentals, and repair services.

Commercial - General Uses. Any permissible commercial use greater than 3,000 square feet in floor area.

Commercial - Neighborhood Uses. Any permissible commercial use less than or equal to 3,000 square feet in floor area.

Development Donor. A Phase that donates any unused right to build dwelling units or floor area to a Development Recipient.

Development Recipient. A Phase that receives any unused right to build dwelling units or floor area from a Development Donor.

Floor Area. Floor Area shall be as defined in Section 14.1.7 of Chapter 1A of the Code, except that the following shall be additionally excluded from the calculation of floor area: storage incidental to residential uses, covered outdoor residential common open space areas, and covered outdoor publicly accessible open space areas. All other provisions of the definition of FAR in the Code shall apply.

Paseo. A pedestrian walkway that is primarily (at least 75 percent) open to the sky, provides pedestrian passage between structures, and is distinguished by ground surface treatments that provide for pedestrian safety and ease of movement.

Project. The construction, erection, addition to or structural alteration of any building or structure, use of building or land or change of use of a building or land on a lot

located in whole or in part within the Specific Plan area which requires the issuance of a building permit or use of land permit. However, a Project shall not include any of the following:

- A. Interior remodeling of any building that does not alter floor area or density.
- B. Exterior remodeling of any building unless the aggregate value of the work, in any one 24-month period, is greater than 50 percent of the replacement value of the building or structure before the alteration or addition, as determined by the Los Angeles Department of Building and Safety (LADBS).
- C. Demolition, in substantial conformance with the applicable provisions of the Mitigation Monitoring Program (Appendix A).
- D. Notwithstanding Section 12.23 A.4 and Article 12 of Chapter 1A of the Code, the rehabilitation or reconstruction of a conforming or nonconforming building, structure or improvement which was damaged or destroyed by fire, flood, wind, earthquake or other natural or man-made disaster provided that the new building, structure or improvement shall have substantially the same purpose and capacity as the original building, structure, or improvements.
- E. Maintenance and repairs, including in-kind replacement, that does not affect any zoning standard.

Publicly Accessible Open Space (PAOS). Active or passive open space that is accessible to the public from dawn to dusk, seven days a week.

Restricted Affordable Unit. A dwelling unit for which rental or mortgage amounts are restricted; e.g. are not unrestricted or “market-rate”, as determined by the applicable local, state, and/or federal agency.

Senior Dwelling. Residential units specifically designed, developed, and programmed to serve senior residents, with an age restriction of 55 or more years of age.

SECTION 5. PROCEDURES

Section 5.1. Specific Procedures

- A. **Applicability of Code Sections 13B.3, 13B.4, and 13B.5.** The procedures for the granting of an Administrative Review shall be governed by and implemented in accordance with Section 13B.3.1 of the Code. The procedures for granting a Project Compliance, modification to a Project Compliance, Project Adjustment, Project Exception, Specific Plan Interpretation, and/or Specific Plan Amendment shall be governed and implemented in accordance with the provisions set forth in Section 13B.4 of the Code. The procedures for the granting of an Alternative

Compliance shall be governed by and implemented in accordance with Section 13B.5.1 of the Code, except as set forth in this Section 5.1.B of this Specific Plan.

- B. Decision and Appeal Authority.** Notwithstanding the provisions of Sections 13B.4 and 13B.5 of the Code, in each case where the Area Planning Commission has the authority for initial review, hearing, appeal and/or approval of a request for Project Compliance, modification to a Project Compliance, Project Adjustment, Project Exception, and/or Specific Plan Interpretations, such authority shall be vested in the City Planning Commission in place of the Area Planning Commission.

Section 5.2. Development Review Process

- A.** Notwithstanding Code Section 13B.4, the development review process set forth in this Specific Plan shall be applicable to, and is required for, all Projects (as defined in Section 4 of this Specific Plan) in the Specific Plan area.

Any activity that does not meet the definition of "Project" (as defined in Section 4 of this Specific Plan) can be reviewed as part of a building permit sign-off and shall not require any review process as set forth in this Section.

This Specific Plan's development review process is divided into three categories: Administrative Review, Alternative Compliance, and Project Compliance. No building permit shall be issued for a Project unless an Administrative Review, Alternative Compliance, or Project Compliance has been approved pursuant to the procedures set forth in this Section, as follows:

- B. Administrative Review.** Projects (as such term is defined in Section 4 of this Specific Plan) in conformance with all applicable standards of this Specific Plan shall be eligible for Administrative Review. The Director shall approve an Administrative Review if the Project complies with the Specific Plan. Prior to any sign-off, in reviewing a Project, the Director shall consult with the Mitigation Monitoring Program (Appendix A) and the Project shall demonstrate compliance with any Project Design Features and Mitigation Measures set forth in Appendix A of the Specific Plan which apply to the specific project, consistent with Section 18 of this Specific Plan. The Administrative Review shall be a ministerial review and determination of whether a Project complies with the applicable provisions of the Specific Plan and is approved with a sign-off from the Director. The approval of an Administrative Review is not discretionary for the purposes of CEQA Guidelines Sections 15060(c)(1) and 15268. The decision of the Director shall be final and not appealable.
- C. Project Compliance.** A Project that uses the Density Reallocation Program and/or Commercial Floor Area Reallocation Program (as defined in Sections 10 and 12 of this Specific Plan) of more than 20 percent from a Development Donor

to a Development Recipient, shall be subject to the Project Compliance discretionary process set forth in Code Section 13B.4.2.

- D. Alternative Compliance.** Projects that do not comply with a design, development, or performance standard required by this Specific Plan, but which propose an alternative standard or condition that does not substantially alter the execution or intent of the Specific Plan, shall be eligible for an Alternative Compliance review. A Project seeking Alternative Compliance is reviewed in accordance with Code Sections 13B.5.1.C through H, except as otherwise provided in Section 5.1.B (Decision and Appeal Authority) of this Specific Plan.

- E. Specific Plan Deviations.** An application to deviate from the regulations in this Specific Plan, and not eligible for Administrative Review, Alternative Compliance, or Project Compliance, shall be processed, as applicable, in accordance with the procedures for Project Adjustments, Project Exceptions, Specific Plan Interpretations, or Specific Plan Amendments, as set forth in this Specific Plan and Sections 13B.4.6 and 13B.1.2, respectively, of the Code, except as otherwise provided in Section 5.1.B (Decision and Appeal Authority) of this Specific Plan.

- F. Specific Plan Tracking.** Each application submitted under this Specific Plan shall include Project information as indicated in Section 10.3 (Density Phasing and Accounting), Section 12.1 (Commercial Use Floor Area and Accounting) and 14.3.C.4 (Common Open Space - PAOS).

SECTION 6. FORM

Section 6.1. Form District

This Section establishes a Form District to regulate the placement, scale, and intensity of buildings and structures on a lot in order to ensure building forms are compatible with their context and consistent with community goals. Form Districts are governed by Article 2 of Chapter 1A of the Code.

The Specific Plan is zoned entirely for the OSP1 Form District. The regulations and standards governed by the Form District are described in Article 2 of Chapter 1A of the Code and outlined in **Table 6.1: OSP1 Form District**, below.

TABLE 6.1: OSP1 FORM DISTRICT

	OSP1
Lot Size:	
Lot Area (min.)	1,000 sf
Lot Width (min.)	20 ft

*Coverage:	
*Building Coverage (max.)	*90 %
Building Setbacks:	
Primary Street (min.)	See Table 7.2
Side Street (min.)	See Table 7.2
Side (min.)	0 ft
Side, interior (min.)	0 ft
Rear (min.)	0 ft
Alley (min.)	0 ft
Special (min.)	See Table 7.2
Amenity:	
Lot Amenity Space (min.)	N/A
Residential Amenity Space (min.)	N/A
Building Mass:	
Floor Area Ratio (FAR) (max.) Base: Bonus:	See Table 6.2 N/A
Height (max.) Base: Bonus:	See Table 6.2 N/A
Building Width (max.) Base: Bonus:	250 ft N/A
Building Break (min.)	N/A
Upper Story Bulk:	
Stories Without Step-back (max.)	N/A
Primary Street Step-back Depth (min.)	N/A
Side Street Step-back Depth (min.)	N/A
Applicable Building Width (min.)	N/A
Height Transition	Not Required

ft = foot/feet, sf = square feet, N/A = Not Applicable

**Asterisk indicates an exception as prescribed in Section 6.2. Exceptions*

Section 6.2. Exceptions

Exceptions from the regulations prescribed in the Form District above shall apply as follows:

- A. Coverage.** Any Building Coverage within the Open Space Subarea shall only be used for publicly accessible recreational buildings and uses.
- B. Building Setbacks.** Projects located within this Specific Plan shall be subject to minimum and maximum setback requirements based on the designated frontage types in **Map 7.2: Frontage Types** and **Table 7.2: Standards by Frontage Type** below.
- C. FAR.** Maximum FAR within this Specific Plan is regulated by subarea, as outlined in **Table 6.2: Standards by Subarea**, below, with no further bonus FAR permitted.
- D. Height.** Maximum height within this Specific Plan is regulated by subarea, as outlined in **Table 6.2: Standards by Subarea**, below, with no further bonus Height permitted.

TABLE 6.2: STANDARDS BY SUBAREA

	WATERFRONT	NEIGHBORHOOD CORE	NEIGHBORHOOD GENERAL	OPEN SPACE
FAR (max.):	5.5:1	4.5:1	3.5:1	0.5:1
Height (max.):	180 ft	90 ft	60 ft	30 ft

ft = feet

SECTION 7. FRONTAGE

Section 7.1. Frontage District

This Section establishes a Frontage District to regulate the portions of a lot and exterior building facades that affect the public realm. Frontage Districts help ensure that projects respond to the public realm in a contextually appropriate manner. Frontage Districts are governed by Article 3 of Chapter 1A of the Code.

The Specific Plan is zoned entirely for the OSP2 Frontage District. The regulations and standards governed by the Frontage District are described in Article 3 of Chapter 1A of the Code and outlined in **Table 7.1: Frontage Districts**, below.

TABLE 7.1: OSP2 FRONTAGE DISTRICT

	OSP2
Build-To:	
Build-To Depth (max.)	
Primary Street	See Table 7.2
Side Street	See Table 7.2
Special Lot Line	See Table 7.2
Build-To Width (min.)	
Primary Street	N/A
Side Street	N/A
Special Lot Line	N/A
Pedestrian Amenity Allowance (max.)	
Primary Street	N/A
Side Street	N/A
Special Lot Line	N/A
Active Depth (min.)	
Primary Street	N/A
Side Street	N/A
Special Lot Line	N/A
Parking Setbacks:	
Parking Setback (min.)	
Primary Street	5 ft
Side Street	5 ft
Special Lot Line	5 ft
Parking Allowed Between Building and Street	
Primary Street	Allowed
Side Street	Allowed
Special Lot Line	Allowed
Landscaping (Frontage Yard):	
Frontage Planting Area (min.)	
Primary Street	20%
Side Street	20%
Special Lot Line	20%

Frontage Yard Fence and Wall Type Allowed	
Primary Street	N/A
Side Street	N/A
Special Lot Line	N/A
Transparency:	
Ground Story (min.)	
Primary Street	See Table 7.2
Side Street	See Table 7.2
Special Lot Line	See Table 7.2
Upper Stories (min.)	
Primary Street	N/A
Side Street	N/A
Special Lot Line	N/A
Active Wall Spacing (max.)	
Primary Street	N/A
Side Street	N/A
Special Lot Line	N/A
Entrances:	
Street Facing Entrance	
Primary Street	Required
Side Street	N/A
Special Lot Line	N/A
Street Facing Entrance Spacing (max.)	
Primary Street	N/A
Side Street	N/A
Special Lot Line	N/A
Entry Feature	N/A
Ground Story:	
Ground Story Height (min.)	
Primary Street	See Table 7.2
Side Street	See Table 7.2
Special Lot Line	See Table 7.2
Ground Floor Elevation (min./max.)	
Primary Street	N/A
Side Street	N/A

Special Lot Line	N/A
Active Depth (min.)	
Primary Street	N/A
Side Street	N/A
Special Lot Line	N/A

ft = feet, N/A = Not Applicable

*Asterisk indicates an exception as prescribed in Section 7.2: Exceptions

Section 7.2. Exceptions

Exceptions from the regulations prescribed in the Frontage District above shall apply as follows:

- A. Build-To Depth.** Projects shall be subject to minimum and maximum setback requirements based on the designated street frontage types in **Map 7.2: Frontage Types** and **Table 7.2: Standards by Frontage Type** below. Notwithstanding, maximum setbacks may be increased (in conjunction with a Project reviewed pursuant to Section 5.2 of this Specific Plan) for the following:
1. **Transit Facilities.** To provide sufficient areas where necessary public right-of-way is unavailable for enhanced transit facilities including shelters, enhanced seating and landscaping, and transit information installations.
 2. **PAOS.** For the creation of PAOS adjacent to any sidewalk or paseo in coordination with the regulations in Section 14 of this Specific Plan.
 3. **Pedestrian Paths.** To allow for the provision of the minimum five-foot wide pedestrian paths proposed in Section 17.4 of this Specific Plan.
 4. **Electrical Transformers.** To provide clear access for installation, maintenance, and removal of electricity infrastructure located within each Project Site in accordance with Department of Water and Power standards.
 5. **Common Open Space.** For the creation of residential common open space for any Project adjacent to any sidewalk or paseo.
- B. Transparency.** Projects within this Specific Plan shall be subject to minimum ground floor transparency requirements based on the designated street frontage types in **Map 7.1: Frontage Types** and **Table 7.2: Standards by Frontage Type**, below.
- C. Ground Story Height.** Projects located within this Specific Plan shall be subject to a minimum ground story height based on the designated street frontage types in **Map 7.1: Frontage Types** and **Table 7.2: Standards by Frontage Type**, below.

MAP 7.1: FRONTAGE TYPES



TABLE 7.2: STANDARDS BY FRONTAGE TYPE

	TYPE I (PRIMARY)	TYPE II (SECONDARY)	TYPE III (TERTIARY)	TYPE IV (PASEO)
Front Yard Setbacks:				
Minimum:	0 ft	3 ft	8 ft	0 ft
Maximum:	3 ft	8 ft	15 ft	N/A
Ground Story:				
Minimum Transparency:	40%	40%	30%	30%
Minimum Height:	12 ft	12 ft	10 ft	10 ft

ft = feet

SECTION 8. DEVELOPMENT STANDARDS

Section 8.1. Development Standards District

This Section establishes a Development Standards District to regulate site design, including location and characteristics of access, parking, landscape and other site features. Development Standards Districts are governed by Article 4 of Chapter 1A of the Code.

The Specific Plan is zoned entirely for the OSP3 Development Standards District. The regulations and standards governed by the Development Standards District are described in Article 4 of Chapter 1A of the Code and outlined in **Table 8.1: Development Standards Districts**, below.

TABLE 8.1: DEVELOPMENT STANDARDS DISTRICTS

	OSP3
Pedestrian Package	
Site Access	
Pedestrian Accessway Type:	Linked
Pedestrian Accessway Spacing (max.):	300 ft
Distance from Street Intersection (max.)	
Primary Street:	100 ft
Side Street:	300 ft
Through Access	
Pedestrian Passageway:	Not Required
Pedestrian Passageway Spacing (max.):	N/A
*Automobile Access Package	
*Access Location	
Boulevard or Avenue:	Allowed
Collector or Local:	Allowed
*Number of Access Lanes	
Boulevard or Avenue	
Lot Width ≤ 200 ft:	2
Lot Width > 200 ft:	4
Collector or Local	
Lot Width ≤ 200 ft:	2
Lot Width > 200 ft:	4

Alley:	Unlimited
*Access Lane Width Boulevard or Avenue (min./max.): Collector or Local (min./max.):	9 ft/12 ft 8 ft/12 ft
Driveway Separation Boulevard or Avenue From Intersection (min.): From Other Driveways (min.): Collector or Local From Intersection (min.): From Other Driveways (min.):	75 ft 20 ft 75 ft 20 ft
Drive-throughs:	Prohibited
*Automobile Parking (min.):	*See Specific Plan Section 13
Parking Structure Design Package	
Parking Structures and Integrated Parking Ground Story Primary Street: Ground Story Side Street: Upper Stories Primary Street: Upper Stories Side Street:	N/A N/A N/A N/A
Sign Package:	1
Development Review Threshold:	N/A

ft = foot/feet, N/A = Not Applicable

*Asterisk indicates an exception as prescribed in Section 8.2. Exceptions

Section 8.2. Exceptions

Exceptions from the regulations prescribed in the Development Standards District above shall apply as follows:

- A. Automobile Access Location.** Vehicle access and driveways shall not be permitted along any Type I (Primary) or Type IV (Paseo) frontage types as defined in Section 7 of this Specific Plan.
- B. Number of Access Lanes.** Projects located within this Specific Plan are permitted a maximum of one single driveway for both ingress and egress per building to serve resident parking and service areas. One additional driveway is permitted if necessary to serve different users within a development containing another use in addition to residential uses.

- C. Access Lane Width.** One-way driveways are limited to a maximum on-site drive aisle width of 12 feet and two-way driveways are limited to a maximum on-site drive aisle width of 24 feet, unless a greater width is determined necessary for transit, refuse, or emergency vehicle access by the Director or their designee in consultation with the Los Angeles Department of Transportation (LADOT) and the Los Angeles Fire Department (LAFD).
- D. Automobile Parking.** Automobile Parking shall be subject to the requirements in Section 13 of this Specific Plan.
- E. Screening.** Projects located within this Specific Plan shall be exempt from the Frontage Screens and/or Transition Screens provisions (Sections 4C.8.1 and 4C.8.2, respectively) of Article 8 of Chapter 1A of the Code.
- F. Loading Areas.** Dedicated driveways for loading and service access to entirely residential buildings are prohibited and shall be incorporated with vehicle access to parking facilities for such buildings. Dedicated driveways for loading and service access to commercial uses may be provided.

SECTION 9. USE

Section 9.1. Use Districts

This Section establishes a Use District and Use Standards to regulate the activities on a lot, and to mitigate any potential impacts within a lot and on surrounding property as a result of those activities. Use Districts and Use Standards are governed by Article 5 of Chapter 1A of the Code.

The Specific Plan is zoned entirely for the OSP4 Use District, with the use permissions outlined in **Table 9.1: Uses by Subarea**, below. The regulations and standards governed by the Use District are described in Article 5 of Chapter 1A of the Code. This Specific Plan further limits use based on Subarea, as outlined in **Table 9.1: Uses by Subarea**, below.

TABLE 9.1: USES BY SUBAREA

USE	WATER-FRONT	NEIGHBORHOOD CORE	NEIGHBORHOOD GENERAL	OPEN SPACE
RESIDENTIAL				
Dwelling	P	P	P	X
Household Business:				
Family Child Care	X	X	P*	X
Home Occupation	P*	P*	P*	X

Home Sharing	X	X	X	X
Joint Living & Work Quarters	P*	P*	P*	X
Live/Work	P*	P*	P*	P*
Mobilehome Park	X	X	X	X
Supportive Housing:				
General	P	P	P	X
Medical Care	P	P	P	X
Transitional	P	P	P	X
PUBLIC & INSTITUTIONAL				
Cemetery	X	X	X	X
Civic Facility:				
Local	P	P	X	P
Regional	P	X	X	P
Detention Facility	X	X	X	X
Fleet Services	X	X	X	X
Medical:				
Local	X	X	X	X
Regional	X	X	X	X
Office, Government	P	P	P	P
Parking	P	P	P	P
Public Safety Facility	P	P	P	P
Religious Assembly	X	X	X	X
School:				
Preschool/Daycare	X	P	P	P
K-12	P	P	X	X
Post-Secondary	P	P	X	X
Social Services	P	P	P	P
Utilities:				
Minor	X	X	X	X
Major	X	X	X	X
Solar Energy Facility	X	X	X	X
Wireless Facility, Monopole	P*	P*	P*	P*

Wireless Facility, Rooftop	P*	P*	P*	P*
OPEN SPACE & RECREATION				
Indoor Recreation:				
Public	P	P	P	P
Commercial	P	P	P	P
Nature Reserve	X	X	X	X
Open Space, Public	P	P	P	P
Outdoor Recreation:				
Public	P	P	P	P
Commercial	P	P	P	P
Golf Course	X	X	X	X
Amphitheater/ Stadium				
Minor	X	X	X	X
Major	X	X	X	X
TRANSPORTATION				
Airport	X	X	X	X
Freight Terminal	X	X	X	X
Heliport	X	X	X	X
Railway Facility	X	X	X	X
Transit Station	P	P	X	P
GENERAL COMMERCIAL				
Animal Services:				
General	X	P*	X	X
Kennel	X	X	X	X
Veterinary Care	X	P*	P*	X
Commissary Kitchen	P	P	X	X
Eating & Drinking:				
Alcohol Service	P*	P*	X	X
Bar	X	X	P	X
Counter Service	P	P	X	X
Restaurant	P	P	X	X

Entertainment Venue, Indoor:				
Local	P	X	X	X
Regional	X	X	X	X
Financial Services:				
General	P	P	P	X
Alternative	X	X	X	X
Instructional Services	X	P	X	X
Lodging	P	X	X	X
Medical Clinic	P	P	P	X
Office	P	P	P	X
Personal Services:				
General	X	P	P	X
Massage, Licensed	X	X	X	X
Massage, Unlicensed	X	X	X	X
Postmortem Services	X	X	X	X
Retail:				
General	P	P	P	X
Alcohol	P*	P*	P*	X
Farmers' Market, Certified	P*	P*	P*	P*
Firearms	X	X	X	X
Food & Beverage	P	P	P	X
Large Format	X	X	X	X
Merchant Market	P	X	X	X
Pet Shop	X	X	X	X
Temporary Outdoor	P	P	P	P
Smoke & Vape Shop	X	X	X	X
Sexually Oriented Business:				
General	X	X	X	X
Sexual Encounter	X	X	X	X
HEAVY COMMERCIAL				
All Heavy Commercial uses are prohibited within this Specific Plan				
LIGHT INDUSTRIAL				

Electronics Assembly	X	X	X	X
Maintenance & Repair Services	X	X	X	X
Manufacturing, Light:				
General	X	X	X	X
Alcoholic Beverage	X	X	X	X
Artistic & Artisanal	P*	P*	X	P*
Cosmetic, Pharmaceutical	X	X	X	X
Food & Drink	X	X	X	X
Garment & Accessory	X	X	X	X
Textile	X	X	X	X
Research & Development	X	X	X	X
Soundstages & Backlots	X	X	X	X
Wholesale Trade & Warehousing	X	X	X	X
HEAVY INDUSTRIAL				
Animal Products Processing	X	X	X	X
Manufacturing, Heavy (all)	X	X	X	X
Salvage Yard	X	X	X	X
Recycling Facility:				
Collection	X	X	X	X
Donation Bin	X	P*	P*	P*
Sorting & Processing	X	X	X	X
Resource Extraction:				
General	X	X	X	X
Exploratory	X	X	X	X
Off-Shore Drilling Servicing Installation	X	X	X	X

Solid Waste Facility (all)	X	X	X	X
AGRICULTURAL				
Animal Keeping:				
Bees	X	X	X	X
Dairy	X	X	X	X
Equine, Commercial	X	X	X	X
Equine, Non-Commercial	X	X	X	X
Livestock	X	X	X	X
Pets	P*	P*	P*	P*
Small Animals	X	X	X	X
Wild Animals	X	X	X	X
Plant Cultivation:				
Community Garden	P	P	P	P
Farming	P	P	P	P
Truck Gardening	X	X	X	X

*P = Permitted, * = Subject to Use Standards, X = Not Permitted*

Some permitted uses above are subject to additional Use Standards (indicated by an asterisk in the table above), as follows:

1. Family Child Care. Permitted only in conjunction with a Dwelling use.
2. Home Occupation. Permitted only in conjunction with a Dwelling use. Hours of operation are limited 8:00 a.m. to 8:00 p.m. daily. Operations are limited to a maximum of one client per hour on average. On-site deliveries and shipments related to the commercial use in a home occupation shall not be performed by vehicles having a gross vehicular weight rating designation greater than Class 4 or greater than 16,000 pounds. Deliveries from larger trucks shall occur no more frequently than once every two months.
3. Joint Living & Work Quarters. A minimum of 20 percent of the total unit area shall be designated as work space.
4. Live/Work. Dimensions of designated work space shall be a minimum depth of 20 feet, a minimum width (frontage) of 15 feet, and a minimum height of 14 feet. Designated work space shall be located on the ground floor.
5. Wireless Facility (Monopole, Rooftop). All wireless facilities shall meet all applicable standards required by Section 4C.12.4 (Wireless Telecommunication Facilities) of Chapter 1A of the Code.

6. Animal Services. Use must be fully indoors.
7. Alcohol Service. Permitted only in conjunction with a Bar, Counter Service, or Restaurant use.
8. Retail (General). Tattooing and/or Body Piercing uses are prohibited.
9. Retail (Alcohol). Permitted only in conjunction with a Retail: Food & Beverage use or another Retail use. Standalone Retail (Alcohol) uses, e.g. liquor stores, are prohibited.
10. Retail (Farmers' Market). Hours of operation are limited to 7:00 a.m. to 9:00 p.m. daily, with one additional hour both before and after permitted for setup/cleanup.
11. Manufacturing, Light (Artistic & Artisanal). Permitted in the Open Space Subarea only if operated by a non-profit organization. Use must be fully indoors.
12. Recycling Facility (Donation Bin). Permitted only in conjunction with another permitted use. Size may not exceed 82 inches in height, 50 inches in depth, and 60 inches in width. Use must be set back a minimum of 20 feet from any frontage lot line and 10 feet from any other lot line. Use must be fully covered and enclosed.

No more than one collection bin shall be located on any lot. Collection bins shall be emptied in accordance with their posted pick-up schedule, and the area surrounding the collection bins shall be maintained free of overflow goods and materials, litter, debris, posted bills, and graffiti at all times. In order to prevent unauthorized access to the collection bin, a tamper-resistant locking mechanism shall secure the opening of the collection bin. The collection bin shall be fabricated of durable, noncombustible, and waterproof materials. Collection bins shall be illuminated between sunset and sunrise by a light source providing at least 1 footcandle of light. The collection bin shall be clearly identified with the operator's name, address, and telephone number, the lot owner's name, address of the lot, the types of items or materials that may be deposited, the pick-up schedule, a notice that no material shall be left outside the enclosure, and instructions to call 311 to register any complaint regarding the collection bin with the Department of Building and Safety.

An annual site inspection shall be conducted by LADBS, pursuant to Section 13B.10.3. (Annual Inspection Monitoring - Auto Dismantling Yards, Junk Yards, Scrap Metal or Recycling Materials Processing Yards, Recycling Collection Centers, Buyback Centers, Recycling Materials Sorting Facilities, and Cargo Container Storage Yards) of Chapter 1A of the Code.

13. Pets. Permitted only in conjunction with another permitted use.

Section 9.3. Director’s Authority

If a specific use is not listed (as permitted or prohibited) in the Specific Plan, the Director may, in their sole discretion, allow the use if the proposed use is consistent with the purpose and intent and the Specific Plan. The Director shall review such requests pursuant to Code Section 13B.4.6 (Specific Plan Interpretation) and find that such uses are similar to and no more objectionable to the public welfare than the uses permitted by the Use District above. Upon approval thereof, such uses shall be deemed Permitted Uses for all purposes under this Specific Plan.

SECTION 10. DENSITY

Section 10.1. Density Districts

This Section establishes the maximum density of dwelling units permitted on a lot. Density Districts are governed by Article 6 of Chapter 1A of the Code.

The Specific Plan is zoned entirely for the Floor Area (FA) Density District. The regulations and standards governed by the Density District are described in Article 6 of Chapter 1A of the Code.

Section 10.2. Density Per Subarea

This Specific Plan further limits density based on Subarea, as delineated in Section 1.2, Phases and Subareas, above. Projects located within the Waterfront, Neighborhood Core, and Neighborhood General Subareas shall be permitted a maximum density of 1 dwelling unit per 400 square feet of lot area if the Project contains 20 percent or fewer of the Project’s total dwelling units as Restricted Affordable Units, but shall not have a minimum lot area per unit requirement if the Project contains greater than 20 percent of the Project’s total dwelling units as Restricted Affordable Units. Projects located within the Open Space Subarea shall not be permitted any residential density. Total density within the Specific Plan area shall not exceed the numbers prescribed in Section 10.3 below.

Section 10.3. Density Phasing and Accounting

The maximum number of dwelling units in the Specific Plan area by phase are depicted in **Table 10.1: Density by Phase** below.

TABLE 10.1: DENSITY BY PHASE

	PHASE 1	PHASE 2	PHASE 3	TOTAL
Maximum Dwelling Units	375	600	578	1553

Prior to the issuance of any building permit resulting in the addition or reduction of dwelling units within the Specific Plan area, the Director shall verify that the number of units proposed are consistent with the requirements of this Specific Plan as a part of the Development Review Process outlined in Section 5.2 of this Specific Plan. The Director shall at all times maintain an updated summary sheet (Specific Plan Program Tracking Sheet) that accurately reflects:

- A. The number of dwelling units permitted or built within the Specific Plan; and
- B. The remaining number of dwelling units available under the Specific Plan.

Each Project review determination shall include, as of the date of the determination letter, the following information regarding the cumulative amounts approved through the Development Review Process regarding:

- A. The total number of residential units permitted within each Phase, including the number of market rate and Restricted Affordable units; and
- B. The amount of residential units exchanged between Phases, if any, pursuant to Section 10.4. Density Reallocation Program of this Specific Plan.

Section 10.4. Density Reallocation Program

The Density Reallocation Program is established to allow development flexibility by permitting the limited transfer of dwelling units allowed by this Specific Plan and the Environmental Impact Report between Phases, as outlined in **Table 10.1: Density by Phase** above.

Section 10.4.1. Process

- A. **Reallocation of 20 percent or less:** Reallocation from a Development Donor to a Development Recipient of up to 20 percent of the Development Recipient's Maximum Dwelling Unit count shall be reviewed through an Administrative Review, as set forth in Section 5.2 of this Specific Plan.
- B. **Reallocation of more than 20 percent:** Reallocation from a Development Donor to a Development Recipient of more than 20 percent of the Development Recipient's Maximum Dwelling Unit count shall be reviewed through a Project Compliance as set forth in Code Section 13B.4.2 of the Code.

SECTION 11. AFFORDABLE HOUSING

- A. Each Project shall demonstrate that the cumulative dwelling unit development within the Specific Plan is in compliance with Code Section 11.5.11 (Affordable Housing).

- B.** The required Restricted Affordable Units may be constructed in a building or buildings solely composed of Restricted Affordable Units. All Restricted Affordable Units shall be deemed to be located “onsite” if located within the Specific Plan area for all purposes, including without limitation for purposes of Code Sections 11.5.11, 19.18 (Affordable Housing Linkage Fee), and 15.4.3.
- C.** All Projects with residential uses allowed pursuant to this Specific Plan are exempt from the Affordable Housing Linkage Fee (Code Sections 1918 and 15.4.3) as a residential Development Project that is subject to affordable housing requirements pursuant to Code Section 11.5.11. Prior to the issuance of a building permit for the development of a Project with residential uses, the Applicant shall provide evidence to support the exemption from the Linkage Fee.
- D.** Prior to the issuance of an applicable permit for development of a Project, the Applicant shall provide evidence that existing units shall be, or have already been, replaced on-site to satisfy the Project’s “No Net Loss” requirements. For any Project that results in the development of more units than are demolished, the additional or excess units can be used (e.g. “banked”) to satisfy the “No Net Loss” requirements of subsequent Projects so long as the banked units are eligible to replace any subsequently demolished units.
- E.** Pursuant to Section 2.3.11 of the Bureau of Contract Administration Policies and Procedures to Enforce Measure JJJ, local hire requirements shall not apply to a project if a federal funding source has established provisions/rules that forbid the inclusion of a local hire requirements.

SECTION 12. COMMERCIAL USE FLOOR AREA

Section 12.1. Commercial Use Floor Area Phasing and Accounting

The maximum total area of Commercial – Neighborhood Uses and Commercial – General Uses in the Specific Plan area by phase are depicted in **Table 12.1. Commercial Use Floor Area by Phase** below:

TABLE 12.1: COMMERCIAL USE FLOOR AREA BY PHASE

	PHASE 1	PHASE 2	PHASE 3	TOTAL
Commercial – Neighborhood Uses	32,000 sf	30,000 sf	23,000 sf	85,000 sf
Commercial – General Uses	N/A	25,000 sf	20,000 sf	45,000 sf

sf = square feet

Prior to the issuance of any building permit resulting in the addition or reduction of commercial use floor area within the Specific Plan area, the Director shall verify that the commercial use floor area proposed is consistent with the requirements of this Specific Plan as a part of the Development Review Process outlined in Section 5.2 of this Specific Plan. The Director shall at all times maintain an updated summary sheet (Specific Plan Program Tracking Sheet) that accurately reflects:

- A. The amount of commercial use floor area permitted or built within the Specific Plan; and
- B. The remaining amount of total commercial use floor area available under the Specific Plan.

Each Project review determination shall include, as of the date of the determination letter, the following information regarding the cumulative amounts approved through the Development Review Process regarding:

- A. The total amount of commercial use floor area permitted within each Phase, including the amount of Commercial – Neighborhood Uses and Commercial – General Uses; and
- B. The amount of commercial use floor area exchanged between Phases, if any, pursuant to Section 12.2, Commercial Use Floor Area Reallocation Program, of this Specific Plan.

Section 12.2. Commercial Use Floor Area Reallocation Program

The Commercial Use Floor Area Reallocation Program is established to allow development flexibility by permitting the limited transfer of commercial use floor area allowed by this Specific Plan and the Environmental Impact Report between Phases, as outlined above in Table 12.1.

Section 12.2.1. Process

- A. **Reallocation of 20 percent or less:** Reallocation from a Development Donor to a Development Recipient of up to 20 percent of the Development Recipient's maximum amount of commercial use floor area shall be reviewed through an Administrative Review, as set forth in Section 5.2 of this Specific Plan.
- B. **Reallocation of more than 20 percent:** Reallocation from a Development Donor to a Development Recipient of more than 20 percent of the Development Recipient's maximum amount of commercial use floor area shall be reviewed through a Project Compliance as set forth in Code Section 13B.4.2 of the Code.

SECTION 13. VEHICLE PARKING

Section 13.1. Automobile Parking Ratios

The minimum required number of automobile parking spaces for residential and/or commercial Projects shall be set forth as prescribed in **Table 13.1: Automobile Parking Ratios**, below:

TABLE 13.1: AUTOMOBILE PARKING RATIOS

USE	AUTOMOBILE PARKING
^{1, 3} Residential:	Per Dwelling Unit
Dwelling (For Rent)	1.0
Dwelling (For Sale)	1.5
Age-Restricted (Senior) Dwelling	0
Permanent Supportive Housing	0.25
² Non-Residential:	Per 1,000 Square Feet of Floor Area
Commercial – Neighborhood Uses	1.0
Commercial – General Uses	2.0

¹ Supportive Service uses, when considered as accessory to a primary residential use, shall be exempt from the automobile parking requirements.

² Within any individual Project, Non-Residential uses of less than 5,000 square feet shall be exempt from automobile parking requirements.

³ No visitor or guest parking shall be required for Projects within this Specific Plan.

Section 13.2. General Provisions

A. Car Share. A minimum of three percent of the required residential parking for a Project or two parking stalls, whichever is greater, shall be provided and marked for car sharing vehicles. Unless all parking on a Project Site is designated for car share, car share parking spaces shall be clearly and conspicuously delineated as such.

B. Shared Parking. A Project is permitted to share off-street parking spaces between uses if the Director or their designee determines through the Administrative Review process that a lower total number of provided parking spaces than would otherwise be required will be sufficient as demonstrated by a Shared Parking Study, which shall analyze parking demand, conducted on an hourly basis, 24 hours per day, for seven consecutive days. Reserved or otherwise restricted spaces shall not be shared.

C. Off-Site Parking. Required parking spaces for non-residential uses may be located off-site, inside or outside the Specific Plan area, but not more than 1,500 feet from the location of the Project. Said distance shall be measured along

traversable pathways between the two lots, except that where the parking area is located adjacent to an alley, public walk, paseo, or public access easement which is easily usable for pedestrian travel between the parking area and the use it is to serve, the 1,500-foot distance may be measured along said alley, walk, paseo, or easement.

- D. Parking Surplus.** Any vehicle parking provided for an individual Project that exceeds the minimum amount required for that Project may be credited towards the vehicle parking requirement of other Projects.
- E. Parking Alternatives.** All vehicle parking requirements shall comply with any applicable State regulations, as may be updated from time to time. The Director or their designee may permit reductions in the number or configuration of a Project's required parking through the Administrative Review process utilizing alternative parking options, including but not limited to, shared parking, additional Car Share beyond required, and off-site parking.

Section 13.3. Parking Structure Design Standards

- A. Ventilation.** All exhaust vents in parking garages shall be located a minimum of 25 feet away from residential windows, doors, and sidewalks or pedestrian paths.
- B. Parking Screening.** Where it is not possible or desirable to wrap the parking with active uses, the parking shall not be expressed as a separate element but, instead, concealed with visually opaque materials or treatments, as follows:
 - 1. Screening methods shall achieve a minimum 60 percent opacity for any individual tier of parking measured in elevation projection.
 - 2. Upper story parking screening, when projected from an angle of elevation of 45 degrees, shall not have a lower opacity than when measured in elevation projection.
 - 3. Parking structure screen openings accommodating automobile access are allowed for a width no greater than the maximum allowed driveway width allowed by this Specific Plan.
 - 4. Parking structure screen openings accommodating pedestrian accessways may not exceed eight feet in width for each pedestrian accessway. Where an opening in the parking garage screening accommodates both pedestrian and automobile access, the maximum allowable opening width is eight feet greater than the maximum allowed driveway width.
- C. Pedestrian Access.** Pedestrian access to parking areas such as stairs, elevators, and walkways shall be located adjacent to streets, paseos, and outdoor spaces to maximize visibility.

- D. **Parking Rooftops.** Green roofs, solar panels, or open space amenities shall be incorporated into the rooftops of any parking structure with an exposed/open rooftop.
- E. **Parking Structure Conversion.** Any aboveground parking structure shall be designed to be utilized and repurposed to non-parking uses such that the height of the aboveground parking levels may be converted to a building with a minimum floor-to-ceiling height of nine feet. The conversion of floor area from parking into new uses may be subject to additional discretionary review.

SECTION 14. OPEN SPACE

Section 14.1. Publicly Accessible Open Space (PAOS)

The following PAOSs are proposed to be developed within this Specific Plan as depicted in **Map 14.1: PAOS Plan**, below:

- A. **Youth Sports Field.** A PAOS shall be provided west of Centre Street between 1st and 2nd Streets. The PAOS shall measure a minimum of 70,000 square feet and shall be open to the public right-of-way on at least two sides, except where barriers are necessary for safety and ball protection for sports activities. Portions of the PAOS can be located on the roof of a building if it remains within 20 feet of the adjacent grade and ADA accessibility is provided from at least two locations.
- B. **Palos Verdes Linear Park North.** A PAOS shall be provided on the west side of the entire block of Palos Verdes Street between Santa Cruz and 1st Streets. The PAOS shall measure a minimum of 30,000 square feet and shall be open to the public right-of-way on three sides.
- C. **Palos Verdes Linear Park Central.** A PAOS shall be provided on the west side of the entire block of Palos Verdes Street between 1st and 2nd Streets. The PAOS shall measure a minimum of 30,000 square feet and shall be open to the public right-of-way on three sides.
- D. **Palos Verdes Linear Park South.** A PAOS shall be provided on the west side of the entire block of Palos Verdes Street between 2nd and 3rd Streets. The PAOS shall measure a minimum of 30,000 square feet and shall be open to the public right-of-way on three sides.
- E. **Harbor Plaza.** A minimum 80-foot-wide PAOS shall be provided within the pedestrianized 2nd Street right-of-way between Harbor Boulevard and Palos Verdes Street. The PAOS shall measure a minimum of 40,000 square feet.

- F. **Beacon Promenade North.** A minimum 40-foot-wide PAOS shall be provided along the vacated Beacon Street right-of-way between 1st and 2nd Streets. The PAOS shall measure a minimum of 10,000 square feet.
- G. **Beacon Promenade South.** A minimum 40-foot-wide PAOS shall be provided along the vacated Beacon Street right-of-way between 2nd and 3rd Streets. The PAOS shall measure a minimum of 10,000 square feet.
- H. **Paseo Plaza North.** A PAOS shall be provided at the southwest corner of the intersection of Palos Verdes and Santa Cruz Streets and extend from a paseo on this block of Santa Cruz Street to Palos Verdes Street. The PAOS shall measure a minimum of 5,000 square feet.
- I. **Paseo Plaza South.** A PAOS shall be provided at the northeast corner of the intersection of Centre and 3rd Streets and extend from a paseo on this block of 3rd Street to Centre Street. The PAOS shall measure a minimum of 5,000 square feet.

MAP 14.1: PAOS PLAN



A minimum of two of the PAOSs identified above in Section 14.1.1 shall be completed prior to the issuance of the Certificate of Occupancy of the last developed habitable building in each Phase. Other additional PAOSs may be developed throughout the Specific Plan area at an Applicant's discretion so long as the definitions and requirements of a PAOS as prescribed by this Specific Plan are met.

Section 14.2. Open Space General Requirements

- A. PAOSs.** Notwithstanding the PAOSs identified above in Section 14.1.1, all other PAOSs shall be at least 2,000 square feet in area with no horizontal dimension less than 15 feet when measured perpendicularly from any point on each of the boundaries.
- B. Paseos.** A Paseo connecting to another street, PAOS, or Paseo shall be required through any block that is more than 250 feet in length. Paseos shall be a minimum of 20 feet in width and a maximum of 40 feet in width. A minimum eight-foot-wide paved portion is required across the length of all paseos. Paseos shall be primarily (at least 75 percent) open to the sky. Alternatively, if covered by habitable area, at least a 20-foot height clearance shall be provided. Not more than 25 percent of the area of the Paseo may be covered with habitable space or unoccupied space such as shade structures and architectural projections that are solid and impermeable. Permeable covering areas such as lattice roofs, pergolas, perforated panels and shade sails are not considered covered if the overhead roof material or gaps are at least 50 percent open to the sky. Paseos may be secured from dusk to dawn. A Paseo may count as a PAOS so long as it meets the definition and requirements of a PAOS as prescribed by this Specific Plan.
- C. Signs.** At least one sign shall be posted at every public entrance to each PAOS. The sign shall include the hours of operation and amenities available to the public, that at minimum coincide with business hours. Operators of PAOS shall maintain the required signs for the life of the PAOS and ensure their upkeep and maintenance and shall be responsible for the repair or replacement of such signs, as necessary.
- D. Fences/Walls.** Fences or walls enclosing portions of PAOSs shall be limited to a maximum height of 72 inches and shall be at least 75 percent transparent.

Section 14.3. Open Space Requirements for Residential Projects

- A. Purpose.** The purpose of this subsection is to establish reasonable and uniform regulations to provide usable open space as a means to fulfill the following objectives: afford occupants of multiple residential dwelling units opportunities for outdoor living and recreation; provide safer play areas for children as an alternative to the surrounding streets, parking areas, and alleys; improve the

aesthetic quality of multiple residential dwelling units by providing relief to the massing of buildings through the use of landscape materials and reduced lot coverage; and provide a more desirable living environment for occupants of multiple residential dwelling units by increasing natural light and ventilation, improving pedestrian circulation and providing access to on-site recreation facilities.

- B. Regulations.** For Projects with any residential component, new construction (resulting in additional floor area and additional units) of a building or group of buildings containing six or more dwelling units on a lot shall provide a minimum of 100 square feet of usable open space per dwelling unit.

Usable open space may consist of Common Open Space and/or Private Open Space as further defined and regulated herein. Parking areas, including access aisles or driveways, except as otherwise provided for herein, shall not qualify as usable open space.

C. Common Open Space:

1. Common Open Space shall meet the following requirements:
 - a. Constitute at least 50 percent of the total required usable open space for any individual Project.
 - b. Be readily accessible to all residents of the Project.
2. Exterior Common Open Space:
 - a. Exterior Common Open Space shall meet the following requirements:
 - i. Be open to the sky, except up to 25 percent of the area may be covered by solid and impermeable shade structures, overhangs, solar arrays, and/or canopies. Permeable coverings such as lattice roofs, pergolas, perforated panels and shade sails are not considered covered if the overhead roof material or gaps are at least 50 percent open to the sky. Such elements shall provide a minimum vertical clearance of 10 feet under any projection.
 - ii. Encompass a minimum area of 400 square feet with no horizontal dimension less than 15 feet when measured perpendicular from any point on each of the boundaries of the open space area. Raised planters and amenities (seating, fire pits, etc.) are permitted within the 15 feet minimum horizontal dimension.

- iii. Incorporate recreational amenities such as, but not limited to swimming pools, spas, picnic tables, benches, children's play areas, ball courts, barbecue areas and sitting areas.
- b. Roof decks may be used in their entirety as common open space.
- c. In aggregate, a minimum of 15 percent of the provided Exterior Common Open Space area for any individual Project shall be planted with ground cover, shrubs or trees. For a Common Open Space area located in a building courtyard, terrace, rooftop, or other such area located above the ground floor elevation, shrubs and/or trees shall be contained within permanent planters at least 30 inches in depth, and lawn or ground cover shall be at least 12 inches in depth. All required landscaped areas shall be equipped with an automatic irrigation system and be properly drained.
- d. At least one 24-inch box tree for every four dwelling units shall be provided on-site and may include existing and new street trees along the Project site.

3. Interior Common Open Space:

- a. Recreation Rooms/Areas and other interior amenity spaces of at least 500 square feet in area for a Project of 16 or more dwelling units, or at least 400 square feet in area for a Project of fewer than 16 dwelling units, may qualify as Interior Common Open Space. Recreation Room/Areas are a room and/or area contained in either a main building or an accessory building, designed to be utilized for reading, viewing, games, the pursuit of hobbies, social gatherings, and other similar activities. Such a room/area may include fitness equipment and space for fitness activities, may contain such plumbing fixtures that are utilized in a warming kitchen or for hobby activities, and can abut or be a part of an open lobby or entrance if designed to accommodate passive or social activities. In multiple unit residential projects and accessory buildings, a recreation room/area may contain facilities for cooking and food preparation.
- b. Interior Common Open Space shall not qualify for more than 40 percent of the total required usable open space, except as may be permitted in Section 14.3 E of this Specific Plan.

4. PAOS:

- a. The development of PAOS onsite or adjacent (immediately abutting the Project's ground or airspace lot, or located across an alley or street) to any individual Project Site may be counted toward that

individual Project's usable open space requirements, in whole or in part, as Common Open Space. To be counted, the PAOS shall be completed before the issuance of the certificate of occupancy for that Project. Any amount of PAOS area that has been counted towards a Project's Open Space requirements shall not be utilized for any different Project. The Director shall at all times maintain an updated summary sheet (Specific Plan Program Tracking Sheet) that lists the total area of each identified PAOS, how much of each PAOS is allocated towards a Project's Open Space requirements, and a name/identifier of such Project(s).

- b. Trees provided within the PAOS may be permitted to count towards the required number of trees for an individual Project in Section 14.3 C.2(d) of this Specific Plan. The Director shall at all times maintain an updated summary sheet (Specific Plan Program Tracking Sheet) that lists the total number of trees in each identified PAOS, how many in each PAOS are allocated towards a Project's tree requirements, and a name/identifier of such Project(s).

D. Private Open Space:

1. Private Open Space shall meet the following requirements:

- a. Be contiguous to and immediately accessible from an individual dwelling unit.
- b. Encompass a minimum of 50 square feet with no horizontal dimension less than five feet when measured perpendicular from any point on each of the boundaries of the open space area.
- c. Be open to the sky or provide a minimum eight foot vertical clearance under any projection.

E. Reductions:

1. An applicant may apply for an Administrative Review, pursuant to Sec. 13B.3.1 of Chapter 1A of this Code to permit any/all of the following reductions in the required amount of open space and/or trees:
 - a. A 20 percent reduction in the total required amount of usable open space, provided that any reduction is to Common Open Space only.
 - b. A 20 percent reduction in the total number of trees required as a part of required Common Open Space.

- c. A 10 percent increase in the qualifying area of Interior Common Open Space up to a maximum of 50 percent of the total required usable open space.
- d. A 20 percent reduction in the required area for planting of ground cover, shrubs and trees in Common Open Space.

SECTION 15. LANDSCAPING

- A. Tree Protection and Replacement.** Replacement trees shall be planted as follows:
 - 1. On-Site Significant Tree Replacement.** A significant tree includes any non-protected tree with a cumulative trunk diameter of eight inches or more at 42 inches above the ground level at the base of the tree. The existing significant tree canopy shall be preserved, when possible, or otherwise replaced at a 1:1 ratio, subject to approval by Bureau of Street Services, Urban Forestry Division.
 - 2. Street Tree Replacement.** Street trees within the public right-of-way are to be replaced at a 2:1 ratio, subject to approval by Bureau of Street Services, Urban Forestry Division.
 - 3. Protected Tree Replacement.** Protected trees as referenced in Code Section 17.02 shall be replaced at a 4:1 ratio, subject to approval by Bureau of Street Services, Urban Forestry Division.
- B. Street Trees.** Bureau of Street Services, Urban Forestry Division, will approve the location, caliper at planting, and radial distance at maturity of each tree, as well as the size of tree wells, and the material and porosity of the surface area under the tree, and tree species.

SECTION 16. DESIGN STANDARDS

This section prescribes design standards that are not captured elsewhere in this Specific Plan.

Section 16.1: Pedestrian Access

- A. Spacing.** At least one pedestrian-oriented connection, including but not limited to lobbies, common area entrances, or stairs to the adjacent sidewalk, shall be provided along each street-facing building facade that is greater than 150 feet in length.

- B. Frontage Orientation.** The primary pedestrian entrance or storefront entrance for commercial tenants and residential uses with a Type I (Primary) or Type II (Secondary) Frontage shall be oriented toward and accessed from at least one of those frontages or adjacent corners.
- C. Elevation.** The primary pedestrian entrance shall be at grade level or within a maximum of 30 inches above the adjacent finished grade, and shall be visible from the public right-of-way, unless approved by the Director or their designee as a part of the Project Review process based on design challenges including but not limited to grade changes or other buildings. Primary pedestrian entrances below grade level are prohibited.
- D. Ground Floor Lobby.** Buildings containing multiple uses shall have a separate ground floor entrance to the Residential Uses. Pedestrian entrances to the Commercial – General Uses and Commercial – Neighborhood Uses shall be directly accessible from a public street, paseo, or adjacent corner, and open during posted normal business hours.

Section 16.2. Architecture

- A. Building Articulation.** All building sides shall have a break in the horizontal and vertical planes approximately every 100 linear feet or less. A break shall consist of a change in plane that has a minimum depth of two feet and a minimum width of three feet to a minimum height of 20 feet. Angled walls greater than 10 percent from the adjacent wall plane, balconies (to a minimum depth of five feet), and bay windows (to a minimum depth of three feet) shall qualify as plane breaks and may be less than 20 feet in height.
- B. Windows and Doors.**
 - 1. Clear glass shall be used for storefronts (e.g., doors and glazing) and windows along all street-level facades containing commercial and non-residential uses. Tinting, translucent film, and other treatments required to meet Title 24 of the California Code of Regulations, or other similar energy efficiency standards or certifications shall be permissible.
 - 2. Exterior security grilles, barbed wire, and permanently affixed security bars are prohibited. Interior security grilles are permitted for commercial and other non-residential uses only, provided they are at least 75 percent transparent, retractable, and designed to be fully screened from view during business hours. Gates and grilles shall not be closed during normal business hours.

Section 16.3. Building Materials

- A. Material Diversity.** No single material or cladding shall encompass more than 75 percent of the building envelope. The primary building façade material shall be applied in combination with at least one other material on the facade, not including materials used in windows, doors, balconies, or railings.
- B. Material Types.** Visible exterior surfaces of any proposed structures, fencing, recreational equipment, or outdoor art installations shall be constructed of materials such as, but not limited to, high-performance and/or non-reflective tinted glass (without mirror-like tints or films), pre-cast concrete, fabricated wall surfaces, cement plaster/stucco, composite materials, wood, coated metal, and stone.
- C. Fences and Walls.** Fences and walls within setbacks are prohibited, except for fences or walls enclosing outdoor dining areas, common open spaces, or private open spaces directly associated with a residential unit(s). The permitted fences and walls shall comply with the following standards:
1. Chain link fencing shall be prohibited for permanent installation, except at the Youth Sports Field (see Section 14.2.1 A of this Specific Plan).
 2. Fences and walls shall be limited to a maximum height of 42 inches. Height shall be measured relative to the highest adjacent grade.
 3. Fences and walls shall be setback at least 18 inches from the adjacent public right-of-way sidewalk to accommodate planting. The area between the walkway and fence shall be planted with native, climate adaptive, or drought tolerant plants.
 4. Additional height above the allowed maximum 42 inches shall be permitted along Tertiary Frontages and interior setbacks of up to a height of 72 inches, if the wall portion that exceeds the 42-inch height limit is at least 75-percent transparent.

Section 16.4. Utilities

- A. Location.** Exterior utilities, including but not limited to utility meters, transformers, electrical battery storage, and refuse enclosures, shall be located underground or along Tertiary Frontages and shall be accessed from service alleys, within parking garages, or side yards. Exterior utilities can be located along a Secondary Frontage if the Project site does not have a Tertiary Frontage. Interior utilities, including but not limited to mechanical and electrical equipment, fire suppression systems, trash enclosures, and other buildings systems, shall be located in the parking garage, when possible, to limit visual, olfactory, and auditory impacts on building occupants and outdoor spaces. Notwithstanding the

above, utility locations may be modified if determined necessary by Los Angeles Department of Water and Power (LADWP) and/or any other utility provider.

- B. Screening.** Equipment, services, and utilities that are required to be located in view from any adjacent public ROW shall be screened utilizing a combination of landscape, architecture, and barriers, unless otherwise prohibited by LADWP. Screening elements shall be designed as integral elements of the building design, using similar materials, colors, and landscape design.

SECTION 17. MOBILITY AND STREET STANDARDS

The Specific Plan incorporates enhancements to facilitate walking, biking, and riding transit, while managing motor vehicle circulation safely through the neighborhood. Transit lines traversing through the Specific Plan Area - combined with adjacent existing backbone bicycle infrastructure and two nearby freeways - collectively provide strong regional connections. The proposed circulation system, as well as the proposed development patterns and open space network, will integrate the Specific Plan area into the surrounding community.

Most of the streets will largely retain a neighborhood street character, while incorporating enhancements to reduce conflicts, improve accessibility, and support physical and social activity within the public right-of-way. For some of the streets, the public right-of-way shall be reconfigured to better prioritize specific mobility options including transit, biking, and walking. Traffic calming and management strategies will improve safety within the Specific Plan area while facilitating movement for all pedestrians and vehicles. All proposed improvements shall be coordinated and approved by relevant agencies including but not limited to LADOT, BOE, Department of Public Works (DPW), Metro, and LAFD.

Section 17.1. Street Standards

Street standards for roadways within the Specific Plan area are based on Mobility Plan 2035 except as modified herein and further described in **Map 17.1: Street Classifications** and **Table 17.1: Street Standards** below.

MAP 17.1: STREET CLASSIFICATIONS



TABLE 17.1: STREET STANDARDS

Street	Designation	Dimensions to be Provided			
		Half-ROW	Roadway Width (Half)	Sidewalk Width	Easement / Dedication
Santa Cruz (Beacon to Centre)	Local	30 ft	20 ft	12 ft	2 ft sidewalk easement
1st (Beacon to Mesa)	Collector	33 ft	20 ft	13 ft	N/A
2nd (Harbor to Palos Verdes)	Proposed Street Closure	30 ft	N/A	N/A	N/A
2nd (Palos Verdes to Centre)	Local	30 ft	25 ft	12 ft	7 ft sidewalk easement

2nd (Centre to Mesa)	Local	32 ft	25 ft	12 ft	5 ft sidewalk easement
3rd (Harbor to Centre)	Collector	40 ft	29 ft	13 ft	2 ft sidewalk easement
Harbor (1st to 3rd)	Avenue I	65 ft	53 ft	15 ft	3 ft sidewalk easement
Beacon (Santa Cruz to 1st)	Local	30 ft	20 ft	12 ft	2 ft sidewalk easement
Beacon (1st to 3rd)	Proposed Street Closure	30 ft	N/A	N/A	N/A
Palos Verdes (Santa Cruz to 3rd)	Local	30 ft	20 ft	12 ft	2 ft sidewalk easement
Centre (Santa Cruz to 1st)	Collector	33 ft	20 ft	13 ft	3 ft dedication
Centre (1st to 2nd)	Collector	33 ft	33 ft	13 ft	3 ft dedication, 13 ft sidewalk easement
Centre (2nd to 3rd)	Collector	37 ft	30 ft	13 ft	6 ft sidewalk easement
Mesa (2nd to 3rd)	Local	30 ft	20 ft	12 ft	2 ft sidewalk easement

ROW = right-of-way, ft = feet

Section 17.2. Public Transit

A transit hub shall be provided along West 1st Street between Beacon Street and Palos Verdes Street, which may include bicycle share stations, secure bicycle parking, and carshare spaces, and may also include a kiosk with real-time travel information and an integrated transit purchase interface, bus stops and layover zones, enhanced bus shelters with real-time arrival information, taxi or rideshare waiting/call areas, Wi-Fi service, repair facilities, retail, public restrooms, and open space.

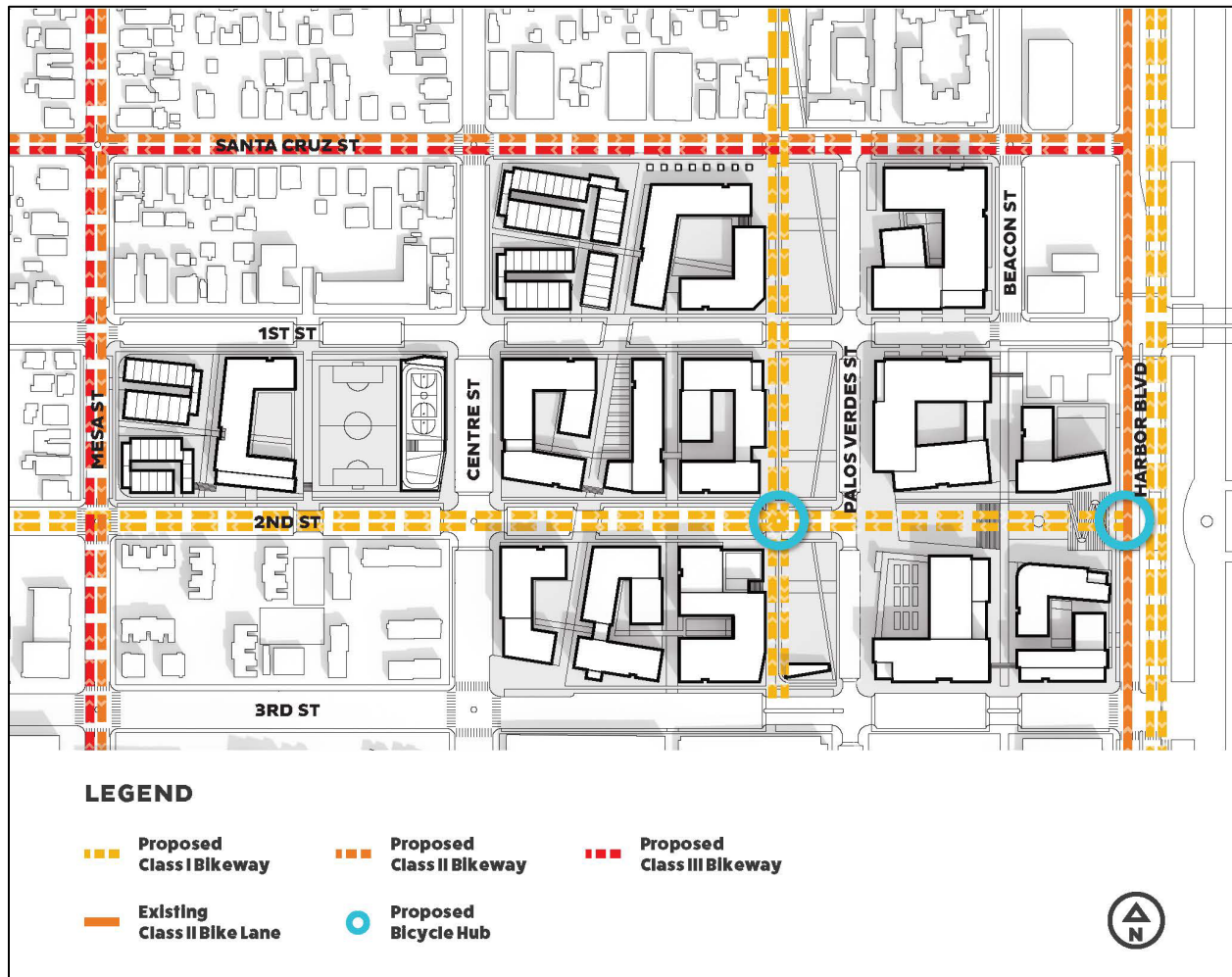
Additional bus stops with shade and seating are proposed, subject to regulatory review by the appropriate agencies, located adjacent to the community center on West 1st Street at South Centre Street, and at South Harbor Boulevard at West 3rd Street within the public right-of-way.

Section 17.3. Bicycles

The Specific Plan proposes a multi-layered network for safe and comfortable cycling through the development of dedicated bicycle facilities, as depicted below in **Map 17.2: Bicycle Facilities**, and as described below:

- A. All Bicycle Priority Streets in the Specific Plan area shall be improved to include facilities as described in the 2035 Mobility Element and adopted appendices, except as noted herein.
- B. The installation of new or improved bicycle facilities within the Specific Plan area shall be coordinated with LADOT and any other applicable regulatory agencies.
- C. Regional backbone bicycle facilities along South Pacific Avenue and South Harbor Boulevard are proposed to be connected by new bicycle facilities along West 2nd Street.
- D. The existing northbound bicycle lane along South Harbor Boulevard is proposed to be transitioned into a two-way Class IV protected Cycletrack adjacent to the Harbor Promenade, limiting conflicts between bicycles, vehicles, and pedestrians.
- E. A Class I off-street bicycle path is proposed to be constructed along the Palos Verdes Linear Park to provide north-south connections through the Specific Plan area. This improvement shall be completed in conjunction with the development and completion of the Palos Verdes Linear Park.
- F. Surplus roadway width on West Santa Cruz Street and South Mesa Street is proposed to be set aside to provide climbing Class II bike lanes going uphill and Class III sharrows for the downhill travel lane, while retaining the current traffic and parking lanes. These improvements shall be completed prior to the issuance of the Certificate of Occupancy for the last building to be developed adjacent to these blocks.
- G. Bicycle sharrow markings are proposed to be installed on all streets within the Specific Plan Area that do not have Class II or Class IV facilities. These improvements shall be completed prior to the issuance of the Certificate of Occupancy for the last building to be developed adjacent to these blocks.
- H. The Specific Plan area proposes Bicycle Hubs where the 2nd Street and Harbor Boulevard bikeways intersect, and at 2nd Street and Palos Verdes Streets, providing secure bicycle parking, showers/lockers, rental, and repair, as depicted in **Map 17.2: Bicycle Facilities** below.

MAP 17.2: BICYCLE FACILITIES



Section 17.4. Pedestrian Paths

- A.** A minimum five-foot-wide, barrier-free continuous path of travel is proposed to be provided in the following locations, as depicted in **Map 17.3: Pedestrian Paths**, below:
1. Parallel to the sidewalk along the entirety of the north side of 2nd Street, south side of 1st Street, west side of Harbor Boulevard, and east side Mesa Street.
 2. Around the perimeter of the three blocks comprising the Palos Verdes Linear Park.
- B.** These additional paths shall be publicly accessible at all times and shall have a surface of rubberized mat, stabilized decomposed granite, or other material specifically designed for running or hiking.

- C. Notwithstanding the minimum and maximum setbacks prescribed in Section 7 of this Specific Plan, all Projects immediately abutting these proposed pedestrian paths shall maintain a minimum five-foot setback to accommodate the path.

MAP 17.3: PEDESTRIAN PATHS



Section 17.5. Motor Vehicles

Reconfiguring the public right-of-way focuses on enhanced traffic safety while supporting a range of comfortable and accessible mobility options, as depicted in **Map 17.4: Traffic Calming** below. Traffic calming enhancements, including curb extensions and raised medians, shall be installed at intersections to the satisfaction of all applicable regulatory agencies, including but not limited to LADOT and BOE.

The majority of the proposed curb extension’s locations are planned at predictable locations such as the intersections of sidewalks and roadways throughout the Specific Plan area. Additionally, each paseo providing pedestrian access through a ground lot/block will include a curb extension at its intersection with the public right-of-way. The exact location of the curb extensions for the paseos will be determined when the

paseos are developed. Curb extensions shall be implemented and completed concurrent with the recordation and development of each tract map phase.

A. Curb Extensions

1. Santa Cruz Street at Centre Paseo
2. Santa Cruz Street at Palos Verdes Street
3. 1st Street at Mesa Street
4. 1st Street at Mesa Paseo
5. 1st Street at Centre Street
6. 1st Street at Centre Paseo
7. 1st Street at Palos Verdes Street
8. 1st Street at Beacon Street
9. 2nd Street at Mesa Paseo
10. 2nd Street at Centre Street
11. 2nd Street at Centre Paseo
12. 2nd Street at Palos Verdes Street
13. 2nd Street at Harbor Boulevard
14. 3rd Street at Centre Street
15. 3rd Street at Centre Paseo
16. 3rd Street at Palos Verdes Street
17. 3rd Street at Beacon Street

B. Medians

1. 3rd Street adjacent to Palos Verdes Linear Park, to be completed in conjunction with either the development of the adjacent block of the Palos Verdes Linear Park or prior to the issuance of the Certificate of Occupancy for the new adjacent building on 3rd Street between Palos Verdes Street and Centre Street.

2. 3rd Street adjacent to the portion of Beacon Street proposed to be closed to vehicle traffic, to be completed in conjunction with the closure of this portion of Beacon Street

Proposed landscape medians as depicted in **Map 17.4: Traffic Calming** below shall meet the following standards:

1. Landscaped medians shall be planted with mature, drought-tolerant, shade canopy trees and native low-maintenance, drought-tolerant ground cover and shrubs based on the Los Angeles Complete Street Design Guidelines.
2. The end of the medians shall extend through the crosswalk to provide an accessible, pedestrian area of refuge. A break in the medians shall be provided for ADA accessible path of travel.
3. Approval for the design, plant selection, and irrigation plans for the landscaped median shall be obtained from LADOT and the Department of Public Works.

MAP 17.4: TRAFFIC CALMING



Section 17.6. On-Street Parking

Curbside on-street parking shall be provided in parallel and diagonal configurations as delineated in **Map 17.5: On-Street Parking** below. Existing diagonal parking is located on the north side of 3rd Street from Beacon Street to Centre Street, and on the east and west side of Centre Street from 3rd Street to 2nd Street. Diagonal parking shall be extended along the east and west sides of Centre Street to 1st Street. These improvements shall be implemented in conjunction with the development and completion of the adjacent building(s).

MAP 17.5: ON-STREET PARKING



Section 17.7. Crosswalks

A. Decorative pavement treatments are proposed at the following intersections:

1. 1st Street and Palos Verdes Linear Park
2. 2nd Street and Palos Verdes Linear Park

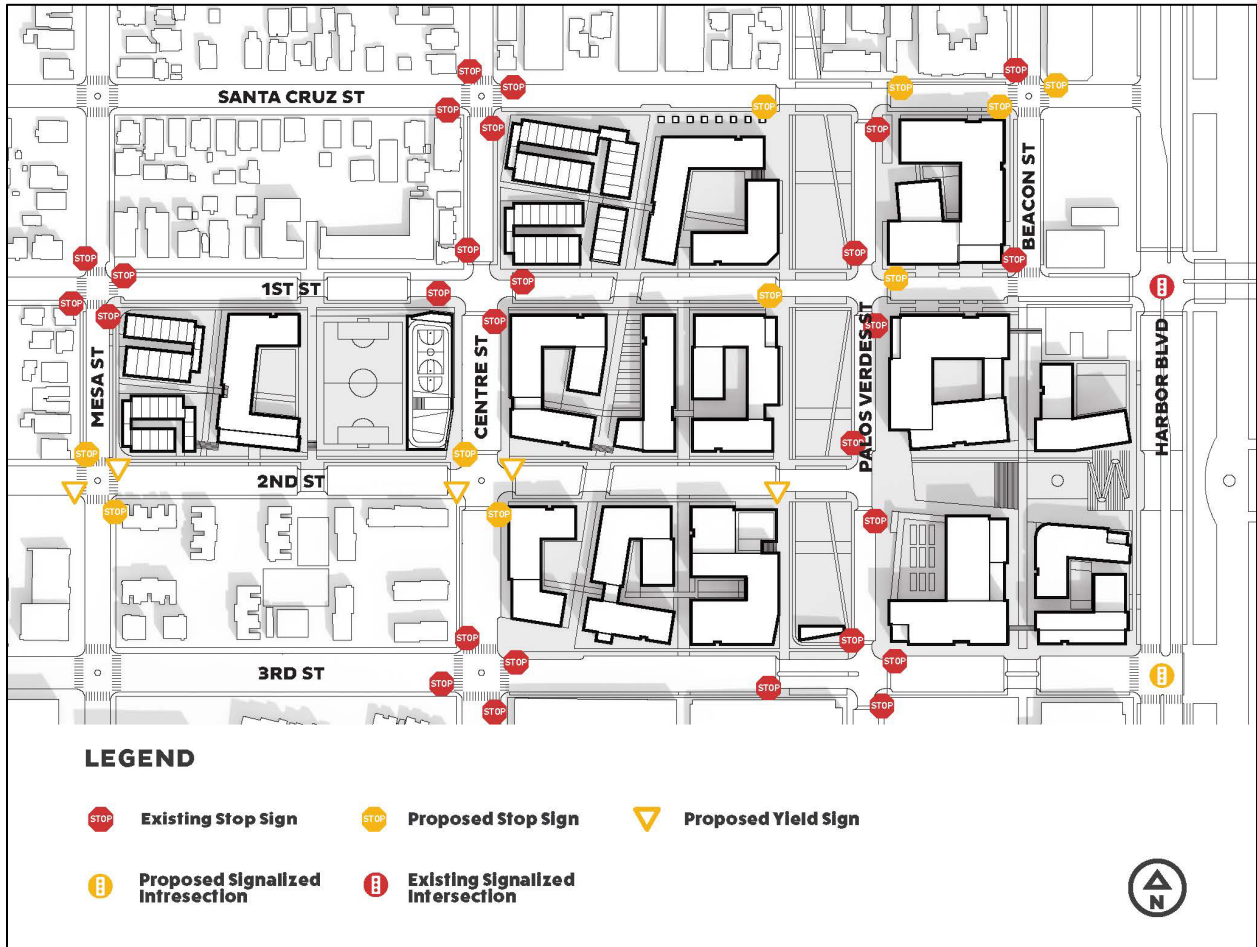
Such decorative pavement treatments shall be designed and installed based on the Los Angeles Supplemental Street Design Guide and shall be maintained by the respective adjacent property owner(s) or an established association of surrounding property owners.

- B.** Continental crosswalks shall be installed at all other intersections where required.
- C.** Crosswalk improvements shall be implemented concurrent with the recordation of each tract map phase and shall be completed in conjunction with the development of each phase.

Section 17.8. Traffic Control and Calming

- A. Signalized Intersection.** Traffic signals are proposed to be installed to current City standards at the intersections listed below and illustrated in **Map 17.6: Traffic Controls** below:
 - 1. South Harbor Boulevard at West 3rd Street
 - 2. South Pacific Avenue at West 2nd Street
- B. Traffic Stop Signs.** Traffic stop signs are proposed to be provided at the intersections illustrated on the **Map 17.6: Traffic Controls** below.
- C. Traffic Yield Signs.** Traffic yield for pedestrian signs are proposed to be provided at the streets and blocks illustrated on the **Map 17.5: Traffic Controls** below.
- D.** Traffic control improvements shall be implemented concurrent with the recordation of each tract map phase and shall be completed in conjunction with the development of each phase.

MAP 17.6: TRAFFIC CONTROLS



Section 17.9. Streetscape Improvements

- A. Applicability of Streetscape.** When right-of-way improvements are proposed to be implemented as a part of any Project, the improvements shall be consistent with this Section of the Specific Plan, unless BOE or the Bureau of Street Services (BSS) finds that consistency with the proposed streetscape improvement is not feasible or practical.
- B. Substantial Conformance.** Notwithstanding Code Section 12.37, the required widths of any public rights-of-way adjoining the Specific Plan area shall be provided in substantial conformance with the Street Standards set forth in Table 17.1 and depicted on Map 17.1 above, which reflects the waiver of certain dedications and improvements and the merger of certain rights of way in conformance with the Mobility Plan 2035.
- C. Consistency Determination.** Consistency with the provisions of this Specific Plan shall be determined by the BOE General Manager, or their designee.

SECTION 18. ENVIRONMENTAL STANDARDS

- A. Applicability.** The Environmental Standards in Appendix A are included in the Specific Plan to implement the Mitigation Monitoring Program, included as part of the Environmental Impact Report ENV-2021-10633-EIR (State Clearinghouse No. 2021010117), certified on November 30, 2023. An Applicant seeking an approval under this Specific Plan shall comply with all applicable Environmental Standards as set forth in Appendix A, subject to the below provisions. A Project does not need to comply with any Environmental Standard that is not relevant to the scope of activities involved with the Project. For example, a Project that proposes only minor facade alterations and no grading, shall not be subject to Environmental Standards that apply to grading activities (such as noise and vibration standards). The Director, in their reasonable discretion, shall determine the applicability of Environmental Standards to a Project.
- B. Plans.** Compliance with all applicable Environmental Standards listed in Appendix A shall be demonstrated on the plans as features that are physically built into the project or as operational measures listed on a sheet within the plans that are carried out either during the construction of the Project, or over the life of the Project, or through the submittal of other documentation, as required by the Director in his or her reasonable discretion.
- C. Specific Plan Approvals.** No approval shall be issued until the Applicant has demonstrated substantial compliance with all applicable environmental standards or a modification of an environmental standard has been approved pursuant to Subsection D, below. Determination of substantial compliance shall be in the reasonable discretion of the Director.
- D. Modification of Environmental Standards.** A modification to an environmental standard under this Section shall not by itself require an Administrative Review, Project Compliance, Adjustment, Exception, Alternative Compliance pursuant to Section 5.2, or any other discretionary action. The Director or decision-making body on appeal, at the request of the Applicant, may modify or not require an environmental standard listed in Appendix A for any Project when any of the following occur: (1) the Director finds in writing, based on substantial evidence, that the environmental standard is infeasible because the measure or condition has been performed by others; has been rejected by an agency with jurisdiction; or is infeasible for other reasons outside of the Applicant's reasonable control and the Director has adopted a new equally or more effective measure and the new measure will not result in any new significant impact; (2) the Director finds in writing, based upon substantial evidence, the Environmental Standard is not necessary to avoid or mitigate an impact because of the existence of a similar or more effective regulation that applies to the Project; (3) the City complies with CEQA Guidelines, Section 15162, by preparing an addendum or subsequent environmental clearance to the EIR to analyze the impacts from the modifications to the Environmental Standard; or (4) the City prepares a new CEQA clearance

for the Project. No approval shall be issued for a Project with modified Environmental Standards until this subsection has been complied with. The modification of an Environmental Standard is not independently appealable unless an appeal of an entitlement or CEQA determination is otherwise available through the Specific Plan, the Code, or CEQA.

APPENDIX A:
ENVIRONMENTAL STANDARDS

1. INTRODUCTION

The One San Pedro Project Environmental Impact Report (EIR), No. ENV-2021-10633-EIR (State Clearinghouse Number 2021010117), has been prepared to address the potential environmental impacts of the One San Pedro Project. The evaluation of the One San Pedro Project's impacts in the EIR takes into consideration the Project Design Features (PDFs) and applies Mitigation Measures (MMs) needed to avoid or reduce potentially significant environmental impacts. A Mitigation Monitoring Program (MMP) has been prepared, as part of the One San Pedro Project EIR, pursuant to Public Resources Code (PRC) Section 21081.6, which requires a Lead Agency to adopt a "reporting or monitoring program for changes to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment." In addition, the California Environmental Quality Act (CEQA) Guidelines Section 15097(a) requires that a public agency adopt a program for monitoring or reporting mitigation measures and project revisions, which it has required to mitigate or avoid significant environmental effects. The MMP prepared for the One San Pedro EIR has been prepared in compliance with the requirements of CEQA, PRC Section 21081.6, and CEQA Guidelines Section 15097 and is designed to monitor implementation of the PDFs and MMs identified for the One San Pedro Project

As part of Section 18, Environmental Standards, of the One San Pedro Specific Plan (Specific Plan), the Environmental Standards herein include the MMs as outlined in the MMP prepared for the One San Pedro Project EIR. In addition, Project Design Features incorporated into the One San Pedro Project EIR are also included as additional Environmental Standards.

2. ORGANIZATION

As shown on the following pages, each identified PDF and MM for the One San Pedro Project in the One San Pedro Project EIR is listed and categorized by environmental impact area, with accompanying identification of the following:

- Enforcement Agency: The agency with the power to enforce the PDF or MM.
- Monitoring Agency: The agency to which reports involving feasibility, compliance, implementation, and development are made.
- Monitoring Phase: The phase of the Project during which the PDF or MM shall be monitored.
- Monitoring Frequency: The frequency at which the PDF or MM shall be monitored.
- Action Indicating Compliance: The action by which the Enforcement or Monitoring Agency indicates that compliance with the identified PDF or required MM has been implemented.

3. ADMINISTRATIVE PROCEDURES AND ENFORCEMENT

These Environmental Standards shall be enforced throughout all phases of the One San Pedro Project. The Applicant shall be responsible for implementing each PDF and MM and shall be obligated to provide certification, as identified below, to the appropriate monitoring and enforcement agencies that each PDF and MM has been implemented. The Applicant shall maintain records demonstrating compliance with each PDF and MM. Such records shall be made available to the City upon request.

During the construction phase and prior to the issuance of permits, the Applicant shall retain an independent Construction Monitor (either via the City or through a third-party consultant), approved by the Department of City Planning, who shall be responsible for monitoring implementation of PDFs and MMs during construction activities consistent with the monitoring phase and frequency set forth in this Appendix.

The Construction Monitor shall also prepare documentation of the Applicant's compliance with the PDFs and MMs during construction every 90 days in a form satisfactory to the Department of City Planning. The documentation must be signed by the Applicant and Construction Monitor and be included as part of the Applicant's Compliance Report. The Construction Monitor shall be obligated to immediately report to the Enforcement Agency any non-compliance with the MMs and PDFs within two businesses days if the Applicant does not correct the non-compliance within a reasonable time of notification to the Applicant by the monitor or if the non-compliance is repeated. Such non-compliance shall be appropriately addressed by the Enforcement Agency.

4. PROGRAM MODIFICATION

After review and approval of the final MMP by the Lead Agency and/or Responsible Agency, minor changes and modifications to the MMP are permitted but can only be made subject to City approval. The Lead Agency and/or Responsible Agency, in conjunction with any appropriate agencies or departments, will determine the adequacy of any proposed change or modification. This flexibility is necessary in light of the nature of the MMP and the need to protect the environment. No changes will be permitted unless the MMP continues to satisfy the requirements of CEQA, as determined by the Lead Agency and/or Responsible Agency.

The Project shall be in substantial conformance with the PDFs and MMs contained in this Appendix. The enforcing departments or agencies may determine substantial conformance with PDFs and MMs in this Appendix in their reasonable discretion. If the department or agency cannot find substantial conformance, a PDF or MM may be modified or deleted if the enforcing department or agency, or the decision maker for a subsequent discretionary project related approval, finds that the modification or deletion complies with CEQA, including CEQA Guidelines Sections 15162 and 15164, which could include the preparation of an addendum or subsequent environmental clearance, if necessary, to analyze the impacts from the modifications to or deletion of the PDFs or MMs. Any addendum or subsequent CEQA clearance shall explain why the PDF or MM is no longer needed, not feasible, or the other basis for modifying or deleting the PDF or MM, and that the modification will not result in a new significant impact consistent with the requirements of CEQA. Under this process, the modification or deletion of a PDF or MM shall not, in and of itself, require a modification to any Project discretionary approval unless the Director of Planning also finds that the change to the PDF or MM results in a substantial change to the Project or the non-environmental conditions of approval.

5. PROJECT DESIGN FEATURES AND MITIGATION MEASURES

A. Aesthetics

Project Design Features

PDF AES-1: Anti-reflective Glass. Glass used in building façades be low-reflective or treated with an anti-reflective coating to minimize glare. Consistent with applicable energy and building code requirements, including Section 140.3 of the California Energy Code as

may be amended, glass with coatings required to meet the Energy Code requirements will be permitted. This requirement will also apply to development on the 327 Harbor Site.

- **Enforcement Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of City Planning, City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Periodically during construction and at completion
- **Action Indicating Compliance:** Field inspection sign-off

PDF AES-2: Outdoor Lighting. All new outdoor lighting required for the project will be shielded and directed towards the interior of the project site such that the light source does not project directly upon any adjacent property, while maintaining adequate lighting levels for public safety and security. This requirement will also apply to development on the 327 Harbor Site.

- **Enforcement Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of City Planning, City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Periodically during construction and at completion
- **Action Indicating Compliance:** Field inspection sign-off

PDF AES-3: Mechanical Equipment and Utility Screening. Mechanical, electrical, and roof top equipment (including heating, ventilation, and air conditioning [HVAC] systems), as well as building appurtenances and trash enclosures, will be integrated into the project's architectural design and screened from view. This requirement will also apply to development on the 327 Harbor Site.

- **Enforcement Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of City Planning, City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Periodically during construction and at completion
- **Action Indicating Compliance:** Field inspection sign-off

Mitigation Measures

MM AES-1: Construction Screening. Temporary construction fencing shall be placed along the periphery of active construction staging and work areas to shield construction activity from view at the street level.

- **Enforcement Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of City Planning, City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-Construction, Construction
- **Monitoring Frequency:** Periodically during construction
- **Action Indicating Compliance:** Field inspection sign-off

MM AES-2: Construction Lighting. Outdoor lighting used during construction shall be shielded and/or aimed such that the light source cannot be seen from adjacent residential properties and the public right-of-way. However, construction lighting shall be sufficient to protect the safety of construction workers.

- **Enforcement Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of City Planning, City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-Construction, Construction
- **Monitoring Frequency:** Periodically during construction
- **Action Indicating Compliance:** Field inspection sign-off

B. Air Quality

Mitigation Measures

MM AQ-1: Construction Equipment. The project Applicant shall ensure the following requirements are incorporated into applicable bid documents, purchase orders, and contracts. Contractors shall confirm the ability to supply the compliant construction equipment prior to any ground-disturbing and construction activities:

- Mobile off-road construction equipment (wheeled or tracked) greater than 50 hp used during construction of the project shall meet the U.S. EPA Tier 4 final standards. In the event of specialized equipment use where Tier 4 equipment is not commercially available at the time of construction, the equipment shall, at a minimum, meet the Tier 3 standards. Zero-emissions construction equipment may be incorporated in lieu of Tier 4 final equipment. A copy of each equipment's certified tier specification or model year specification shall be available upon request at the time of mobilization of each piece of equipment.

- Mobile off-road construction equipment less than 50 hp used during construction of the project shall be electric or other alternative fuel type. A copy of each unit's certified tier specification or model year specification shall be available upon request at the time of mobilization of each applicable unit of equipment.
- Electric hook-ups to the power grid shall be used instead of temporary diesel- or gasoline-powered generators, whenever feasible. If generators need to be used, the generators shall be non-diesel generators.
- **Enforcement Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of City Planning, City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-Construction, Construction
- **Monitoring Frequency:** Periodically during construction
- **Action Indicating Compliance:** Field inspection sign-off

MM AQ-2: Landscaping Equipment Electrification. The project shall include a minimum of 25 percent electric landscaping equipment use in all contracts for landscaping services to be rendered on site. This requirement shall be added to the Master Development Agreement between HACLA and the project Applicant.

- **Enforcement Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of City Planning, City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Prior to issuance of Certificate of Occupancy
- **Monitoring Frequency:** Prior to issuance of Certificate of Occupancy for each project
- **Action Indicating Compliance:** Field inspection sign-off

C. Greenhouse Gas Emissions

Project Design Features

PDF GHG-1: Photovoltaic Solar. Active photovoltaic (PV) solar will be installed on the project site to produce a minimum rate of 15 percent electricity demand.

- **Enforcement Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Prior to issuance of Certificate of Occupancy

- **Monitoring Frequency:** Prior to issuance of Certificate of Occupancy for each project
- **Action Indicating Compliance:** Field inspection sign-off

PDF GHG-2: Electric Vehicle Charging Stations. The proposed project will comply with Tier II voluntary Title 24 measures which require that a total of 40 percent of parking spaces are EV ready and a minimum of 15 percent of parking spaces are equipped with EV chargers. In addition to the added EV charging stations, electric outlets for use by delivery vehicles in loading areas shall be incorporated where feasible.

- **Enforcement Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of City Planning, City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Prior to issuance of Certificate of Occupancy
- **Monitoring Frequency:** Prior to issuance of Certificate of Occupancy for each project
- **Action Indicating Compliance:** Field inspection sign-off

PDF GHG-3: Additional Measures. The following additional Transportation Demand Management (TDM) measures will be incorporated into the proposed project, as feasible, as outlined in the Transportation Assessment (Fehr & Peers 2023):

- Construction of a mobility hub at 1st Street;
- Implement/improve on-street bicycle facilities;
- Include bicycle parking per the Los Angeles Municipal Code (LAMC);
- Include secure bike parking and showers (end of trip facilities);
- Improve pedestrian network within the project site;
- Use of transit subsidies assuming that 7 percent of employees and residents are eligible and a daily equivalent of \$5.96 is subsidized;
- Implementation of a car-share program; and
- A comprehensive bicycle-share program for the development.
- **Enforcement Agency:** City of Los Angeles Department of Transportation
- **Monitoring Agency:** City of Los Angeles Department of City Planning, City of Los Angeles Department of Transportation
- **Monitoring Phase:** Prior to issuance of Certificate of Occupancy

- **Monitoring Frequency:** Prior to issuance of Certificate of Occupancy for each project
- **Action Indicating Compliance:** Field inspection sign-off

D. Cultural Resources

Mitigation Measures

MM CUL-1: Interpretive Display. HACLA shall ensure that the project Applicant prepares and installs an interpretive display in the Phase 1 Community Room, which will be open to the public. The interpretive display shall be completed to coincide with the opening of the Phase 1 Community Room. It shall include a brief history of the historical resource, its significance in the contexts of public and defense worker housing in Los Angeles during the Second World War and public housing design related to the Garden City and Modern movements, and a description of the project which led to the demolition of the historical resource. The display shall be professionally written, illustrated, and designed, and shall include the website address associated with the informational website created by implementation of Mitigation Measure CUL-2. The content shall be prepared by persons meeting the Secretary of the Interior's Professional Qualifications Standards for history or architectural history in coordination with the City of Los Angeles Office of Historic Resources. The Interpretive Display may be rotated amongst Community Rooms and/or public outdoor spaces throughout the OSP Specific Plan Site with approval by HACLA.

- **Enforcement Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of City Planning, City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Post-Construction
- **Monitoring Frequency:** Once prior to issuance of Certificate of Occupancy for Phase 1 Community Room
- **Action Indicating Compliance:** Field inspection sign-off

MM CUL-2: Informational Website. HACLA and/or the project Applicant shall add to their existing website a section dedicated to the history of Rancho San Pedro Complex and public housing in Los Angeles within six months of the issuance of the Certificate of Occupancy for the Phase 1 Community Room. The website shall be maintained by HACLA and shall provide content on the history of Rancho San Pedro Complex, the significance of public housing in the city, and notable examples of public housing architecture and site planning. It shall include links to other scholarly sources of information on the history and design of the site within the context of public housing in the city. The new website section shall be professionally written, illustrated, and designed. The content shall be prepared by persons meeting the Secretary of the Interior's Professional Qualifications Standards for history or architectural history and shall be periodically updated, as needed, if new scholarly information related to the history or significance of Rancho San Pedro and public housing become available following the initial publishing of the website.

- **Enforcement Agency:** City of Los Angeles Department of Building and Safety

- **Monitoring Agency:** City of Los Angeles Department of City Planning, City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Post-Construction, Operation
- **Monitoring Frequency:** Once within 6 months of issuance of Certificate of Occupancy for Phase 1 Community Room
- **Action Indicating Compliance:** Access website link

MM CUL-3: Project Archaeologist. HACLA shall retain a Project Archaeologist who meets the Secretary of the Interior's Professional Qualification Standards for archaeology to ensure mitigation and/or conditions of approval for the project, as they relate to archaeological resources, are completed. The Project Archaeologist shall oversee and implement the Worker's Environmental Awareness Program (WEAP) and cultural resources monitoring (MMs CUL-4 and CUL-5). The Project Archaeologist shall be responsible for preparing and executing any testing and/or reporting programs necessary in the event of a find during project execution.

- **Enforcement Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of City Planning, City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-Construction, Construction
- **Monitoring Frequency:** Once before commencement of construction, periodically during construction
- **Action Indicating Compliance:** Field inspection sign-off

MM CUL-4: Worker's Environmental Awareness Training. A qualified archaeologist and Native American representative shall be retained to conduct a WEAP training on archaeological sensitivity for all construction personnel prior to the commencement of any ground-disturbing activities associated with the project. The training shall be conducted by an archaeologist who meets or exceeds the Secretary of the Interior's Professional Qualification Standards for archaeology and a locally affiliated Native American representative. Archaeological sensitivity training shall include a description of the types of cultural materials that may be encountered, cultural sensitivity issues, the regulatory environment, and the proper protocol for treatment of materials in the event of a find.

- **Enforcement Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of City Planning, City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-Construction

- **Monitoring Frequency:** Once before commencement of construction
- **Action Indicating Compliance:** Documentation of completion of WEAP training from archaeologist and Native American representative

MM CUL-5: Archaeological Monitoring. Working under the direct supervision of the Project Archaeologist, an archaeological monitor shall be present during ground-disturbing activity for project construction, including but not limited to site clearing, grubbing, demolition, trenching, and excavation, for the duration of the aforementioned activities or until the Project Archaeologist, in consultation with HACLA and monitoring tribes, determines monitoring is no longer necessary (e.g., initial ground disturbance is complete, soils are sterile for cultural resources). The archaeological monitor shall prepare daily logs to be submitted at the completion of the project as part of the Cultural Resources Monitoring Report. In the event that previously unidentified prehistoric or historical archaeological materials or human remains are encountered during project construction, the archaeological monitor shall retain the authority to halt and/ or redirect work up to 100 feet away from the discovery until an evaluation of the resource is complete and the location of the find has been cleared for further activity by the Project Archaeologist.

A Native American monitor representing one of the consulting Native American Tribes shall be present during ground-disturbing activity for project construction, including but not limited to site clearing, grubbing, demolition, trenching, and excavation, for the duration of the proposed project or until the Project Archaeologist determines monitoring is no longer necessary. The Native American monitor shall prepare daily logs and submit weekly updates to the Project Archaeologist. In addition, the Native American monitor shall prepare and submit a summary statement upon completion of monitoring to include in the Cultural Resources Monitoring Report prepared for the project. The Project Archaeologist and HACLA shall review and include the statement as part of the Cultural Resources Monitoring Report prepared for the project.

At the completion of monitoring, the Project Archaeologist shall prepare a Cultural Resources Monitoring Report to document the findings during the monitoring effort for the project. The report shall include the monitoring logs completed for the project and document any discoveries made during construction monitoring. The report shall also include the monitoring logs prepared by the Native American monitor for the project. The Cultural Resources Monitoring Report shall be submitted to HACLA and the South Central Coastal Information Center (SCCIC).

- **Enforcement Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of City Planning, City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Periodically during construction
- **Action Indicating Compliance:** Production of daily logs and Cultural Resources Monitoring Report

MM CUL-6: Inadvertent Discovery of Archaeological Resources. If cultural resources are encountered during ground-disturbing activities that have not been previously identified, work in a 100-foot radius of the find shall be halted and redirected. The Project Archaeologist or the archaeological monitor shall provide recommendations regarding the resource's potential significance and potential treatment in consultation with the Native American monitor. If the discovery is identified to be a site (generally more than three artifacts), the evaluation shall require preparation of an Archaeological Testing Plan (ATP) to determine if the resource qualifies for California Register of Historical Resources (CRHR) and/or National Register of Historic Places (NRHP) listing. Such evaluations will be used to determine if the project may have a significant impact/adverse effect on the resource. Following the execution of the ATP, if the lead agency in consultation with the Project Archaeologist, determines the discovery is significant and cannot be avoided by the project, additional work such as an Archaeological Data Recovery Program (ADRP) shall be completed prior to the resumption of ground-disturbing activities in the immediate area to mitigate any significant impacts to cultural resources. The ATP and ADRP are described in further detail below.

NRHP/CRHR criteria for evaluating the significance of archaeological resources shall be used in the event a cultural resource is discovered. If resources are discovered that the Project Archaeologist recommends the resource meets the significance criteria of NRHP Criterion D and or the CRHR Criterion 4, and if preservation in place is not feasible, an ADRP shall be implemented. If resources are found to meet NRHP criteria A and/or B and/or C and or the CRHR criteria 1 and/or 2 and/or 3, then representatives of the appropriate descent community or the appropriate community members shall be notified upon the determination.

- Archaeological Testing Plan: The purpose of the ATP will be to determine the extent and possible presence/absence of archaeological resources and to identify whether the resources constitute an historic property or historical resource using the criteria of the NRHP/CRHR.
 - The ATP shall be conducted in accordance with an approved ATP that will be reviewed by the consulting Native American Tribes.
 - At the completion of the ATP, the Project Archaeologist and Staff Archaeologists shall submit a written report of the findings.
 - If the Project Archaeologist determines that a significant archaeological resource is present and that the resource could be adversely affected by the project, at the discretion of the project sponsors either:
 - The project shall be re-designed as to avoid any adverse effects; or
 - A data recovery program shall be implemented.
- Archaeological Data Recovery Program: Should a cultural resource that qualified for NRHP/CRHR listing under Criterion D/4 for data potential be identified and cannot be avoided by the project, an ADRP shall be completed to comprehensively document the resource and exhaust the data potential. The ADRP shall be conducted by the Project Archaeologist in accordance with the California Office of

Historic Preservation's (OHP) 1990 Archaeological Resource Management Reports: Recommended Contents and Format.

Prior to implementing the field component of the ADRP, a Data Recovery Plan (Plan) shall be prepared by the Project Archaeologist selected to carry out the ADRP. The Plan shall be prepared in consultation with Native American groups who have participated in consultation for the project and reviewed and approved by HACLA. The Plan shall, at minimum, include the following:

- Field Methods and Procedures
 - Thresholds for Achieving Data Redundancy
 - Cataloguing and Laboratory Analysis
 - Discard and Deaccession Policy
 - Interpretive Program
 - Security Measures
 - Final Report
 - Curation
- **Enforcement Agency:** City of Los Angeles Department of Building and Safety
 - **Monitoring Agency:** City of Los Angeles Department of City Planning, City of Los Angeles Department of Building and Safety
 - **Monitoring Phase:** Construction
 - **Monitoring Frequency:** Periodically during construction
 - **Action Indicating Compliance:** Archaeologist confirmation of finds or no finds

MM CUL-7: Unanticipated Discovery of Human Remains and Associated Grave Goods. In the event human remains are unexpectedly discovered at any time during the implementation of the project, HACLA, the Project Archaeologist and the project sponsors shall follow the California Health and Human Safety Code Section 7050.5, which states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to PRC Section 5097.98. Therefore, in the event of an unanticipated discovery of human remains, the Los Angeles County Coroner must be notified immediately. If the human remains are determined to be Native American, the Coroner will notify the Native American Heritage Commission (NAHC). Native American human remains are defined in PRC 5097.98(d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Any items associated with human remains that are placed or buried with Native American human remains are to be treated in the same manner as the remains in accordance with PRC 5097.98(d)(2). The NAHC shall notify a Most Likely Descendant (MLD), and the MLD shall complete the inspection

of the site within 48 hours of being granted site access to make recommendations. The landowner shall reinter the remains in an area of the property secure from subsequent disturbance. Any discovery of human remains or grave goods shall be kept confidential to prevent further disturbance.

- **Enforcement Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of City Planning, City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Periodically during construction
- **Action Indicating Compliance:** Archaeologist confirmation of finds or no finds

E. Geology and Soils

Mitigation Measures

MM GEO-1: Final Geotechnical Report. Prior to issuance of grading permits, the Applicant shall submit final design plans and a final design-level geotechnical report for the OSP Specific Plan Site and 327 Harbor Site to the Los Angeles Department of Building and Safety (LADBS) for review and approval. The final design-level geotechnical reports shall be used for final design of the foundation systems for the structures and shall take into consideration the engineering properties beneath the proposed structures and the projected loads. The final reports shall specify geotechnical design parameters that are needed by structural engineers to determine the type and sizing of structural building materials. The final reports shall be subject to the specific performance criteria imposed by applicable State and local codes and standards. The final geotechnical reports shall be prepared by a registered civil engineer or certified engineering geologist and include appropriate measures to address seismic hazards and ensure structural safety of the proposed structures and future residents and employees. The proposed structures shall be designed and constructed in accordance with all applicable provisions of the CBC and the Los Angeles Building Code. The final design-level geotechnical reports shall address the recommendations provided in the Preliminary Geotechnical Reports prepared by Group Delta Consultants, Inc. (Group Delta), including the following:

- Construction and operation of the proposed project shall be implemented in accordance with the applicable regulatory and code requirements.
- The subsurface geotechnical profile on the OSP Specific Plan Site is complex and variable. The transitions between native materials, fill, and groundwater conditions shall be considered in conjunction with the proposed site plans and building layouts in order to develop the most suitable foundation option for each proposed structure. All recommendations regarding the foundation options for Zones A, B, and C and Transition Zones shall be considered and implemented.
- Mat foundations, deep foundations, and pile types shall be designed and implemented in accordance with the recommendations of the geotechnical reports.

The contour of the foundation pressure shall be provided during the structural design phase.

- Floor slabs may be supported on grade if the existing soils on site can be removed and replaced with properly compacted fill soils. If expansive soils are present at the slab-on-grade elevation, floor slabs shall be structurally supported.
 - Temporary excavation shall be implemented using conventional heavy-duty grading equipment such as scrapers, loaders, dozers, and excavators. Temporary excavations up to 5 feet deep may stand in vertical cuts, and deeper excavations shall be sloped according to the recommendations of the final geotechnical reports. Temporary shoring shall be designed and implemented according to the guidelines set forth in the Preliminary Geotechnical Reports.
 - If unstable or wet subgrade material is encountered during project design and construction, stabilization shall consist of the placement of granular working mats consisting of coarse gravel and geogrid, or subexcavation and replacement with dried soil.
 - Basement walls shall be in compliance with the Los Angeles Building Code to resist at-rest earth pressures. The recommended pressure shall be confirmed during the design-level geotechnical investigations and shall consider the presence of expansive soils, which may require the use of higher design earth pressures.
 - Final design-level geotechnical investigations shall assess the corrosion potential of on-site soils and the extent and severity of expansive soils.
 - Sandy soils, after clearing, grubbing, and removal of deleterious material, are generally suitable for reuse as compacted fills. However, not all on-site sandy soils will be suitable for specific purposes, and selective grading and testing may be required if on-site soils are to be used as select materials. Import fill sources, if any, shall be observed and tested prior to hauling onto the site to evaluate the suitability for use. Imported fill shall comply with the guidance outlined in the Preliminary Geotechnical Reports.
 - Further study is required to accurately characterize the complex subsurface conditions on the OSP Specific Plan Site. Design-level geotechnical investigations shall be conducted, and the installation of monitoring wells, borings, and cone penetration tests shall be completed to narrow down the location of uncertified fill transitions zones and further characterize the subsurface materials.
- **Enforcement Agency:** City of Los Angeles Department of Building and Safety
 - **Monitoring Agency:** City of Los Angeles Department of City Planning, City of Los Angeles Department of Building and Safety
 - **Monitoring Phase:** Pre-Construction
 - **Monitoring Frequency:** Prior to issuance of grading permit for each project

- **Action Indicating Compliance:** Submittal of Final Geotechnical Report

MM GEO-2: Geotechnical Professional Observation. A certified geotechnical professional shall be retained to observe and test all grading operations for shallow foundations and pile installation for deep foundations during the construction stage of the project. Furnishing of pile load test results shall be required. Evidence of the observations of the certified geotechnical professional at the project site shall be provided to the City Engineer in the form of weekly logs during all grading operations for foundations and pile installation activities.

- **Enforcement Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of City Planning, City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-Construction, Construction
- **Monitoring Frequency:** Periodically during construction
- **Action Indicating Compliance:** Documentation indicating retention of geotechnical professional, production of periodic logs

MM GEO-3: Paleontological Resources Monitoring and Mitigation

1. **Qualified Paleontologist.** The project applicant shall retain a Qualified Paleontologist to direct all mitigation measures related to paleontological resources. A qualified professional paleontologist is defined by the Society of Vertebrate Paleontology (SVP) standards (SVP 2010) as an individual preferably with an M.S. or Ph.D. in paleontology or geology who is experienced with paleontological procedures and techniques, who is knowledgeable in the geology of California, and who has worked as a paleontological mitigation project supervisor for a least two years (SVP 2010).
2. **Paleontological Worker Environmental Awareness Program.** Prior to the start of construction, the Qualified Paleontologist or their designee shall conduct a paleontological Worker Environmental Awareness Program (WEAP) training for construction personnel regarding the appearance of fossils and the procedures for notifying paleontological staff should fossils be discovered by construction staff.
3. **Paleontological Monitoring.** Full-time paleontological monitoring shall be conducted during ground-disturbing construction activities (i.e., grading, trenching, foundation work) within native (i.e., previously undisturbed) sediments of any depth in all project areas. Ground-disturbing activities that only impact artificial fill (i.e., previously disturbed) sediments do not require paleontological monitoring. Paleontological monitoring shall be conducted by a qualified paleontological monitor, who is defined as an individual who has experience with collection and salvage of paleontological resources and meets the minimum standards of the SVP (2010) for a Paleontological Resources Monitor. The duration and timing of the monitoring will be determined by the Qualified Paleontologist based on the

observation of the geologic setting from initial ground disturbance, and subject to the review and approval by the City of Los Angeles. If the Qualified Paleontologist determines full-time monitoring is no longer warranted, based on the specific geologic conditions once the full depth of excavations has been reached, they may recommend monitoring be reduced to periodic spot-checking or ceased entirely. Monitoring shall be reinstated if any new ground disturbances are required, and reduction or suspension shall be reconsidered by the Qualified Paleontologist at that time. In the event of a fossil discovery by the paleontological monitor, all work within a 50-foot radius of the find shall cease. The Qualified Paleontologist shall evaluate the find before restarting construction activity in the area. If it is determined that the fossil(s) is (are) scientifically significant, the Qualified Paleontologist shall complete the following conditions to mitigate impacts to significant fossil resources:

A. **Salvage of Fossils.** If fossils are discovered, the paleontological monitor shall have the authority to halt or temporarily divert construction equipment within 50 feet of the find until the monitor and/or lead paleontologist evaluate the discovery and determine if the fossil may be considered significant. Typically, fossils can be safely salvaged quickly by a single paleontologist and not disrupt construction activity. In some cases, larger fossils (such as complete skeletons or large mammal fossils) require more extensive excavation and longer salvage periods. Bulk matrix sampling may be necessary to recover small invertebrates or microvertebrates from within paleontologically sensitive deposits.

B. **Preparation and Curation of Recovered Fossils.** Once salvaged, significant fossils shall be identified to the lowest possible taxonomic level, prepared to a curation-ready condition, and curated in a scientific institution with a permanent paleontological collection (such as the Natural History Museum of Los Angeles County), along with all pertinent field notes, photographs, data, and maps. Fossils of undetermined significance at the time of collection may also warrant curation at the discretion of the Qualified Paleontologist.

4. **Final Paleontological Mitigation Report.** Upon completion of ground-disturbing activity (and curation of fossils, if necessary), the Qualified Paleontologist shall prepare a final report describing the results of the paleontological monitoring efforts associated with the project. The report shall include a summary of the field and laboratory methods, an overview of the project geology and paleontology, a list of taxa recovered (if any), an analysis of fossils recovered (if any), and the scientific significance, and recommendations. The report shall be submitted to the City of Los Angeles. If the monitoring efforts produced fossils, then a copy of the report shall also be submitted to the designated museum repository.

- **Enforcement Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of City Planning, City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-Construction, Construction

- **Monitoring Frequency:** Periodically during construction
- **Action Indicating Compliance:** Documentation indicating retention of geotechnical professional, production of periodic logs and Final Paleontological Mitigation Report

F. Hazards and Hazardous Materials

Mitigation Measures

MM HAZ-1: Voluntary Oversight Agreement with the Los Angeles County Fire Site Mitigation Unit

Because contaminated soil is present on the project site, the project Applicant shall coordinate on-site remediation activities on the OSP Specific Plan Site and 327 Harbor Site with the Los Angeles County Fire Department (LACFD) Site Mitigation Unit (SMU). Prior to initiation of soil grading, excavation, or remediation activities, the Applicant shall enter into a Voluntary Oversight Agreement with the LACFD SMU. The LACFD SMU shall oversee the assessment and remediation of the OSP Specific Plan Site and 327 Harbor Site through completion of building demolition, excavation, soil remediation, and building construction. Prior to commencement of demolition and excavation/grading activities on the OSP Specific Plan Site and 327 Harbor Site, the Applicant shall submit the following documents to the LACFD SMU for review and approval:

- All Environmental Site Assessments and subsurface investigation reports completed for the OSP Specific Plan Site and 327 Harbor Site
- Current development plan, including plans for soil excavation and removal and/or vapor barriers
- Soil management plans completed for the OSP Specific Plan Site and 327 Harbor Site
- Any additional hazardous materials-related reports completed for the project

Upon submittal of the information above, LACFD SMU may require further actions such as: additional subsurface investigation, including additional soil, soil vapor or groundwater monitoring wells; soil excavation and off-site disposal; completion of human health risk assessments; installation of soil vapor barriers, and/or completion of remediation reports or case closure documents. The Applicant shall submit all reports and documentation to the LACFD SMU for review and approval prior to initiation of soil grading, excavation, or remediation activities.

The Applicant shall obtain an approval letter from LACFD SMU prior to initiation of grading and construction activities. The approval letter shall specify that LACFD SMU is in agreement that the on-site soil has been remediated to LACFD SMU standards and project construction can commence. Prior to issuance of grading permits, the Applicant shall submit the approval letter to the City of Los Angeles Department of Building and Safety.

It should also be noted that LACFD SMU may determine that the Los Angeles Regional Water Quality Control Board (RWQCB) or the California Department of Toxic Substances Control (DTSC) may be best suited to perform the cleanup oversight agency duties for the assessment and/or remediation of the project site. Should the cleanup oversight agency be transferred from LACFD to the Los Angeles RWQCB or DTSC, this and other mitigation measures shall still apply and will be overseen by the designated cleanup oversight agency.

- **Enforcement Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of City Planning, Los Angeles County Fire Department, City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-Construction, Construction
- **Monitoring Frequency:** Prior to issuance of demolition and/or grading permits for each project, periodically during construction
- **Action Indicating Compliance:** Submittal of LACFD approval letter, periodic LACFD determination letters as applicable

MM HAZ-2: Soil Management Plan. Prior to commencement of grading and excavation activities at the project site, the Applicant shall retain a qualified environmental consultant (professional geologist [PG] or professional engineer [PE]) to prepare a Soil Management Plan (SMP) for the OSP Specific Plan Site and the 327 Harbor Site. The SMP shall specify the limits of soil that require removal to remediate the soil contamination on the OSP Specific Plan Site and the 327 Harbor Site. The SMP will provide the City of Los Angeles and the construction contractor with guidance and procedures for the proper handling and management of impacted soil, if any is encountered, during site construction activities. The SMP shall include measures required for compliance with all application regulations, including but not limited to, SCAQMD Rule 1466. The SMP shall address:

- On-site handling and management of contaminated soils or other hazardous wastes (e.g., stained soil, and soil with solvent or chemical odors) if such soils or hazardous wastes are encountered; and
- Specific actions to reduce hazards to construction workers and off-site receptors during the construction stages.

The SMP shall specifically address hazards to residences and schools within 0.25 mile of the project site.

The SMP must establish remedial measures and soil management practices to ensure construction worker safety, the health of future workers and visitors, and the prevention of off-site migration of contaminants from the project site. These measures and practices shall include, but are not limited to:

- Stockpile management including stormwater pollution prevention and the installation of Best Management Practices

- Proper disposal procedures of contaminated materials
- Investigation procedures for encountering known and unexpected odorous or visually stained soils, other indications of hydrocarbon piping or equipment, and/or debris during ground-disturbing activities
- Monitoring and reporting
- A health and safety plan for contractors working at the project site that addresses the safety and health hazards of each stage of construction activities with the requirements and procedures for employee protection
- The health and safety plan shall outline proper soil handling procedures and health and safety requirements to minimize worker and public exposure to hazardous materials during construction

The project Applicant shall submit the SMP to the LACFD SMU (or other designated oversight agency) for review and approval prior to grading, excavation, or remediation activities at the project site. The approved SMP shall be submitted to the City of Los Angeles Department of Building and Safety prior to issuance of grading permits. The project Applicant shall ensure the construction contractor implements the SMP during demolition, grading, and construction at the project site.

- **Enforcement Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of City Planning, Los Angeles County Fire Department, City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-Construction, Construction
- **Monitoring Frequency:** Prior to issuance of demolition and/or grading permits for each project, periodically during construction
- **Action Indicating Compliance:** Submittal of Soil Management Plan and LACFD approval letter

MM HAZ-3: Soil Remediation. Where contaminated soil that exceeds hazardous waste screening levels is known to be present on the OSP Specific Plan Site and 327 Harbor Site, the Applicant shall retain a qualified environmental consultant (PG or PE) to properly remove and dispose of the contaminated soil. All soil removal and disposal activities shall be conducted in accordance with the recommendations of the SMP. The qualified environmental consultant shall utilize the project site analytical results for waste characterization purposes prior to off-site transportation or disposal of potentially impacted soils or other impacted wastes. The qualified consultant shall provide disposal recommendations and arrange for proper disposal of the waste soils or other hazardous wastes (as necessary), and/or provide recommendations for remedial engineering controls, if appropriate.

Remediation of impacted soils and/or implementation of remedial engineering controls may require additional delineation of sub-surface impacts, additional analytical testing per landfill or recycling facility requirements, soil excavation, and off-site disposal or recycling.

Prior to initiation of soil excavation or soil remediation activities, the LACFD SMU (or other designated oversight agency) shall review and approve the soil removal and disposal recommendations prior to transportation of waste soils off site and review and approve remedial engineering controls.

The project Applicant shall review and ensure the qualified environmental consultant implements the disposal recommendations prior to transportation of waste soils off site and review and implements the remedial engineering controls prior to and during construction.

The City shall review and approve the disposal recommendations and remedial engineering controls prior to issuing a grading permit.

- **Enforcement Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of City Planning, Los Angeles County Fire Department, City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-Construction
- **Monitoring Frequency:** Prior to issuance of grading permit, periodically during construction
- **Action Indicating Compliance:** Submittal of disposal recommendations and remedial engineering controls as applicable

MM HAZ-4: Construction Vapor Monitoring Plan. The project Applicant shall retain a qualified environmental consultant (PG or PE) or other qualified person to prepare a Construction Vapor Monitoring Plan. The Vapor Monitoring Plan shall specify the controls required to be implemented during construction activities at the OSP Specific Plan Site and 327 Harbor Site to mitigate the effects of subsurface gases on workers and the public. Controls could include, but are not limited to:

- Gas monitoring devices would be present to alert workers of elevated gas concentrations when basement or subsurface soil disturbing work is being performed;
- Contingency procedures would be in place if elevated gas concentrations are detected such as the mandatory use of personal protective equipment, evacuating the area, and/or increasing ventilation within immediate work area where the elevated concentrations are detected;
- Workers would be trained to identify exposure symptoms and implement alarm response actions;

- Soil exposed during excavations would be minimized to reduce the surface area which could off-gas (this will be done by staggering exposed excavation areas);
- Soil removed as part of construction will be sampled and tested for off-site disposal in a timely manner (if soil is stockpiled prior to disposal, it would be managed in accordance with the project's Storm Water Pollution Prevention Plan);
- Fencing would be established to limit public access and allow for gas dilution; and
- HASP development which would describe the work activities and hazards associated with each work activity.

Hazard mitigation shall be presented in the HASP to limit construction risks to workers. The HASP shall contain emergency contact numbers, maps to the nearest hospital, gas monitoring action levels, gas response actions, allowable worker exposure times, and mandatory personal protective equipment requirements. The HASP shall be signed by all workers on site to demonstrate their understanding of the construction risks.

The Applicant shall submit the Construction Vapor Monitoring Plan to the LACFD SMU for review and approval. The Applicant shall submit the approved Construction Vapor Monitoring Plan to the City of Los Angeles Department of Building and Safety prior to issuance of a grading permit.

- **Enforcement Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of City Planning, Los Angeles County Fire Department, City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-Construction
- **Monitoring Frequency:** Prior to issuance of grading permit
- **Action Indicating Compliance:** Submittal of Construction Vapor Monitoring Plan

MM HAZ-5: Vapor Mitigation System. Where soil vapor is known to be present at chemical concentrations exceeding screening levels for sub-slab/soil gas (vapor) intrusion, the project Applicant shall retain a qualified environmental consultant (PG or PE) or other qualified person to prepare a soil vapor Human Health Risk Assessment for the OSP Specific Plan Site and 327 Harbor Site. The Human Health Risk Assessment shall evaluate the risk to future on-site residences from VOCs in on-site soil vapor. If the Human Health Risk Assessment determines that a vapor mitigation system is required for the proposed building, the qualified environmental consultant shall prepare a Vapor Mitigation Plan and shall design the vapor mitigation system for the proposed project.

The Vapor Mitigation Plan shall include, but is not limited to:

- Design specifications
- Material specifications

- Installation requirements
- Monitoring requirements

The qualified environmental consultant shall design and implement engineering measures or institutional controls (e.g., soil vapor barrier) to prevent potential soil vapor intrusion into new residences or businesses in accordance with the measures included in the DTSC's Vapor Intrusion Guidance Document – Final (October 2011) and Vapor Intrusion Mitigation Advisory, Revision 1 (October 2011), or current guidance (DTSC 2011a and 2011b).

The Applicant shall submit the Human Health Risk Assessment and Vapor Mitigation Plan to the LACFD SMU (or other designated oversight agency) for review and approval prior to construction. Design of engineering measures or institutional controls shall be submitted to the City of Los Angeles Department of Building and Safety prior to the issuance of any grading or building permits. If determined to be required by the Human Health Risk Assessment, the contractor shall incorporate a sub-slab vapor barrier during construction, the implementation of which would prevent the potential for soil gas VOCs from migrating to indoor air.

The Applicant shall retain a qualified professional to certify that the required vapor measures and controls are properly constructed and functioning at the project site. The efficacy of the measures and controls shall be confirmed and certified by a qualified professional pursuant to the construction quality assurance/quality control testing guidance of the DTSC's Vapor Intrusion Guidance Document – Final (October 2011). Written verification shall be submitted to the LACFD SMU (or other designated oversight agency) and the City prior to issuance of Certificates of Occupancy.

LACFD SMU (or other designated oversight agency) may require the creation of a Soil Vapor Operations and Maintenance Plan to ensure that future operational activities (e.g., underground utility repairs), do not alter the effectiveness of the selected vapor mitigation system. LACFD SMU (or other designated oversight agency) shall review and approve the Soil Vapor Operations and Maintenance Plan (if required) prior to occupancy. The City shall review the Operations and Maintenance Plan (if required) prior to Certificates of Occupancy. The project Applicant shall implement the Operations and Maintenance Plan during occupancy at the project site.

- **Enforcement Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of City Planning, Los Angeles County Fire Department, City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-Construction, Construction, Operation
- **Monitoring Frequency:** Prior to issuance of grading permit, periodically during construction
- **Action Indicating Compliance:** Submittal of Human Health Risk Assessment, submittal of Soil Vapor Operations and Maintenance Plan as applicable

G. Noise

Mitigation Measures

MM NOI-1: Construction Noise Reduction Measures. The following measures shall be implemented at the project site during construction to minimize the community exposure to construction noise:

- All construction equipment shall be outfitted with manufacturer-recommended mufflers and silencers.
 - Staging and delivery areas shall be located as far as feasible from existing residences.
 - Material hauling and deliveries shall be coordinated by the construction contractor to reduce the potential of trucks waiting to unload for protracted periods of time.
 - To the extent feasible, hydraulic equipment shall be used instead of pneumatic impact tools, and electric powered equipment shall be used instead of diesel-powered equipment.
 - For smaller equipment (such as air compressors and small pumps), line powered (electric) equipment shall be used to the extent feasible.
 - Stationary noise sources (e.g., generators and air compressors) shall be located as far from sensitive receptors as possible, and they shall be muffled and enclosed within temporary sheds, or insulation barriers.
 - Signs shall be posted at the job site entrance(s), within the on-site construction zones, and along queueing lanes (if any) to reinforce the prohibition of unnecessary engine idling. All other equipment shall be turned off if not in use for more than 5 minutes. The construction manager shall be responsible for enforcing this.
 - At least 10 days prior to the start of construction activities, a sign shall be posted at the entrance(s) to the job site, clearly visible to the public, that includes permitted construction days and hours, as well as the telephone numbers of the City's and contractor's authorized representatives that are assigned to respond in the event of a noise or vibration complaint. If the authorized contractor's representative receives a complaint, they shall investigate, take appropriate corrective action, and report the action to the City. The sign will have a minimum dimension of 48 inches wide by 24 inches high. The sign shall be placed 5 feet above ground level.
 - Temporary noise barriers of 12 feet in height shall be erected along the project property boundaries adjacent to sensitive receivers. Barriers shall be constructed with a solid material that has a density of at least 1.5 pounds per square foot with no gaps from the ground to the top of the barrier. Alternately, if an acoustical blanket, curtain or equivalent absorptive material is used, it shall be rated sound transmission class (STC) 32 or higher.
- **Enforcement Agency:** City of Los Angeles Department of Building and Safety

- **Monitoring Agency:** City of Los Angeles Department of City Planning, City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Periodically during construction
- **Action Indicating Compliance:** Field inspection sign-off

MM NOI-2: Stationary Recreational Noise Reduction Measures. The following measure shall be included to minimize stationary recreational noise at the OSP Specific Plan Site:

- Prior to holding the first amplified event at any new site with amplified sound (e.g., at the youth sports field and bandshell), HACLA or its designee shall install signs at entry points that state prohibited activities during the event (e.g., use of air horns, unapproved audio amplification systems, loud activity in parking lots or streets upon exiting the facility). In addition, and prior to holding the first amplified event at the facility, the sound system contractor shall create a PA System Design Plan to minimize special event noise at nearby residences, to the extent feasible. Design measures may include, but are not limited to, bandwidth and peak limiter installation, and speaker angle and directivity techniques. Prior to the first amplified special event, the sound system contractor shall perform a system check to verify that the PA system meets the PA System Design Plan.
 - Once the precise locations and design details of the project's proposed youth sports field and other potential recreational uses, such as a skate park, bandshell, and/or dog park, is finalized, HACLA or its designee shall conduct a quantitative analysis of the operational noise levels from such sources to determine if the project's recreational uses would result in an exceedance of the City of Los Angeles' exterior noise level standards. If these recreational uses will not exceed established thresholds, no additional measures are necessary. However, if it is determined that these recreational uses could potentially result in exceedance of the City's adopted exterior noise standards, the project Applicant shall be required to implement additional feasible measures to minimize noise generated at the recreational uses. Such additional measures to reduce recreational noise impacts may include, but are not limited to, operational hour restrictions, setbacks, barriers, and other shielding techniques. HACLA shall verify these additional measures are included on the final site plan prior to issuing construction permits for the recreational uses.
- **Enforcement Agency:** City of Los Angeles Department of Building and Safety
 - **Monitoring Agency:** City of Los Angeles Department of City Planning, City of Los Angeles Department of Building and Safety
 - **Monitoring Phase:** Pre-Construction, Construction
 - **Monitoring Frequency:** Prior to issuance of building permit and/or Certificate of Occupancy as applicable

- **Action Indicating Compliance:** Field inspection sign-off

MM NOI-3: Construction Vibration Reduction Measures. Prior to the issuance of grading permits, the following measures shall be included as notes on all construction plans:

- If paving activities occur within 25 feet of off-site buildings or structures, a pneumatic or static roller shall be used in lieu of a vibratory roller.
- Grading and earthwork activities within 15 feet of adjacent residential structures shall be conducted with off-road equipment that is limited to 100 horsepower or less.
- **Enforcement Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of City Planning, City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-Construction, Construction
- **Monitoring Frequency:** Prior to issuance of grading permit for each project, periodically during construction
- **Action Indicating Compliance:** Submittal of construction plans with notes, field inspection sign-off

MM NOI-4: Exterior Noise Reduction Measures. To mitigate exterior noise at future outdoor use areas along Harbor Boulevard, the following measures shall be required:

- Construct 5-foot-high barriers (as measured from the finished floor of the residential units) for balconies and patios with direct line-of-sight to Harbor Boulevard. Materials for the barriers may include solid masonry, plexiglass, 1/4-inch-thick glass, stucco veneer over wood framing or foam core, or a combination of these barrier types. The barrier shall be continuous from bottom to top, with no cracks or gaps.
- Construct a 6-foot-high barrier along the eastern portion of the second-story 327 Harbor Boulevard courtyard. Materials may include those listed above.
- Construct a 6-foot-high barrier along the eastern portion of the OSP Specific Plan Site Construction Stage 10 courtyard. Materials may include those listed above.
- **Enforcement Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of City Planning, City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Post-Construction

- **Monitoring Frequency:** Prior to issuance of Certificate of Occupancy for applicable projects
- **Action Indicating Compliance:** Field inspection sign-off

MM NOI-5: Interior Noise Reduction Measures. The Applicant shall retain a qualified acoustical consultant to provide design-level review of site plans and make specific recommendations for ensuring that future traffic noise levels from Harbor Boulevard comply with HUD's interior noise level criteria at the future residential buildings in the Construction Stage 7 and Stage 10 areas of the OSP Specific Plan Site.

- **Enforcement Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of City Planning, City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-Construction
- **Monitoring Frequency:** Prior to issuance of building permit for each project
- **Action Indicating Compliance:** Documentation of retention of acoustical consultant

H. Public Services

Project Design Features

PDF POL-1: Construction Security. During construction on the OSP Specific Plan site and the 327 Harbor Site, the project Applicant will implement temporary security measures including security fencing (e.g., chain-link fencing), low-level security lighting, and locked entry (e.g., padlocked gates or guard-restricted access) to limit access by the general public. Regular private security patrols during non-construction hours will be provided.

- **Enforcement Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of City Planning, City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Periodically during construction
- **Action Indicating Compliance:** Field inspection sign-off

PDF POL-2: Safety Lighting. The project will provide sufficient lighting of building entries and walkways to provide for pedestrian orientation and clearly identify a secure route between parking areas and points of entry into buildings. The project will also provide sufficient lighting of parking areas, elevators, and lobbies to maximize visibility and reduce areas of concealment. This requirement will also apply to development on the 327 Harbor Site.

- **Enforcement Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of City Planning, City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Construction, Post-Construction
- **Monitoring Frequency:** Periodically during construction and at completion
- **Action Indicating Compliance:** Field inspection sign-off

PDF POL-3: Operational Security. The project will provide a security program to ensure the safety of residents, employees, and other visitors to the project site. The project would incorporate strategies in design and planning, as well as active security features. On-site security measures during project operation will include:

- Provide on-site security personnel whose duties shall include, but not be limited to, the following:
 - Monitoring entrances and exits;
 - Patrol the perimeter of the property;
 - Control and monitor activities in the public spaces and private outdoor areas;
 - Managing and monitoring fire/life/safety systems; and
 - Controlling and monitoring activities in the parking facilities.
 - Install security industry standard security lighting at recommended locations, including parking areas, pedestrian pathways, and alleys.
 - Install closed-circuit television at select locations, including, but not limited to, entry and exit points, lobby areas, outdoor open spaces, and parking areas.
 - Provide adequate lighting of parking areas, elevators, and lobbies to reduce areas of concealment.
 - Provide lighting of building entries and open spaces to provide pedestrian orientation and to clearly identify a secure route between the parking areas and access points.
 - Prominently display throughout the project site the contact information for on-site security staff.

This PDF will also apply to the 327 Harbor Site.

- **Enforcement Agency:** City of Los Angeles Department of City Planning
- **Monitoring Agency:** City of Los Angeles Department of City Planning
- **Monitoring Phase:** Post-Construction, Operation
- **Monitoring Frequency:** Prior to issuance of Certificate of Occupancy
- **Action Indicating Compliance:** Submittal of security program

PDF LIB-1: Universal Wi-Fi. The proposed project will include free, publicly accessible Wi-Fi in the residential common areas and publicly accessible open space areas of the OSP Specific Plan Site. This PDF also applies to the 327 Harbor Site.

- **Enforcement Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of City Planning, City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Post-Construction, Operation
- **Monitoring Frequency:** Prior to issuance of Certificate of Occupancy
- **Action Indicating Compliance:** Field inspection sign-off

I. Recreation

Project Design Features

PDF REC-1: Recreational Programming. Programming for the proposed parks will include the following:

- Palos Verdes Linear Park: The park will include a variety of playgrounds serving different ages and physical abilities, a picnic area, and an open field. Other potential amenities could include a skate park, dog park, and bandshell, determined through future community engagement.
- Centre Street Park: The park will include both indoor and outdoor space amenities to provide opportunities for art, education, sports, and exercise.
- Harbor Plaza: Flexible seating will be provided within the space for the public. The plaza will also be designed to host a variety of informal and programmed activities, including, but not limited to, live entertainment, outdoor games, and other community programming.
- Paseo Plazas: These spaces will serve as gateways into the project site as an extension of the downtown San Pedro area, and will be intended to host dynamic public art. The paseos will include art such as climbable sculptures, outdoor galleries with rotating exhibits, kiosks for selling or creating art, and art walls.

- **Enforcement Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of City Planning, City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Post-Construction
- **Monitoring Frequency:** Prior to Certificate of Occupancy of each recreation area
- **Action Indicating Compliance:** Issuance of Certificate of Occupancy of relevant projects tied to recreation areas as required by Specific Plan

J. Transportation

Project Design Features

PDF T-1: Construction Management Plan. Prior to the start of construction, a Construction Management Plan will be prepared and submitted to the City of Los Angeles Department of Transportation (LADOT) for review and approval in accordance with the time frames set forth in Executive Directive 1. The Construction Management Plan will include a Worksite Traffic Control Plan and Construction Worker Parking Plan that will facilitate traffic and pedestrian movement, minimize the potential conflicts between construction activities, street traffic, bicyclists and pedestrians, and ensure appropriate parking for construction workers is provided. Furthermore, the Construction Management Plan will include, but not be limited to, the following measures:

- A Worksite Traffic Control Plan(s), approved by the LADOT in accordance with the time frames set forth in Executive Directive 1, will be implemented to route vehicular traffic, transit, bicyclists, and pedestrians around any lane and/or sidewalk closures;
 - Safety precautions for pedestrians and bicyclists will be implemented through such measures as alternate routing and protection barriers as appropriate, especially as it pertains to maintaining safe access to the Port of Los Angeles High School;
 - Minimize obstruction to land uses in proximity to the project site during construction, including temporary traffic constraints, temporary loss of access, and temporary loss of bus stops or rerouting of bus lines;
 - Parking for construction workers will be provided either on-site or at off-site, off-street locations; and
 - Ensure adequate emergency access is maintained to the project site and neighboring businesses and residences.
- **Enforcement Agency:** City of Los Angeles Department of Building and Safety
 - **Monitoring Agency:** City of Los Angeles Department of City Planning, City of Los Angeles Department of Transportation, City of Los Angeles Department of Building and Safety

- **Monitoring Phase:** Pre-Construction
- **Monitoring Frequency:** Prior to issuance of building permit for each project
- **Action Indicating Compliance:** Submittal of Construction Management Plan

Mitigation Measures

MM T-1: The following measures shall be implemented, upon approval by LADOT, to increase the space available for vehicle queueing at affected intersections:

- At the intersection of Gaffey Street and 1st Street, up to 75 feet of additional red curb shall be striped to increase the turning space length available for the de-facto westbound right-turn lane.
 - At the intersection of Harbor Boulevard and SR 47 eastbound ramps/westbound off-ramp/Swinford Street, the northbound left-turn lane shall be extended by approximately 100 feet into the existing median to accommodate a longer turning queue.
 - At the intersection of Harbor Boulevard and 1st Street, the eastbound left-turn lane shall be extended to start two blocks further to the west, which shall be accomplished within the existing right-of-way with striping:
- **Enforcement Agency:** City of Los Angeles Department of Transportation
 - **Monitoring Agency:** City of Los Angeles Department of City Planning, Bureau of Engineering, City of Los Angeles Department of Transportation
 - **Monitoring Phase:** Construction
 - **Monitoring Frequency:** Prior to issuance of Certificate of Occupancy
 - **Action Indicating Compliance:** Implementation of improvements

K. Tribal Cultural Resources

Mitigation Measures

MM TCR-1: Native American Monitoring by the Gabrielino Tongva Indians of California Tribal Council. Consistent with Mitigation Measure CUL-5 in Section 4.3, Cultural Resources, a Native American monitor representing the Gabrielino Tongva Indians of California Tribal Council shall be invited to monitor during ground-disturbing activities for project construction, including but not limited to site clearing, grubbing, demolition, trenching, and excavation, for the duration of the aforementioned activities or until the Project Archaeologist in consultation with the Native American monitor determines monitoring is no longer necessary based on soil conditions and negative findings, whichever occurs first. In the event a mutual agreement cannot be made between the Project Archaeologist and the Native American monitor to terminate monitoring services

prior to the end of ground-disturbing activities, the Native American monitor shall be given the opportunity to continue monitoring for tribal cultural resources during ground-disturbing activities. The project Applicant shall notify the Gabrielino Tongva Indians of California Tribal Council at least 30 days prior to commencement of ground-disturbing construction activities and request monitoring services. The Tribe must respond to the request for monitoring within 30 days of the notification. The Applicant shall provide HACL A with a copy of the executed tribal monitoring agreement with the Gabrielino Tongva Indians of California Tribal Council prior to commencement of construction. If no response from the Gabrielino Tongva Indians of California Tribal Council is received within 30 days, project construction can commence without the monitoring services of the Gabrielino Tongva Indians of California Tribal Council for the duration of ground-disturbing construction activities.

The Native American monitor shall prepare daily monitoring logs that provide the location, type and description of the ground-disturbing construction activities performed, soil types, and cultural materials, if discovered. The daily monitoring logs shall describe Native American artifacts, remains, and places of significance, as well as any Native American human remains or burial goods, if identified. The Native American monitor shall submit weekly updates to HACL A. In addition, the Native American monitor shall prepare and submit a summary statement upon completion of monitoring to include in the Cultural Resources Monitoring Report prepared for the project. The Project Archaeologist and HACL A shall review and include the statement as part of the Cultural Resources Monitoring Report prepared for the project.

- **Enforcement Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of City Planning, City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Periodically during construction
- **Action Indicating Compliance:** Production of daily logs

MM TCR-2: Consultation with the Gabrielino Tongva Indians of California Tribal Council in the Event of Inadvertent Discovery of Tribal Cultural Resources. In the event that cultural resources of Native American origin are identified during construction, work within a 100-foot radius of the find shall be halted and redirected. HACL A shall consult with the Project Archaeologist and initiate Native American consultation procedures with the project's consulting tribes. If HACL A, in consultation with the Native American monitor representing the Gabrielino Tongva Indians of California Tribal Council, determines that the resource is a tribal cultural resource and thus significant under CEQA, a mitigation plan shall be prepared and implemented in accordance with State guidelines and in consultation with the Gabrielino Tongva Indians of California Tribal Council and other consulting tribes. The mitigation plan may include, but would not be limited to, avoidance, capping in place, excavation and removal of the resource, interpretive displays, sensitive area signage, and/or other mutually agreed upon measures. The mitigation plan shall be prepared within 30 days of discovery of the find(s) and approved by the HACL A Chief Executive Officer or their designee. Procedures for the unanticipated discovery of human remains and

associated grave goods are outlined in Mitigation Measure CUL-7 in Section 4.3, Cultural Resources.

- **Enforcement Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of City Planning, City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Periodically during construction
- **Action Indicating Compliance:** Submittal of mitigation plan in the event of a find

MM CUL-3: Native American Monitoring by the Gabrieleño Band of Mission Indians – Kizh Nation. Consistent with Mitigation Measure CUL-5 in Section 4.3, Cultural Resources, a Native American monitor representing the Gabrieleño Band of Mission Indians – Kizh Nation shall be invited to monitor during ground-disturbing activities for project construction, including but not limited to site clearing, grubbing, demolition, trenching, and excavation, for the duration of the aforementioned activities or until the Project Archaeologist in consultation with the Native American monitor determines monitoring is no longer necessary based on soil conditions and negative findings, whichever occurs first. In the event a mutual agreement cannot be made between the Project Archaeologist and the Native American monitor to terminate monitoring services prior to the end of ground-disturbing activities, the Native American monitor shall be given the opportunity to continue monitoring for tribal cultural resources during ground-disturbing activities. The project Applicant shall notify the Gabrieleño Band of Mission Indians – Kizh Nation at least 30 days prior to commencement of ground-disturbing construction activities and request monitoring services. The Tribe must respond to the request for monitoring within 30 days of the notification. The Applicant shall provide HACLA with a copy of the executed tribal monitoring agreement with the Gabrielino Tongva Indians of California Tribal Council prior to commencement of construction. If no response from the Gabrieleño Band of Mission Indians – Kizh Nation is received within 30 days, project construction can commence without the monitoring services of the Gabrieleño Band of Mission Indians – Kizh Nation for the duration of ground-disturbing construction activities.

The Native American monitor shall prepare daily monitoring logs that will provide the location, type and description of the ground-disturbing construction activities performed, soil types, and cultural materials, if discovered. The daily monitoring logs shall describe Native American artifacts, remains, and places of significance, as well as any Native American human remains or burial goods, if identified. The Native American monitor shall submit weekly updates to HACLA. In addition, the Native American monitor shall prepare and submit a summary statement upon completion of monitoring to include in the Cultural Resources Monitoring Report prepared for the project. The Project Archaeologist and HACLA shall review and include the statement as part of the Cultural Resources Monitoring Report prepared for the project.

- **Enforcement Agency:** City of Los Angeles Department of Building and Safety

- **Monitoring Agency:** City of Los Angeles Department of City Planning, City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Periodically during construction
- **Action Indicating Compliance:** Production of daily logs

MM CUL-4: Consultation with the Gabrieleño Band of Mission Indians – Kizh Nation in the Event of Inadvertent Discovery of Tribal Cultural Resources. In the event that cultural resources of Native American origin are identified during construction, work within a 100-foot radius of the find shall be halted and redirected. HACLA shall consult with the Project Archaeologist and initiate Native American consultation procedures with the project's consulting tribes. If HACLA, in consultation with the Native American monitor representing the Gabrieleño Band of Mission Indians – Kizh Nation, determines that the resource is a tribal cultural resource and thus significant under CEQA, a mitigation plan shall be prepared and implemented in accordance with State guidelines and in consultation with the Gabrieleño Band of Mission Indians – Kizh Nation and other consulting tribes. The mitigation plan may include, but would not be limited to, avoidance, capping in place, excavation and removal of the resource, interpretive displays, sensitive area signage, and/or other mutually agreed upon measures. The mitigation plan shall be prepared within 30 days of discovery of the find(s) and approved by the HACLA Chief Executive Officer or their designee. Procedures for the unanticipated discovery of human remains and associated grave goods are outlined in Mitigation Measure CUL-7 in Section 4.3, Cultural Resources.

- **Enforcement Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of City Planning, City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Periodically during construction
- **Action Indicating Compliance:** Submittal of mitigation plan in the event of a find

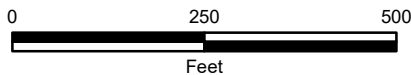
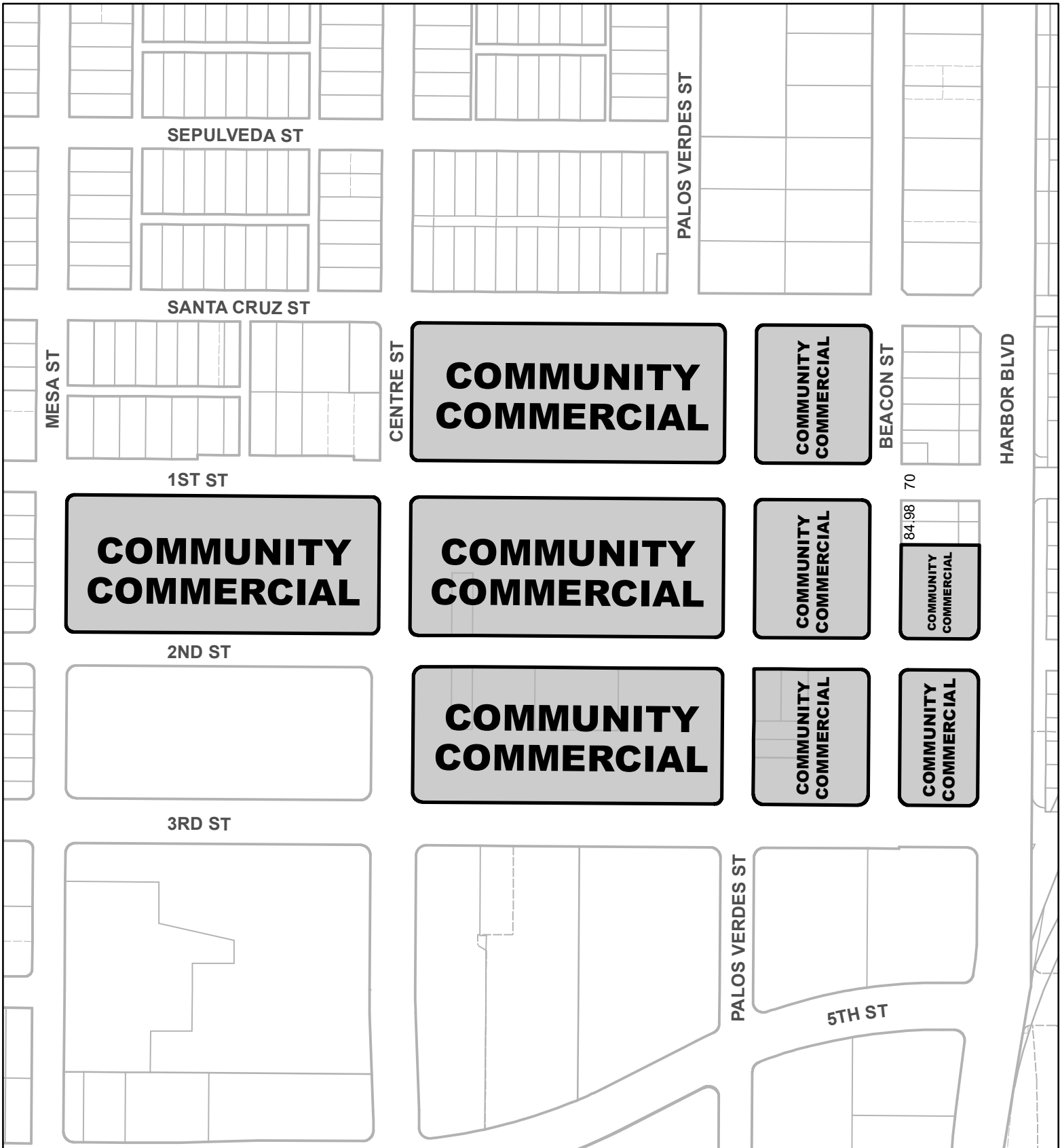
MM CUL-5: Tribal Cultural Resource Finds Dispute Resolution. In the event a resource(s) of Native American origin is identified during monitoring, including but not limited to projectile points, chipped stone, groundstone, beads, and shell artifacts, that cannot be directly associated with the Gabrielino Tongva Indians of California Tribal Council or the Gabrieleño Band of Mission Indians – Kizh Nation through analysis, such as deoxyribonucleic acid (DNA) analysis, HACLA shall request a consultation meeting with the Gabrielino Tongva Indians of California Tribal Council and the Gabrieleño Band of Mission Indians – Kizh Nation to consult on the disposition of the find(s). The tribes must respond within 30 days of the consultation request and the meeting shall occur no later than 45 days after HACLA transmits the request for a consultation meeting. As part of a good faith effort, HACLA shall reach out to the tribes via telephone up to two times during that 30-day period to attempt to schedule a consultation meeting. If any one tribe does not

respond to HACLA's consultation request within 30 days, HACLA may consult with the responding tribe as to the disposition of the find(s). If both tribes respond to HACLA's consultation request within 30 days, HACLA shall consult with both tribes to determine final disposition of the find(s) and, if desired by the tribe(s), a reburial ceremony(ies).

Once the consultation effort is complete, HACLA shall notify the Gabrielino Tongva Indians of California Tribal Council and the Gabrieleño Band of Mission Indians – Kizh Nation in writing as to the final disposition of the find(s). The timing and location of any reburial efforts shall be determined by HACLA based on the construction schedule and availability of a reburial location. Construction activities may continue on site outside the 100-foot radius during the consultation effort and may resume at the location of the find(s) once the find(s) has been secured. In the event a mutual agreement on the treatment of the resource(s) cannot be made between the Gabrielino Tongva Indians of California Tribal Council and the Gabrieleño Band of Mission Indians – Kizh Nation within 30 days of the initial consultation meeting, the artifact(s) under review shall be reinterred on site in a location free from future ground-disturbing construction activities. In the event that neither tribe consults with HACLA on the find(s), HACLA shall rebury the artifact(s) on site in a location free from future ground-disturbing construction activities. This measure does not apply to the finding of human remains which must comply with California Health and Safety Code 7050.5.

- **Enforcement Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of City Planning, City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Periodically during construction
- **Action Indicating Compliance:** Submittal of documentation regarding final disposition as applicable

EXHIBIT B
LAND USE AND ZONING MAPS



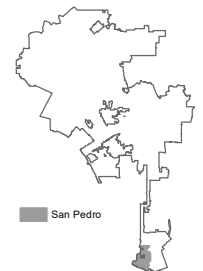
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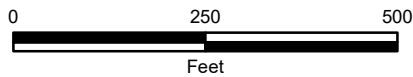
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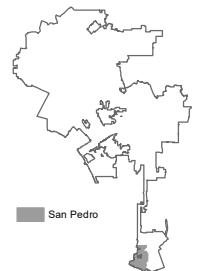


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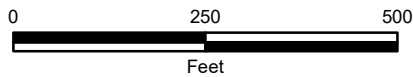
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 PORTION OF 1ST ST
 TO BE RECLASSIFIED
 TO COLLECTOR STREET.



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