

## 4.8 Land Use and Planning

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This section analyzes the potential land use and planning impacts associated with the proposed project. In accordance with the goals of the California Environmental Quality Act (CEQA), this section describes the existing land use setting of the project area; identifies the applicable regulatory framework with regard to land use and planning laws, plans, and policies adopted for the purposes of avoiding and/or reducing environmental impacts; and discusses the project's consistency with applicable land use laws, plans, and policies. Project consistency with laws, plans, and policies applicable to other CEQA topics are addressed in their respective sections, including the following:

- Project consistency with design policies, including the Citywide Design Guidelines, General Plan Framework Element, and Pacific Corridors Redevelopment Plan Design Guidelines, are assessed in Section 4.1, *Aesthetics*.
- Project consistency with the 2022 South Coast Air Quality Management District (SCAQMD) Air Quality Management Plan (AQMP) and the City's General Plan Air Quality Element are assessed in Section 4.2, *Air Quality*.
- Project consistency with the applicable sustainability plans and policies, including the Southern California Association of Governments (SCAG) 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) Title 24 and the California Green Building Standards (CALGreen) Code, and the City of Los Angeles Green New Deal are assessed in Section 4.5, *Greenhouse Gas Emissions*.
- Project consistency with the City's General Plan Noise Element and Noise Ordinance are analyzed in Section 4.9, *Noise*.
- Project consistency with population, housing, and employment assumptions contained in the 2020-2045 RTP/SCS and the City's General Plan Housing Element and Regional Housing Needs Assessment are assessed in Section 4.10, *Population and Housing*.
- Project consistency with the recreation, parks, and open space service goals established in the City's General Plan Open Space Element and Public Recreation Plan, as well as open space requirements contained in the Los Angeles Municipal Code (LAMC), are discussed in Section 4.12, *Recreation*.
- Project consistency with the transportation-related goals and policies of the 2020-2045 RTP/SCS, and Mobility Plan 2035 are addressed in Section 4.13, *Transportation*.
- Project consistency with the energy conservation-related policies contained in the 2020-2045 RTP/SCS, Title 24, CALGreen Code, and City of Los Angeles Green New Deal are addressed in Section 4.16.3, *Energy*.

### 4.8.1 Environmental Setting

#### **a. Existing Project Site Conditions**

As discussed in Section 2, *Project Description*, the project site consists of two locations: A) The OSP Specific Plan Site and the 327 Harbor Site. The OSP Specific Plan Site is currently developed with the Rancho San Pedro public housing complex (Rancho San Pedro). Existing on-site development includes 478 public housing units and 8,000 square feet (sf) of amenities, services, and administration land uses, including a management/leasing office, computer center and resident leadership office, social hall, maintenance building, community room, playground, sports field, grilling area, picnic tables, and

a community garden. The OSP Specific Plan Site contains 60 one- and two-story buildings and the residential unit breakdown currently includes 101 one-bedroom, 258 two-bedroom, 78 three-bedroom, 30 four-bedroom, and 11 five-bedroom units.

The OSP Specific Plan Site contains and is adjacent to roadways with sidewalks, which provide vehicular and pedestrian access to the site. These roadways include 1st Street, 2nd Street, 3rd Street, West Santa Cruz Street, Harbor Boulevard, Palos Verdes Street, Beacon Street, and Centre Street. Street parking and several small surface parking lots throughout the site provide vehicular parking for existing residents and visitors.

The 327 Harbor Site is located approximately one block to the north of the OSP Specific Plan Site. The 327 Harbor Site is an undeveloped lot consisting of ruderal vegetation and two palm trees and is enclosed by a chain linked fence. Pedestrian and vehicular access to the 327 Harbor Site are provided by Harbor Boulevard, O'Farrell Street, and Beacon Street.

## **b. General Plan Land Use and Zoning Designations**

The project site is within the boundary of the San Pedro Community Plan Area (CPA), which generally incorporates a range of higher development densities that transition between Low-Medium I in the Barton Hill neighborhood in the northern and western portions of the community to Community Commercial and Regional Commercial in the Downtown Core and Waterfront areas in the southern and eastern portions. Land use designations within the OSP Specific Plan Site include Low Medium II Residential and Community Commercial, which generally allow multi-family residential development of 18 to 29 dwelling units per acre, as well as commercial uses such as hotels, restaurants, and retail. The land use designation of the 327 Harbor Site is Community Commercial, which allows commercial, residential, and mixed-use development.

The project site is also within the Pacific Corridors Redevelopment Plan Area. Under the Pacific Corridors Redevelopment Plan, the OSP Specific Plan Site is designated as Residential, which allows single- and multi-family housing consistent with the San Pedro Community Plan, and the 327 Harbor Site is designated as Industrial, which allows industrial uses consistent with the San Pedro Community Plan. Residential and mixed-use development consistent with the San Pedro Community Plan may also be permitted in Industrial areas, provided the development meets the criteria established in Section 503.4 of the Pacific Corridors Redevelopment Plan. Additionally, pursuant to Section 502 of the Pacific Corridors Redevelopment Plan, the allowable land uses are those permitted by the General Plan and Community Plan, including any amendments. Therefore, the allowable uses are those set forth in the Community Plan.

The majority of the OSP Specific Plan Site is zoned Low-Medium II Residential (RD1.5-1XL-CPIO<sup>1</sup>), which allows multi-family residential development of 1,500 sf of lot area per dwelling unit, a height limit of 30 feet, and a maximum floor area ratio (FAR) of 3:1. In addition, two blocks of the OSP Specific Plan Site fronting Harbor Boulevard are zoned Community Commercial (C2-2D-CPIO<sup>2</sup>), which permits residential and commercial development with heights up to 75 feet and FAR up to 4:1. The 327 Harbor Site is zoned Community Commercial ([T][Q]C2-2D-CPIO<sup>3</sup>), which permits commercial uses such as hotels, restaurants, and retail; multi-family residential development; a height limit of 69 feet; and a

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<sup>1</sup> The '1XL' refers to the 'Extra Limited' height district and the 'CPIO' indicates the OSP Specific Plan Site is governing by the San Pedro Community Plan Implementation Overlay.

<sup>2</sup> The '2' of 2D refers to the height district and the 'D' indicates there is a development limitation. The 'CPIO' indicates the OSP Specific Plan Site is governed by the San Pedro Community Plan Implementation Overlay.

<sup>3</sup> The 'T' indicates there is a Tentative Classification on the parcel that will be removed by the recordation of a final parcel or tract map. The 'Q' indicates there are Qualified Conditions of Approval imposed on the use of the property. The 'D' indicates there are Development Conditions imposed on the use of the property.

maximum FAR of 3:1. The “D” limitation of the C2-zoned lots requires new projects to comply with the San Pedro Community Plan Implementation Overlay (CPIO) District and was established as Subarea 170 under Ordinance No. 185,541. Table 4.8-1 provides a detailed description of the project site land use designations, zoning, and permitted uses.

### **c. Surrounding Land Uses**

The OSP Specific Plan Site is generally bounded by West Santa Cruz Street to the north, Harbor Boulevard to the east, 3rd Street to the south, and Mesa Street to the west. Land uses surrounding the OSP Specific Plan Site are as follows:

- **North:** Single- and multi-family residential and commercial uses
- **East:** Harbor Boulevard, beyond which is industrial development and goods movement associated with the Port of Los Angeles and Port of Long Beach, along with industrial and storage uses that are east of Beacon
- **South:** Residential, commercial, and public facilities uses
- **West:** Single- and multi-family residential uses

The 327 Harbor Site is bound by O’Farrell Street to the north, Harbor Boulevard to the east, a pet supply store and shopping plaza to the south, and Beacon Street to the west. Land uses surrounding the 327 Harbor Site are as follows:

- **North:** Commercial and office uses
- **East:** Harbor Boulevard, beyond which is industrial development associated with the Port of Los Angeles and Port of Long Beach
- **South:** Commercial uses
- **West:** Industrial uses and future multi-family residential development<sup>4</sup>

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<sup>4</sup> Multi-family residences are currently under construction at 345 North Beacon Street, west of the 327 Harbor Site. See Section 3.4, *Cumulative Development*, for cumulative projects.

**Table 4.8-1 Project Site Land Use Designations and Zoning**

| Parcels (APNs)   | Existing Land Use(s)                         | Exiting Land Use Designation and CPIO Subarea               | Existing Zoning | Permitted Use(s)   |
|--|--|---|-----------------|--|
| 7449-017-900 through -901, 7449-018-900 through -902, 7455-027-930 through -931, and 7455-017-900 (OSP Specific Plan Site) | Multi-family housing                         | Low Medium II Residential; Multi-Family Residential Subarea | RD-1.5-1XL-CPIO | <p><b>Permitted:</b> One- and two-family dwellings, multiple dwellings or group dwellings, apartment houses, park, playgrounds or community center owned and operated by a government agency, and accessory buildings (private garages, accessory living quarters, recreation rooms, and private stables).</p> <p><b>Conditionally Permitted:</b> Airports/heliports in connection with an airport, churches/houses of worship, correctional institutions, educational institutions, electrical power generating sites, FAR averaging in unified developments, golf courses and related facilities, hospitals, land reclamation projects, “major” development projects, mixed commercial/residential use development, motion picture/television studios, natural resources development, piers/jetties/human-made islands, reduced on-site parking for senior housing developments, research and development centers, schools, and sea water desalination facilities.</p>   |
| 7449-017-902, 7455-027-929 (OSP Specific Plan Site)  | Multi-family housing, administrative trailer | Community Commercial; Central Commercial E Subarea          | C2-2D-CPIO      | <p><b>Permitted:</b> Any uses permitted in the C1.5 Limited Commercial Zone and C1 Limited Commercial Zone, art or antique shop, bird store/taxidermist/pet shop, carpenter/plumbing/sheet metal shop, catering shop, feed and fuel store, interior decorating/upholstering shop, sign painting shop, tire shop, and restaurant/café including entertainment other than dancing and ground floor restaurants with outdoor seating.</p> <p><b>Conditionally Permitted:</b> Airports/heliports in connection with an airport, churches/houses of worship, correctional institutions, educational institutions, electrical power generating sites, FAR averaging in unified developments, golf courses and related facilities, hotels and apartment hotels, hospitals, land reclamation projects, “major” development projects, mixed commercial/residential use development, motion picture/television studios, natural resources development, piers/jetties/human-made islands, schools, and sea water desalination facilities.</p> |

| Parcels (APNs)                             | Existing Land Use(s) | Exiting Land Use Designation and CPIO Subarea      | Existing Zoning  | Permitted Use(s)   |
|--|----------------------|--|------------------|--|
| 7449-014-013 and -014<br>(327 Harbor Site) | Undeveloped          | Community Commercial; Central Commercial E Subarea | [T][Q]C2-2D-CPIO | <p><b>Permitted:</b> Any uses permitted in the C1.5 Limited Commercial Zone and C1 Limited Commercial Zone, art or antique shop, bird store/taxidermist/pet shop, carpenter/plumbing/sheet metal shop, catering shop, feed and fuel store, interior decorating/upholstering shop, sign painting shop, tire shop, and restaurant/café including entertainment other than dancing and ground floor restaurants with outdoor seating.</p> <p><b>Conditionally Permitted:</b> Airports/heliports in connection with an airport, churches/houses of worship, correctional institutions, educational institutions, electrical power generating sites, FAR averaging in unified developments, golf courses and related facilities, hotels and apartment hotels, hospitals, land reclamation projects, “major” development projects, mixed commercial/residential use development, motion picture/television studios, natural resources development, piers/jetties/human-made islands, schools, and sea water desalination facilities.</p> |

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APN = Assessor’s Parcel Number  
Source: LAMC Sections 12.09.1 and 12.13.5; San Pedro Community Plan Overlay.

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## 4.8.2 Regulatory Setting

### a. State Laws and Regulations

#### **California Government Code Section 65302**

California Government Code Section 65302 requires every city and county prepare and adopt a long-range comprehensive General Plan to guide future development and to identify the community's environmental, social, and economic goals. As stated in Section 65302 of the California Government Code, "The general plan shall consist of a statement of development policies and shall include a diagram or diagrams and text setting forth objectives, principle, standard, and plan proposals." While a general plan will contain the community vision for future growth, California law also requires each plan to address the mandated elements listed in Section 65302. The mandatory elements for all jurisdictions are land use, circulation, housing, conservation, open space, noise, and safety.

#### **Sustainable Communities and Climate Protection Act of 2008 (Senate Bill 375)**

On September 30, 2008, Senate Bill (SB) 375 was instituted to help achieve Assembly Bill (AB) 32 greenhouse gas reduction goals through the regulation of cars and light trucks. SB 375 aligns three policy areas of importance to local government: (1) regional long-range transportation plans and investments; (2) regional housing needs allocations of the obligation for cities and counties to zone for housing; and (3) achievement of greenhouse gas (GHG) emission reduction targets for the transportation sector set forth in AB 32. SB 375 establishes a process for the California Air Resource Board (CARB) to develop GHG emission reduction targets for each region (as opposed to individual local governments or households). SB 375 also requires Metropolitan Planning Organizations (MPO) to prepare a Sustainable Communities Strategy (SCS) within the Regional Transportation Plan (RTP) that guides growth while taking into account the transportation, housing, environmental, and economic needs of the region. SB 375 uses CEQA streamlining as an incentive to encourage residential or mixed-use residential projects, which help achieve AB 32 goals to reduce GHG emissions.

### b. Regional and Local Laws and Regulations

#### **Regional**

##### *Southern California Association of Governments Regional Transportation Plan/ Sustainable Communities Strategy*

On September 3, 2020, the SCAG Regional Council adopted the 2020-2045 RTP/SCS, also known as Connect SoCal. The 2020-2045 RTP/SCS presents a long-term transportation vision through the year 2045 for Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties. The 2020-2045 RTP/SCS contains baseline socioeconomic projections that are used as the basis for SCAG's transportation planning, and the provision of services by other regional agencies. SCAG's overarching strategy for achieving its goals is integrating land use and transportation. SCAG policies are directed towards the development of regional land use patterns that contribute to reductions in vehicle miles and improvements to the transportation system. Rooted in past RTP/SCS plans, Connect SoCal's "Core Vision" centers on maintaining and better managing the region's transportation network, expanding mobility choices by co-locating housing, jobs, and transit, and increasing investment in transit and complete streets. The plan's "Key Connections" augment the "Core Vision" to address challenges related to the intensification of core planning strategies and increasingly aggressive GHG emission

reduction goals, and include, but are not limited to, Housing Supportive Infrastructure, Go Zones, and Shared Mobility. Connect SoCal intends to create benefits for the SCAG region by achieving regional goals for sustainability, transportation equity, improved public health and safety, and enhancement of the regions' overall quality of life. These benefits include, but are not limited to, a 5 percent reduction in vehicle miles traveled (VMT) per capita and vehicle hours traveled by 9 percent, increase in work-related transit trips by 2 percent, creation of more than 264,500 new jobs, reduction in greenfield development by 29 percent, and, building off of the 2016-2040 RTP/SCS, increase in the share of new regional household growth occurring in High Quality Transit Areas (HQTAs)<sup>5</sup> by 6 percent and the share of new job growth in HQTAs by 15 percent (SCAG 2020).

## **Local**

### *City of Los Angeles General Plan*

The City of Los Angeles General Plan (General Plan), originally adopted in 1974, sets forth goals, objectives, policies, and programs to provide an official guide to the future development of the city, while integrating a range of State-mandated elements<sup>6</sup>, including Land Use, Circulation (Mobility Plan 2035), Housing, Conservation, Open Space, Safety, Noise, and Safety. The City's General Plan also includes the Framework Element, Air Quality Element, the Health and Wellness Element (Plan for a Healthy Los Angeles), the Infrastructure Systems Element, and the Public Facilities and Services Element. The General Plan goals, objectives, and policies within individual elements of the General Plan include numerous provisions intended to avoid or reduce potential adverse effects on the environment. The elements that make up the City's General Plan are described in more detail below (City of Los Angeles 2022b).

## **FRAMEWORK ELEMENT**

The City of Los Angeles General Plan Framework Element (General Plan Framework) establishes the conceptual basis for the City's General Plan. The General Plan Framework sets forth a citywide comprehensive long-range growth strategy and establishes citywide policies regarding land use, housing, urban form, neighborhood design, open space and conservation, economic development, transportation, infrastructure, and public services. The General Plan Framework provides guidelines for future updates of the City's community plans and does not supersede the more detailed community and specific plans (City of Los Angeles 2001a).

### ***Land Use Chapter***

The General Plan Framework Land Use Chapter designates Districts (i.e., Neighborhood Districts, Community Centers, Regional Centers, Downtown Center, and Mixed-Use Boulevards) that include standards and policies that shape the scale and intensity of proposed uses with the purpose of supporting the vitality of the City's residential neighborhoods and commercial districts. The establishment of the designated arrangement of land uses and development densities addresses an array of environmental issues, including, but not limited to, reductions in VMT, reductions in noise impacts, improved efficiency in the use of energy, improved efficiency and thus greater service levels

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<sup>5</sup> HQTAs are corridor-focused areas within 0.5 mile of an existing or planned transit stop or a bus transit corridor with a 15-minute or less service frequency during peak commuting hours.

<sup>6</sup> The term "element" refers to the topics California law requires to be covered in a general plan (Government Code Section 65302). In addition, State law permits the inclusion of optional elements that address needs, objectives, or requirements particular to that city or county (Government Code Section 65303).

within the infrastructure systems, availability of open space, compatibility of land uses, support for alternative modes of transportation, and provision of an attractive pedestrian environment.

### ***Housing Chapter***

The overarching goal of the General Plan Framework Housing Chapter is to define the distribution of housing opportunities by type and cost for all residents of the city. The General Plan Framework Housing Chapter recognizes the distribution of housing in proximity to transit can reduce vehicle trips and provide residents with the opportunity to walk between their home, job, and/or neighborhood services. The Housing Chapter provides the following policies to achieve this goal:

- Concentrating opportunities for new development in the City's Neighborhood Districts and in Community Centers, Regional Centers, and the Downtown Center, as well as along primary transit corridors/boulevards;
- Providing development opportunities along boulevards located near existing or planned major transit facilities and areas characterized by low-intensity or marginally viable commercial uses with structures that integrate commercial, housing, and/or public service uses; and
- Focusing mixed uses around urban transit stations, while protecting and preserving surrounding low-density neighborhoods from the encroachment of incompatible land uses.

### ***Urban Form and Neighborhood Design Chapter***

The General Plan Framework Urban Form and Neighborhood Design Chapter establishes the goal of creating a city that is attractive to future investment and a city of interconnected, diverse neighborhoods that builds on the strength of those neighborhoods and functions at both the neighborhood and citywide scales. The purpose of the Urban Form and Neighborhood Design Chapter is two-fold: first, to support the population distribution principles of the General Plan Framework through proper massing and design of buildings, and second, to enhance the physical character of neighborhoods and communities within the city. The General Plan Framework does not directly address the design of individual neighborhoods or communities but embodies general neighborhood design and implementation programs that guide local planning efforts and lay a foundation for community plan updates. The Urban Form and Neighborhood Design Chapter encourages growth in areas that have a sufficient base of both commercial and residential development to support transit service. The existing and planned transit system provides the opportunity to concentrate development and conserve the existing character of stable neighborhoods.

### ***Open Space and Conservation Chapter***

The General Plan Framework Open Space and Conservation Chapter provides guidance for overall City provision of open space and sets forth policies for the protection of the City's natural environment resources. The Open Space and Conservation Chapter's objectives are oriented around the conservation of natural resources, provision of outdoor recreational opportunities, minimization of public risks from environmental hazards, and use of open space to enhance community and neighborhood character. Economic, social, and ecological considerations require the City to take full advantage of all existing open space elements. The ecological dimension is based on the improvement of water quality and supply, the reduction of flood hazards, improved air quality, and the provision of ecological corridors for birds and wildlife.



### ***Economic Development Chapter***

The General Plan Framework Economic Development Chapter includes goals, policies, and objectives that address the appropriate land use locations for development. The chapter also establishes mutual development objectives for land use and economic development. The chapter sets forth policies for the development of an infrastructure investment strategy to support population and employment growth areas. The chapter also includes goals, objectives, and policies focused on preserving commercial uses within walking distance to residential areas and promoting opportunities in areas where growth can be accommodated without encroaching on residential neighborhoods. It also focuses on establishing a balance of land uses that provide for commercial and industrial development which meet the needs of local residents, sustaining economic growth, and assuring maximum feasible environmental quality.

### ***Transportation Chapter***

The General Plan Framework Transportation Chapter includes proposals for major improvements to enhance the movement of goods and to provide greater access to major intermodal facilities. While the focus of the Transportation Chapter is on guidance for transportation investments, it includes goals, policies, and objectives that overlap with policies included in other framework chapters of the General Plan Framework regarding land use patterns and the relationship of the pedestrian system to arrangement of land uses. The Transportation Chapter of the General Plan Framework is implemented through the General Plan's Mobility Plan 2035 (Mobility Plan), which is a comprehensive update of the General Plan Transportation Element.

### ***Infrastructure and Public Services Chapter***

The General Plan Framework Infrastructure and Public Services Chapter addresses infrastructure and public service systems, including wastewater, stormwater, water supply, solid waste, police, fire, libraries, parks, power, schools, telecommunications, street lighting, and urban forests. For each of the public services and infrastructure systems, basic policies call for monitoring service demands and forecasting the future need for improvements, maintaining an adequate system/service to support the needs of population and employment growth, and implementing techniques that reduce demands on utility infrastructure or services. Generally, these techniques encompass a variety of conservation programs (e.g., reduced use of natural resources, increased site permeability, watershed management, and others). Strategic public investment is advocated in the Infrastructure and Public Services Chapter as a method to stimulate economic development as well as maintain environmental quality. Attention is also placed on the establishment of procedures for the maintenance and/or restoration of service after emergencies, including earthquakes.

## **TRANSPORTATION ELEMENT**

The Transportation Element (Mobility Plan), adopted on January 20, 2016, and readopted September 7, 2016, is a comprehensive update of the General Plan Transportation Element. The Mobility Plan 2035 provides the policy foundation for achieving a transportation system that balances the needs of all road users, incorporates "complete streets" principles and lays the policy foundation for how future generations of Angelenos interact with their streets, in compliance with the Complete Streets Act (AB 1358).

The purpose of the Mobility Plan is to present a guide to the future development of a Citywide transportation system for the efficient movement of people and goods. While the Mobility Plan focuses on the City's transportation network, it complements other components of the General Plan

that pertain to the arrangement of land uses to reduce VMT and policies to support the provision and use of alternative transportation modalities. The Mobility Plan includes the following five main goals that define the City's high-level mobility priorities:

- Safety First;
- World Class Infrastructure;
- Access for All Angelenos;
- Collaboration, Communication, and Informed Choices; and
- Clean Environments and Healthy Communities (City of Los Angeles 2016).

### **CONSERVATION ELEMENT**

The City of Los Angeles General Plan includes a Conservation Element, which addresses the preservation, conservation, protection, and enhancement of the City's natural resources. Section 5 of the Conservation Element recognizes the City's responsibility for identifying and protecting its cultural and historical heritage. The Conservation Element establishes an objective to protect important cultural and historical sites and resources for historical, cultural, research, and community educational purposes and a corresponding policy to continue protecting historic and cultural sites and/or resources potentially affected by proposed land development, demolition, or property modification activities. The Conservation Element refers to the Open Space Element for a discussion of open space aspects of the city, including park sites (City of Los Angeles 2001b).

### **OPEN SPACE ELEMENT**

The General Plan Open Space Element was adopted in 1973 to provide a guide for the identification, preservation, conservation, and acquisition of open space in the city. This element includes goals, objectives, policies, and programs directed towards the regulation of both publicly and privately owned lands for the benefit of the public (City of Los Angeles 1973).

### **SAFETY ELEMENT**

The General Plan Safety Element was adopted in 1996 to identify and address risks related to natural disasters and hazards. This element provides a contextual framework for understanding the relationship between hazard mitigation, response to a natural disaster, and initial recovery from a natural disaster. Because flood fire and seismic events, geologic features and potential hazards relate to each other and transcend the City's boundaries, this element takes into account other jurisdictions and governmental entities (City of Los Angeles 1996). The City is currently in the process of updating the Safety Element (City of Los Angeles 2021a).

### **HOUSING ELEMENT**

The General Plan Housing Element (Housing Element) is prepared pursuant to State law and provides planning guidance in meeting the City's housing needs allocation identified in the SCAG Regional Housing Needs Assessment (RHNA). The Housing Element identifies the City's housing conditions and needs; establishes the goals, objectives, and policies that are the foundation of the City's housing and growth strategy; and provides the array of programs the City intends to implement to create and preserve sustainable, mixed-income neighborhoods across the city. The goals of the Housing Element are as follows:

- 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;
- A city that preserves and enhances the quality of housing and provides greater housing stability for households of all income levels;
- A city in which housing creates healthy, livable, sustainable, and resilient communities that improve the lives of all Angelenos;
- A city that fosters racially and socially inclusive neighborhoods and corrects the harms of historic racial, ethnic, and social discrimination of the past and present; and
- A city that is committed to preventing and ending homelessness (City of Los Angeles 2021b).

The City adopted its latest Housing Element in November 2021 for the planning years 2021-2029. The 2021-2029 Housing Element is an update to the previous 2013-2021 Housing Element and is based on the updated 2021 RHNA. The 2021-2029 Housing Element includes four Citywide Housing Priorities to address the housing shortage (particularly affordable housing); advance racial equity and access to opportunity; prevent displacement; and promote sustainability, resilience, and environmental justice through housing. The Housing Element guides housing policy in Los Angeles between 2021 and 2029. Although the proposed project's horizon year of 2037 is beyond the planning horizon for the Housing Element, it is expected that future housing policy will contain similar goals and objectives to address growth beyond 2029.

The OSP Specific Plan Site is identified in Chapter 4, *Adequate Sites for Housing*, in the 2021-2029 Housing Element as a candidate site for increased lower income housing. The OSP Specific Plan Site is identified as one of the pipeline developments on public land, and the 2021-2029 Housing Element assumes 274 additional housing units would be constructed on the OSP Specific Plan Site by 2029 (City of Los Angeles 2021b).

## **HEALTH AND WELLNESS ELEMENT**

The Plan for a Healthy Los Angeles, the Health and Wellness Element of the City's General Plan, 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 (City of Los Angeles 2015). Through a new focus on public health from the perspective of the built environment and City services, the City seeks to achieve better health and social equity through its programs, policies, plans, budgeting, and community engagement. The plan acknowledges the relationship between public health and issues such as transportation, housing, environmental justice, and open space, among others. The plan includes Chapter 5, *An Environment Where Life Thrives*, which identifies the following environmental policies:

- Reduce air pollution from stationary and mobile sources; protect human health and welfare and promote improved respiratory health.
- Reduce negative health impacts for people who live and work in close proximity to industrial uses and freeways through health promoting land uses and design solutions.
- Protect communities' health and well-being from exposure to noxious activities (for example, oil and gas extraction) that emit odors, noise, toxic, hazardous, or contaminant substances, materials, vapors, and others.
- Explore opportunities to continue to remediate and redevelop brownfield sites.
- Increase the City's resilience to risks (increasing temperatures and heat related effects, wildfires, reduced water supply, poor air quality, and sea level rise) resulting from climate change.

- Promote land use policies that reduce per capita GHG emissions, result in improved air quality and decreased air pollution.

This General Plan Element includes policies pertaining to the arrangement of land uses within the city related to public health hazards, and which reinforce other State, regional, and local policies that call for improvements to air quality, reducing GHGs, protection from hazards and hazardous materials, and reductions in vehicle trips.

### *San Pedro Community Plan*

The San Pedro CPA includes the neighborhoods of Point Fermin, the Palisades, Vinegar Hill, and Rancho San Pedro. The San Pedro Community Plan was updated in 2017 and is the land use element of the General Plan applicable to the San Pedro community. The Community Plan implements the General Plan Framework and includes land use designations and other provisions to implement the development that supports the City's policies and development vision for the future. The vision for San Pedro is a stable community that provides a high quality of life for its residents: one that builds upon its distinct natural beauty, rich cultural heritage, and proximity to the Port and waterfront, while retaining the community's small town feel for multiple generations of San Pedrans (City of Los Angeles 2017).

The San Pedro Community Plan identifies Rancho San Pedro as a distressed and underutilized residential development that could be an opportunity area to accommodate growth and implement improvements. The Community Plan includes Goal LU4 and Policies LU4.1 and LU4.2 that specifically relate to the OSP Specific Plan Site:

- **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 Los Angeles Unified School District to provide needed school facilities;
    - coordinated with Los Angeles Police Department guidelines to include design features that reduce the incidence of criminal activity; and
    - developed with accessible public open and recreational space.
  - **Policy LU4.2, Public-Private Partnerships.** Support and encourage public/private partnerships and other efforts to revitalize Rancho San Pedro, including those available to the City of Los Angeles Housing Authority (City of Los Angeles 2017a).

The San Pedro CPIO District was adopted in October 2017. The CPIO establishes 13 subareas. The OSP Specific Plan Site is largely within the Multifamily Subarea, with the exception of the two blocks adjacent to Harbor Boulevard that are in the Central Commercial E Subarea. The 327 Harbor Site is within the Central Commercial E Subarea. The CPIO establishes height and FAR limits as specified in

Ordinance Nos. 185,539 and 185,541 (City of Los Angeles 2017b and 2018). The limits applicable to the proposed project are described below.

### *Los Angeles Municipal Code*

All development activity on the project site is subject to the City of Los Angeles Municipal Code (LAMC), particularly Chapter 1, General Provisions and Zoning, also known as the City of Los Angeles Planning and Zoning Code. The LAMC defines the range of zoning classifications throughout the city, provides the specific permitted uses applicable to each zoning designation, and applies development regulations to each zoning designation. Ordinance Nos. 185,539 and 185,541 provide the zoning regulations applicable to the OSP Specific Plan Site. The OSP Specific Plan Site is designated for Low-Medium II Residential land uses and is zoned RD1.5-1XL-CPIO<sup>7</sup>, which allows multi-family residential development. Portions of the OSP Specific Plan Site are designated for Community Commercial land uses and zoned C2-2D-CPIO<sup>8</sup>, which permits commercial uses such as hotels, restaurants, and retail, as well as multi-family residential development. The OSP Specific Plan Site is largely within the 1XL Height District, which allows development up to 30 feet in height, except for two blocks between 1st Street and 3rd Street east of Beacon Street, where the Height District is 2D, which generally allows structures up to 75 feet in height. The 1XL height district also establishes a maximum FAR of 3:1 for an RD1.5 zone while the 2D height district specifies a maximum FAR of 4:1 for a C2 zone. These restrictions are outlined in Ordinance Nos. 185,539 and 185,541 (City of Los Angeles 2017b and 2018).

The 327 Harbor Site is zoned Community Commercial ([T][Q]C2-2D-CPIO<sup>9</sup>), which permits commercial, mixed-use, and residential development. The 'Q' conditions and 'D' limitations are detailed in Ordinance No. 185,541. The ordinance states the 327 Harbor Site is not subject to the San Pedro Community Plan Implementation Overlay if the property is developed in compliance with the conditions in Ordinance No. 181,362 and the project approvals in City Planning Case No. CPC-2007-1513-GPA-ZC-HD-CDO-SPR. These conditions of approval and entitlements describe a 54-unit mixed-use residential building with 1,470 sf of commercial use at street level, which was approved by the City in 2010. The 'D' limitations include a maximum building height of 69 feet (except roof structures) and a maximum FAR of 3:1. The 'Q' conditions include (1) entitlement conditions that specify requirements such as density, parking, and landscaping; (2) mitigated negative declaration conditions that include mitigation measures to address potential environmental concerns, including construction impacts, stormwater runoff, and geologic hazards; (3) other conditions such as water-efficient fixture and green building requirements; and (4) administrative conditions that outline the process for approval and enforcement of requirements for future development on the site. Current zoning designations for the project site and surroundings are shown in Figure 4.8-1.

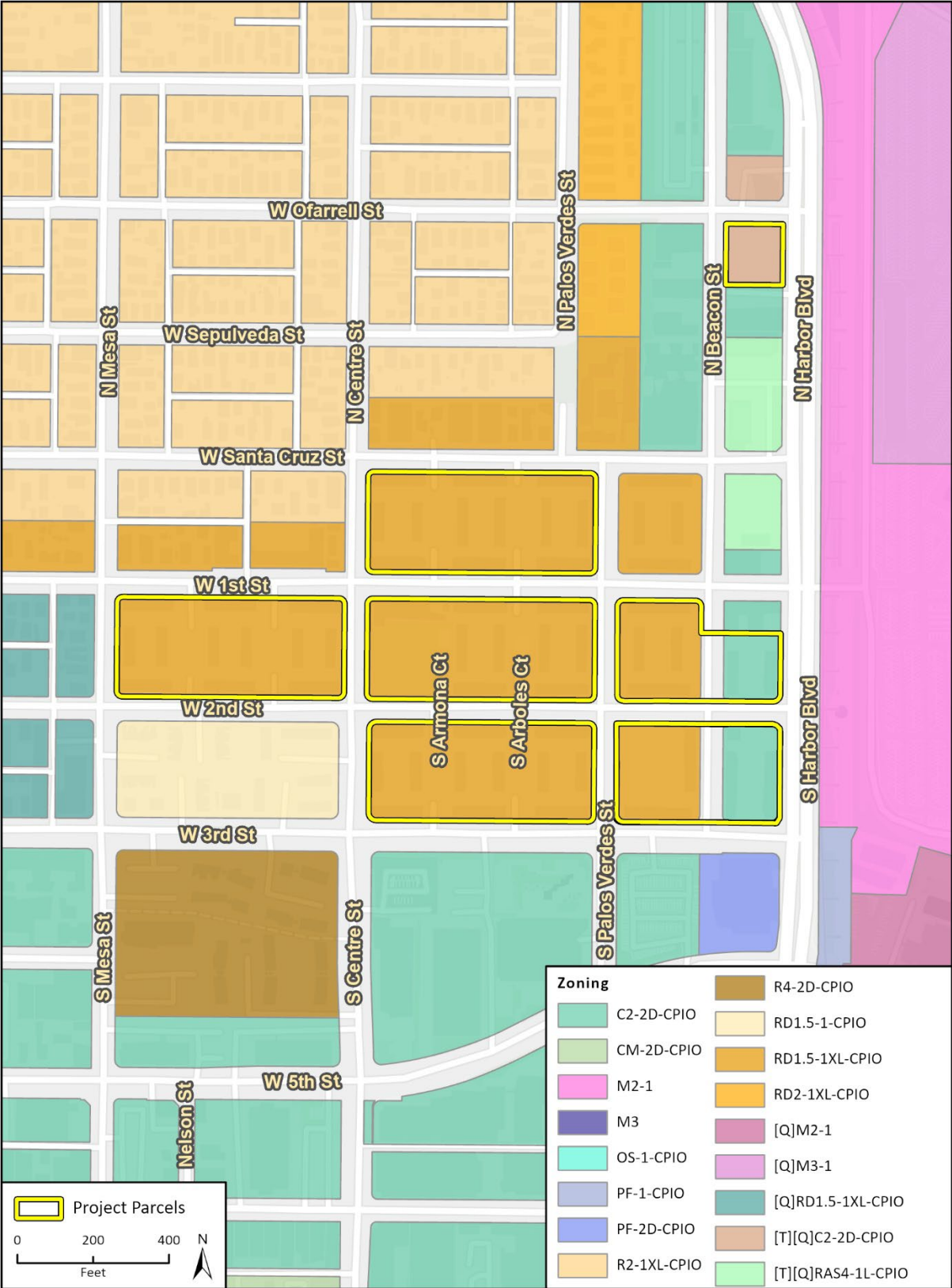
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<sup>7</sup> The '1XL' refers to the height district and the 'CPIO' indicates the project site is governing by the San Pedro Community Plan Implementation Overlay (CPIO).

<sup>8</sup> The '2' of the 2D refers to the height district and the 'D' indicates there is a development limitation. The 'D' development limitation requires new uses and development projects must comply with the San Pedro CPIO District. The 'CPIO' indicates the project site is governed by the San Pedro CPIO.

<sup>9</sup> The 'T' indicates there is a Tentative Classification on the parcel that will be removed by the recordation of a final parcel or tract map. The 'Q' indicates there are Qualified Conditions of Approval imposed on the use of the property. The 'D' indicates there are Development Conditions imposed on the use of the property.

Figure 4.8-1 Existing Zoning Designations



### *Pacific Corridors Redevelopment Plan*

The project site is located within the Pacific Corridors Redevelopment Plan Area. The OSP Specific Plan Site is designated as Residential and the 327 Harbor Site is designated as Industrial. The Pacific Corridors Redevelopment Plan was adopted in 2002 and contains land use regulations that expire in 2033 (Community Redevelopment Agency of the City of Los Angeles [CRA/LA] 2002). State law ABx1-26 dissolved all California redevelopment agencies, effective October 2011. The legislation prevents redevelopment agencies from engaging in new activities. However, ABx1-26 does not abolish existing redevelopment plans. The land use regulations in the Pacific Corridors Redevelopment Plan remain in effect and are administered by the City of Los Angeles Planning Department.

### *Citywide Design Guidelines*

The Citywide Design Guidelines serve to implement the General Plan Framework Element's urban design principles and are intended to be used by City of Los Angeles Department of City Planning staff, developers, architects, engineers, and community members in evaluating project applications, along with relevant policies from the Framework Element and Community Plans. By offering more direction for proceeding with the design of a project, the Citywide Design Guidelines illustrate options, solutions, and techniques to achieve the goal of excellence in new design. The Citywide Design Guidelines, which were initially adopted by the City Planning Commission in July 2013 and updated in October 2019, are intended as performance goals and not zoning regulations or development standards, and therefore, do not supersede regulations in the LAMC. The guidelines "carry out the common design objectives that maintain neighborhood form and character while promoting quality design and creative infill development solutions" and are organized in relation to Pedestrian-First Design, 360 Degree Design, and Climate-Adapted Design. The Citywide Design Guidelines incorporate the goals of the previous Walkability Checklist and interact with other guidelines such as those found in Community Design Overlays.

## 4.8.3 Impact Analysis

### **a. Significance Thresholds and Methodology**

#### **Significance Thresholds**

According to Appendix G of the CEQA Guidelines, the effects of the proposed project on land use are considered to be significant if the proposed project would:

1. Physically divide an established community; and/or
2. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

For this analysis, the Appendix G thresholds listed above are relied upon. The analysis utilizes factors and considerations identified in the City's 2006 L.A. CEQA Thresholds Guide (Thresholds Guide), as appropriate to assist in answering the Appendix G threshold questions.

The Thresholds Guide identifies the following criteria to evaluate land use:

#### *Land Use Consistency*

- Whether the proposal is inconsistent with the adopted land use/density designation in the Community Plan, redevelopment plan, or specific plan for the site; and

- Whether the proposal is inconsistent with the General Plan or adopted environmental goals or policies contained in other applicable plans.

## **Methodology**

A community can be physically divided by the construction of a new road, freeway, or railway that effectively isolates a portion of the community from the remainder of the community, or when major land use and zoning changes results in radically different land use patterns that can physically divide a neighborhood by creating a new street pattern that impedes access from one area to another. Therefore, the potential of the project to physically divide an established community is evaluated by determining whether implementation of the proposed project would result in the construction of major new roads, freeways, railways, major land use and zoning changes, or other barriers in an existing neighborhood.

The discussion of a significant impact with regard to conflicts with any applicable land use plan, policy, or regulation serves two purposes: identifying significant impacts related to land use and compliance with CEQA Guidelines Section 15125(d), which requires an EIR include a discussion of any inconsistencies with applicable plans. A conflict between a project and an applicable plan is not necessarily a significant impact under CEQA unless the inconsistency would result in an adverse physical change to the environment that is a “significant environmental effect” as defined by CEQA Guidelines Section 15382. An excerpt from the legal practice guide, Continuing Education of the Bar, Practice Under the California Environmental Quality Act, Section 12.34 illustrates the point (Kostka et al. 2008):

...if a project affects a river corridor, one standard for determining whether the impact is significant might be whether the project violates plan policies protecting the corridor; the environmental impact, however, is the physical impact on the river corridor.

Analysis of conflicts and consistency with the applicable plans and policies described under Section 4.8.2, *Regulatory Setting*, is included in this impact section. Under State Planning and Zoning law (Government Code Section 65000, et seq.) strict conformity with all aspects of a plan is not required. Generally, plans reflect a range of competing interests and agencies are given great deference to determine consistency with their own plans. A proposed project should be considered consistent with a general plan or elements of a general plan if it furthers one or more policies and does not obstruct other policies (Office of Planning and Research [OPR] 2017). Generally, given that land use plans reflect a range of competing interests, a project should be compatible with a plan’s overall goals and objectives but need not be in perfect conformity with every plan policy. In addition, to the extent that the projects’ potential conflict with a plan, program or policy is analyzed in another section of the EIR/EIS that plan is not further discussed in the Land Use Section

In assessing impacts related to land use and planning in this section, Appendix G is used as the thresholds of significance. The criteria identified above from the Thresholds Guide are used where applicable and relevant to assist in analyzing the Appendix G thresholds.

## **b. Project Design Features**

No specific design features are proposed with regard to land use and planning. However, as discussed in Section 4.5, *Greenhouse Gas Emissions*, the proposed project would incorporate several Project Design Features (PDF) that align with land use planning goals and policies. In addition, as described in Section 4.13, *Transportation*, pursuant to PDF T-1, the project would implement a construction



management plan that would include provisions for maintaining access to the project site and surroundings during construction. The applicable PDFs are duplicated below.

### **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 for either Scenario<sup>10</sup>.

### **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<sup>11</sup>. Consistent with these requirements, a minimum of 855 spaces would be EV ready and EV charging stations would be incorporated on site to accommodate a minimum of 321 spaces for Scenario A and B (15 percent of total parking spaces)<sup>12</sup>. In addition to the added EV charging stations, electric outlets for use by delivery vehicles in loading areas shall be incorporated where feasible.

### **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)<sup>13</sup>:

- Construction of a mobility hub at 1st Street;
- Implement/improve on-street bicycle facilities;
- Include bicycle parking per 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.

### **PDF T-1 Construction Management Plan**

Prior to the start of construction, a Construction Management Plan will be prepared and submitted to 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

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<sup>10</sup> Under the proposed project, 15 percent reduction in carbon dioxide equivalent (CO<sub>2</sub>e) emissions from PV solar offsets would result in a reduction of 156 metric tons (MT) of CO<sub>2</sub>e annually for Scenario A and 165 MT of CO<sub>2</sub>e annually for Scenario B.

<sup>11</sup> EV ready = a vehicle space which is provided with a branch circuit and any necessary raceways to accommodate EV charging stations, including a receptacle for future installation of a charger (see California Green Building Standard Code, Title 24 Part 11 for full explanation of mandatory measures, including exceptions).

<sup>12</sup> The inclusion of 321 EV charging spaces would result in a reduction of 6,013 MT of CO<sub>2</sub>e annually for Scenario A and 6,035 MT of CO<sub>2</sub>e annually for Scenario B. The difference is based on anticipated CO<sub>2</sub>e intensity factors for the various years and the years of implementation of the charging stations based on the timing of residential development by phases. Electric use by delivery vehicles is not quantified as this portion of the measure is not specific enough to provide the detail needed to model emissions reductions.

<sup>13</sup> Implementation of these measures would reduce annual vehicle miles traveled (VMT) by 718,320 (Appendix I of this EIR/EIS). This would reduce GHG emissions from the project by approximately 206 MT of CO<sub>2</sub>e.

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.

### **c. Project Impacts and Mitigation Measures**

|   |
|---|
| <b>Threshold 1:</b> Would the project physically divide an established community? |
|---|

**Impact LU-1**      **THE PROPOSED PROJECT WOULD NOT SUBSTANTIALLY OR ADVERSELY CHANGE THE LAND USE RELATIONSHIPS BETWEEN THE PROJECT SITE AND EXISTING OFF-SITE USES OR RESULT IN A LONG-TERM EFFECT OF ADVERSELY ALTERING A NEIGHBORHOOD OR COMMUNITY THROUGH ONGOING DISRUPTION, DIVISION, OR ISOLATION DURING CONSTRUCTION AND OPERATION. THEREFORE, THE PROPOSED PROJECT WOULD NOT PHYSICALLY DIVIDE AN ESTABLISHED COMMUNITY AND IMPACTS WOULD BE LESS THAN SIGNIFICANT.**

As described in Section 2, *Project Description*, the proposed project would involve the phased demolition of existing structures on the OSP Specific Plan Site and the construction of up to 1,553 residential units, 85,000 sf of Neighborhood Serving Uses, and 45,000 sf of commercial retail uses. Construction on the OSP Specific Plan Site is anticipated to start in 2024 and would occur over three Phases over a period spanning approximately 14 to 20 years. The 327 Harbor Site would be developed with 47 residential units to serve as replacement housing for current Rancho San Pedro residents on the OSP Specific Plan Site. Construction on the 327 Harbor Site is anticipated to take place between 2023 and 2025.

The proposed project includes two development scenarios (see Section 2, *Project Description*) that would involve phasing the construction on the OSP Specific Plan Site in different ways. Under Scenario A, the densest development would be located in Phases 2 and 3, whereas under Scenario B, development would be densest in Phases 1 and 2. Under both scenarios, the footprint of proposed development would be identical, construction and grading activities would be the same, and the overall buildout of the project site would involve the same types and amounts of land uses. Therefore, this analysis applies to both Scenario A and Scenario B.

## **Construction**

Construction activities may involve temporary roadway and lane closures to construct the roadway and infrastructure improvements detailed in Section 2, *Project Description*, as well as the fencing of portions of the OSP Specific Plan Site and 327 Harbor Site during active construction for safety and screening purposes. Construction of the proposed project would be phased across three Phases to reduce disruption to existing Rancho San Pedro residents and the larger community. The project would generally adhere to the existing blocks and street configurations, and although portions of the project site would be inaccessible during construction, a Construction Management Plan would be developed in accordance with PDF T-1 to ensure there is adequate signage and safe alternative access for existing Rancho San Pedro residents, visitors, and staff, including access to and from residences, as well as adequate pedestrian, bicycle, public transit, vehicular, and emergency vehicle access to the roadways surrounding and within the project site. Construction would not involve the addition of new roads, freeways, or railways that would physically isolate parts of the community, and, as further discussed below under *Operation*, upon completion of the construction, accessibility throughout the project site and connections to the surrounding neighborhoods would be improved through the proposed pedestrian, bicycle, and public transit infrastructure under the project.

## **Operation**

The project site is in a highly urbanized area and is surrounded by a mix of residential, commercial, public service, and industrial uses. Low- to medium-density residential uses exist to the northwest and west of the OSP Specific Plan Site, with commercial uses concentrated to the north and south along Harbor Boulevard, public service uses and high-density residential to the south, and industrial uses to the east. Similar land uses surround the 327 Harbor Site, with commercial uses to the north and south along Harbor Boulevard, industrial uses associated with the Port of Los Angeles to the east, and residential uses to the west. Although the proposed project would increase the density, massing, and building heights on the project site compared to existing uses and would introduce new mixed-uses to the OSP Specific Plan Site, this would align with other recent development in the San Pedro community. The proposed project has been designed to complement the existing residential and commercial development in the vicinity of the project site.

The OSP Specific Plan includes three Phases and four Subareas. The proposed Subareas established by the OSP Specific Plan would transition the types and intensities of land uses from the Barton Hill residential neighborhood to the north and west, to the Downtown commercial and civic core of San Pedro to the south and east, while upgrading buildings, amenities, and safety on the project site. Upon buildout, the project site would be consistent in height with nearby buildings, including the Port of Los Angeles Administrative Building off Palos Verdes Street. Furthermore, increases in density and new mixed-use development have been occurring throughout the area with implementation of the land use designations within the San Pedro Community Plan. For example, the project site is adjacent to newer, high-rise developments with pronounced urban designs, such as the six-story 550 Harborfront mixed-use development at 550 South Palos Verdes Street and a 16-story apartment building located approximately 500 feet to the south at the corner Palos Verdes Street and 5th Street. Therefore, the project would not include land use and zoning changes that result in substantially different land use patterns which could physically divide an established community.

In addition, the proposed project would create a compact, walkable community that ties together the distinct surrounding neighborhoods and would further connect the existing community rather than divide it. The proposed project would include several amenities, common areas, Neighborhood Serving Uses and commercial retail spaces that would provide benefits to the community. For

example, the proposed project would include a variety of public open space amenities including a linear park along Palos Verdes Street, a community center, a youth sports field, a promenade along 2nd Street from Palos Verdes Street to Harbor Boulevard, and a number of courtyards and plazas interspersed throughout the project buildings. In total, approximately 5.3 acres of public open space would be provided on the site and would provide attractive places for walking and community gathering. See Figure 4.8-2 for an illustration of the proposed project's features that would connect to/with the existing community.

As described in Section 2, *Project Description*, the OSP Specific Plan would also incorporate enhancements for those walking, biking, and riding transit, while managing motor vehicle circulation safely throughout the neighborhood. Existing roadways within the project site boundaries would be maintained and improved through a mixture of proposed new signals, curb extensions, and raised crosswalks for safer circulation of all modes. No new roadways, railways, or other features that could divide the community are proposed as part of the project. Rather, upon project completion, the variety of public features, improved pedestrian and bicycle infrastructure, and resources included in the project would, in fact, help to connect the project site to/with the surrounding San Pedro community.

Based on the analysis above, operation of the proposed project would not substantially or adversely change the land use relationships between the project site and existing off-site uses such that the project would result in the physical division of the community, nor would the project include any features such as new roadways, railways, or fences that would divide an established community. Operational project impacts would be less than significant.

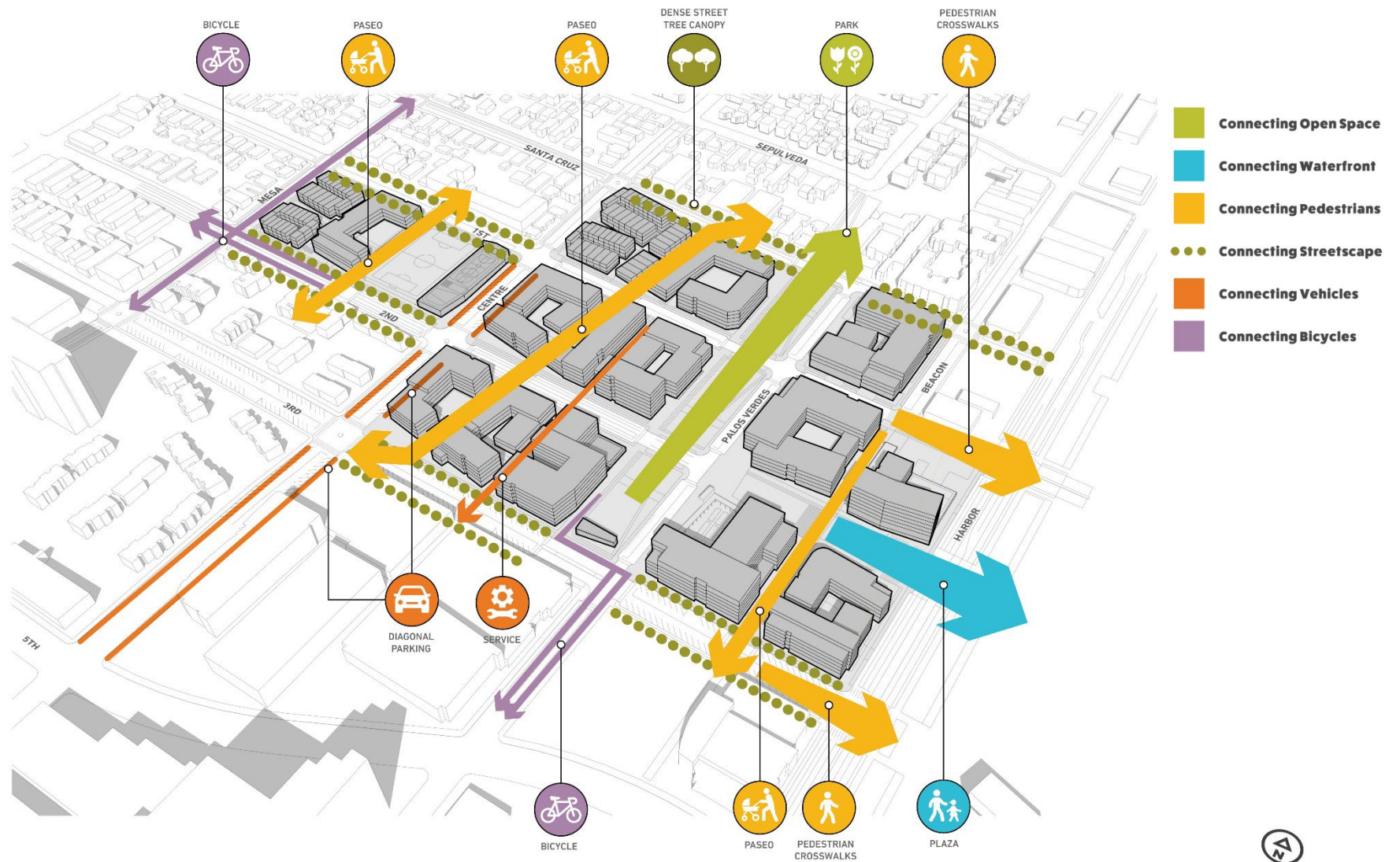
### **Mitigation Measures**

Because impacts would be less than significant, mitigation is not required.

### **Significance After Mitigation**

Impacts would be less than significant without mitigation.

Figure 4.8-2 OSP Specific Plan Site Conceptual Neighborhood Connections



**Threshold 2:** Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

**Impact LU-2 THE PROPOSED PROJECT WOULD BE SUBSTANTIALLY CONSISTENT WITH APPLICABLE STATE, REGIONAL, AND LOCAL PLANS, GOALS, OBJECTIVES, AND POLICIES GOVERNING DEVELOPMENT IN THE PROJECT AREA. THEREFORE, IMPACTS RELATED TO LAND USE CONSISTENCY WOULD BE LESS THAN SIGNIFICANT.**

As described in Section 2, *Project Description*, the proposed project would involve the phased demolition of existing structures and the construction of up to 1,553 residential units, 85,000 sf of Neighborhood Serving Uses, and 45,000 sf of commercial retail uses on the OSP Specific Plan Site. The proposed project also includes the development of 47 residential units at the 327 Harbor Site. The proposed project includes two development scenarios for the OSP Specific Plan Site (see Section 2, *Project Description*) that would involve phasing the construction in different ways. Under Scenario A, the densest development would be located in Phases 2 and 3, whereas under Scenario B, development would be densest in Phases 1 and 2. Under both scenarios, the footprint of development would be identical, construction and grading activities would be the same, and the overall buildout of the project site would involve the same types and amounts of land uses. Individual building heights on the OSP Specific Plan Site may vary by one to two stories between the two scenarios; nonetheless, building heights under both scenarios would comply with the development standards established by the OSP Specific Plan and would be limited to up to eight stories maximum under either scenario. Therefore, this analysis applies to both Scenario A and Scenario B.

The project site is within the boundary of the San Pedro CPA, which generally incorporates a range of higher densities that transition between Low Medium I in the Barton Hill neighborhood to the north and west to Community Commercial and Regional Commercial in the Downtown Core and Waterfront areas to the south and east. The OSP Specific Plan Site has land use designations of Low Medium II Residential (zoned RD1.5-1XL-CPIO), which allows multi-family residential development, and Community Commercial (zoned C2-2D-CPIO<sup>14</sup>), which permits commercial uses such as hotels, restaurants, and retail, as well as multi-family residential development. The 327 Harbor Site has a land use designation of Community Commercial, which allows commercial, residential, and mixed-use development. The 327 Harbor Site is zoned Community Commercial ([T][Q]C2-2D-CPIO<sup>15</sup>), which permits commercial, mixed-use, and residential development. The 'T', 'Q,' and/or 'D' conditions/restrictions on the OSP Specific Plan Site and 327 Harbor Site are described in Section 4.8.2, *Regulatory Setting*, above.

The project site is also within the boundary of the Pacific Corridors Redevelopment Plan Area. The OSP Specific Plan Site has a land use designation of Residential in the Pacific Corridors Redevelopment Plan Area. The 327 Harbor Site has a land use designation of Industrial in the Pacific Corridors Redevelopment Plan. Pursuant to Section 502 of the Pacific Corridors Redevelopment Plan, the allowable land uses are those permitted by the General Plan and Community Plan, including any amendments. Therefore, the allowable uses are those set forth in the Community Plan.

<sup>14</sup> The '2' of the 2D refers to the height district and the 'D' indicates there is a development limitation. The 'D' development limitation requires new uses and development projects must comply with the San Pedro San Pedro CPIO District. The 'CPIO' indicates the project site is governed by the San Pedro CPIO.

<sup>15</sup> The 'T' indicates there is a Tentative Classification on the parcel that will be removed by the recordation of a final parcel or tract map. The 'Q' indicates there are Qualified Conditions of Approval imposed on the use of the property. The 'D' indicates there are Development Conditions imposed on the use of the property.

The proposed development on the 327 Harbor Site would include development of a 47-unit residential building with associated resident amenities and would conform to the existing land use designation and zoning requirements for the property. The proposed project would also involve the adoption of the OSP Specific Plan, which would change the zoning of the OSP Specific Plan Site to C2-2 and increase the allowable density and heights of development on the site. The OSP Specific Plan would regulate the OSP Specific Plan Site's permitted land uses, circulation, open space, and development standards and would establish a mix of land uses to create a compact, walkable community that ties together the distinct surrounding neighborhoods. The proposed development is intended to transition the types and intensities of land uses from the Barton Hill residential neighborhood to the north and west, to the Downtown commercial and civic core of San Pedro to the south and east, while upgrading and activating the project site. As such, the proposed project would constitute a conforming land use with the adoption of the OSP Specific Plan. A detailed discussion of the Subareas and Phases established by the OSP Specific Plan is located in Section 2, *Project Description*.

The analysis of potential land use impacts considers consistency of the project with applicable adopted plans, regulations, and development guidelines, and in some instances, advisory guidance that regulate land use on the project site. The CEQA Guidelines Section 15125(d) requires an EIR discuss any project inconsistencies with land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. For purposes of this analysis, the project is considered consistent with regulatory land use plans if it meets the general intent of the plans and/or would not preclude the attainment of their primary goals and objectives. The criterion for determining a significant land use plan impact is based on the potential for the project to substantively conflict with, and/or actively obstruct the implementation of applicable land use plans and related objectives, goals, and policies that would result in an adverse physical change to the environment.

The tables below list applicable land use policies and regulations specifically adopted for the purpose of avoiding or reducing an environmental impact and the proposed project's consistency with each.

## **Local Plans and Policies**

### *City of Los Angeles General Plan*

Project consistency with the applicable objectives and policies from the General Plan Framework Element, Housing Element, Conservation Element, Health and Wellness Element, and Mobility Plan 2035 is addressed in Table 4.8-2, below. As shown in the table, the proposed project would not conflict with applicable City of Los Angeles General Plan objectives and policies adopted for the purpose of avoiding or mitigating an environmental effect.

**Table 4.8-2 Project Consistency with the City of Los Angeles General Plan**

| Objective/Goal/Policy  | Project Consistency  |
|--|--|
| <b>Framework Element: Land Use Chapter</b>   |  |
| <p><b>Policy 3.2.4.</b> Provide for the siting and design of new development that maintains the prevailing scale and character of the City's stable residential neighborhoods and enhance the character of commercial and industrial districts.</p>  | <p><b>No Conflict.</b> The project site is within an area that contains a mix of residential, commercial, institutional, and industrial uses. The proposed development at the 327 Harbor Site would be consistent with the scale, form, and character of existing and planned development in the vicinity and would feature landscaping within and surrounding the 327 Harbor Site to enhance the character of the site and public right-of-way. On the OSP Specific Plan Site, the project would replace an aging, deteriorated residential development of unremarkable design with a new complex of buildings designed with a variety of scale and form, differing setbacks, and ample landscaping throughout, including street trees, open space trees, shrubbery, lawns, and shade areas. The ample landscaping would further soften the edges of the built environment and create a livable, walkable setting that smoothly transitions to adjacent development, including residential and office/commercial uses. Proposed Subareas established by the OSP Specific Plan would transition the types and intensities of land uses from the lower-density Barton Hill residential neighborhood to the north and west, to the high-density Downtown commercial and civic core of San Pedro to the south and east, while upgrading and activating the project site. The proposed higher rise development in the eastern portion of the project site would be consistent with nearby development that varies in height from three to 16 stories, and therefore, would create a more spatially unified overall character, harmonized with the large port components visible just east of the project site. In the western portion of the OSP Specific Plan Site, lower-density two- to three-story residential buildings would be developed, consistent with the existing residential neighborhood in the surrounding area. The proposed recreation field west of Centre Street would provide a large open area that visually relieves the building massing on the west side of the project site and would provide a visual transition between the more easterly, higher-rise mixed-use buildings (east of Mesa Street) and the westerly, lower-rise residential development (west of Centre Street). Therefore, the proposed project would not conflict with this policy.</p> |
| <p><b>Policy 3.7.4.</b> Improve the quality of new multi-family dwelling units based on the standards in Chapter 5, Urban Form and Neighborhood Design Chapter of this Element.</p>  | <p><b>No Conflict.</b> As discussed in Section 4.1, <i>Aesthetics</i>, the proposed project would replace aging and deteriorated housing and a vacant, undeveloped property with a new mixed-use development that implements the standards and guidelines established in the Neighborhood Design Chapter, as well as the Citywide Design Guidelines and the design criteria established in the OSP Specific Plan. Therefore, the proposed project would not conflict with this policy.</p>   |
| <b>Framework Element: Housing Chapter</b>  |  |
| <p><b>Goal 4A.</b> Provide an equitable distribution of housing opportunities by type and cost accessible to all residents of the city.</p> <p><b>Policy 4.1.1.</b> Provide sufficient land use and density to accommodate an adequate supply of housing units by type and cost within each city subregion to meet the twenty-year projections of housing needs.</p> | <p><b>No Conflict.</b> The proposed project would include the phased demolition of the existing 478 housing units on the OSP Specific Plan Site and construction of a new mixed-use development that would better utilize the OSP Specific Plan Site and the 327 Harbor Site to increase the housing stock in San Pedro. The proposed residential units would include a mix of affordable permanent supportive housing, senior affordable and market rate rental units, and affordable and market rate homeownership units. In total, at least 60 percent of the 1,600 residential units developed by the proposed project would be affordable units, increasing the accessibility and variety of housing available to residents of the city. The proposed project would increase the number of residential units on the OSP Specific Plan Site and 327 Harbor Site by 1,075 and 47, respectively. By doing so, the proposed project would increase density and provide additional affordable housing units to address the need for an adequate supply of housing, including affordable housing, in the city. Thus, the project would not conflict with this goal and policy.</p>  |



| Objective/Goal/Policy  | Project Consistency   |
|--|---|
| <p><b>Objective 4.2.</b> Encourage the location of new multi-family housing developments 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.</p> | <p><b>No Conflict.</b> The project site is served by various Metro bus routes. The project site is adjacent to a Metro Silver Line stop and is within 0.25 mile of three Metro bus transit lines and two Los Angeles Department of Transportation DASH routes. These transit lines and routes provide service to Downtown Los Angeles, Downtown Long Beach, and the El Monte bus station. The proposed project would include improvements to existing bus stops within/adjacent to the project site and would also include development of a new mobility hub and improvements to the pedestrian and bicycle environment, as described in Section 2, <i>Project Description</i>. The proposed project would increase the attractiveness of multi-modal transportation options and would be served by existing public transit bus routes. The proposed development at the 327 Harbor Site would be consistent in scale and density with the existing commercial, multi-family residential, and industrial uses surrounding the site. On the OSP Specific Plan Site, development would be designed to transition the types and intensities of land uses from the lower-density Barton Hill residential neighborhood to the north and west, to the high-density Downtown commercial and civic core of San Pedro to the south and east, while upgrading and activating the project site. The proposed higher rise development in the eastern portion of the project site would be consistent with nearby development that varies in height from three to 16 stories, and therefore, would create a more spatially unified overall character, harmonized with the large port components visible just east of the project site. In the western portion of the OSP Specific Plan Site, lower-density two- to three-story residential buildings would be developed, consistent with the existing residential neighborhood in the surrounding area. The proposed recreation field west of Centre Street would provide a large open area that visually relieves the building massing on the west side of the project site and would provide a visual transition between the more easterly, higher-rise mixed-use buildings (east of Mesa Street) and the westerly, lower-rise residential development (west of Centre Street). Therefore, the proposed project would not conflict with this objective.</p> |

**Framework Element: Urban Form and Neighborhood Design Chapter**

|   |   |
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| <p><b>Objective 5.5.</b> Enhance the livability of all neighborhoods by upgrading the quality of development and improving the quality of the public realm.</p> | <p><b>No Conflict.</b> The proposed project would enhance livability of the neighborhood and improve the quality of the public realm by developing 47 affordable housing units on the vacant and unmaintained 327 Harbor Site and replacing the aging multi-family housing at the OSP Specific Plan Site with up to 1,553 new housing units, 45,000 sf of commercial uses, and 85,000 sf of Neighborhood Serving Uses that would be primarily for the benefit of the future residents and visitors of the project and surrounding neighborhood. These uses include community rooms, social service offices, social hall, workforce development office, health clinic, wellness center, business incubator, nonprofit offices, and municipal offices. Proposed commercial uses on the project site would provide better quality of available amenities within walking distance of the new housing development, including goods and services to residents to meet daily needs, such as dry cleaners, restaurants, grocery stores, and pharmacies. The proposed project would also include 5.3 acres of public open space and 3.4 acres of common open space to provide recreational opportunities for the residents and visitors of the project, as well as the surrounding neighborhood. Furthermore, the project would upgrade both the OSP Specific Plan Site and the 327 Harbor Site with a new contemporary design for multi-family housing and mixed uses, improve the pedestrian and bicycle environment, and create a more livable environment for future project residents and visitors and the surrounding community. Thus, the project would <b>not</b> conflict with this policy.</p> |
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| Objective/Goal/Policy  | Project Consistency   |
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| <p><b>Policy 5.8.3.</b> Modify parking standards and trip generation factors based on proximity to transit and provision of mixed-use and affordable housing.</p>  | <p><b>No Conflict.</b> The project site is currently served by several existing bus lines and the proposed project would further increase the attractiveness of public transit options by providing improvements to bus stops, creating a new mobility hub, and enhancing the pedestrian and bicycle infrastructure throughout the site, as discussed in Section 2, <i>Project Description</i>. The project is a redevelopment and in-fill project that would provide increased affordable housing on a site serviced by existing infrastructure for public transit and pedestrian circulation, thereby providing opportunities for reduced vehicle trip generation by future project residents, visitors, and staff. The OSP Specific Plan takes these factors into account in its parking standards. Depending on the type of multi-family dwelling unit, the minimum required parking ranges from zero parking spaces for age-restricted senior and permanent supportive housing units and up to 1.5 spaces for ownership units. For non-residential uses, the minimum parking requirements range from 1 space per 1,000 sf of Neighborhood Serving Uses to 2 spaces per 1,000 sf for commercial retail uses. Parking on the OSP Specific Plan Site would comply with these requirements. Parking on the 327 Harbor Site would comply with the current LAMC requirements for the C2 zone, as required. Thus, the project would not conflict with this policy.</p>      |
| <p><b>Policy 5.9.1.</b> 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.</p> | <p><b>No Conflict.</b> The project would include an interior courtyard on the 327 Harbor Site that would include landscaping, amenities, and enhanced lighting. The interior position of the open space would create a natural barrier between common areas and the public environment. The provision of landscaped open spaces throughout of the OSP Specific Plan Site would provide a natural barrier to the proposed housing complex from the adjacent streets. In addition, the proposed project has been designed with Crime Prevention through Environmental Design in mind, with adequate sight lines, clearly defined outdoor spaces for groups, visual continuity, and active community spaces that place “eyes on the street.” Exterior safety lighting would be provided throughout the project site, in compliance with the requirements of the LAMC, to ensure adequate lighting for nighttime safety. Furthermore, the proposed on-site buildings would include security features such as cameras and controlled access to mid-rise buildings and parking areas. Secured building entry points and pedestrian security gates would be located throughout the project site. Safety and entrance rules, such as public park operating hours and permitted activities, would be clearly posted, and future on-site maintenance and security staff would keep the property clean and safe. Thus, the proposed project would not conflict with this policy.</p> |
| <p><b>Framework Element: Open Space and Conservation Chapter</b></p>   |   |
| <p><b>Policy 6.1.6.</b> Consider preservation of private land open space to the maximum extent feasible. In areas where open space values determine the character of the community, development should occur with special consideration of these characteristics.</p>  | <p><b>No Conflict.</b> The project would include the provision of landscaped open spaces throughout the project site. The proposed project would include a variety of public open space amenities, including a linear park along Palos Verdes Street, a community center, a youth sports field, a promenade along 2nd Street from Palos Verdes Street to Harbor Boulevard, and a number of courtyards and plazas interspersed throughout the OSP Specific Plan Site. In total, approximately 5.3 acres (230,000 sf) of public open space would be provided on the OSP Specific Plan Site. In addition, the project would provide 3.3 acres (143,050 sf) of common open space for exclusive use by residents and a minimum of 50 sf of private open space for each residential unit (77,650 sf). Usable open space on the OSP Specific Plan Site would total 450,700 sf. On the 327 Harbor Site, 7,006 sf of usable open space would be provided, including 4,906 sf of common open space, and 2,100 sf of private open space. Thus, the project would not conflict with these policies regarding provision of open space to enhance the overall neighborhood.</p>   |
| <p><b>Policy 6.4.8.</b> 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.</p>  |   |

| Objective/Goal/Policy  | Project Consistency   |
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| <p><b>Policy 6.4.5.</b> Provide public open space in a manner that is responsive to the needs and wishes of the residents of the City's neighborhoods through the involvement of local residents in the selection and design of local parks. In addition to publicly-owned and operated open space, management mechanisms may take the form of locally run private/non-profit management groups, and should allow for the private acquisition of land with a commitment for maintenance and public access.</p> | <p><b>No Conflict.</b> The open space amenities included in the project design were informed by a rigorous public engagement process that culminated in the One San Pedro Transformation Plan. The Transformation Plan was developed through a series of public engagement efforts with the existing residents of Rancho San Pedro and surrounding community to understand the community needs and expectations and was utilized in the development of the proposed OSP Specific Plan. The OSP Specific Plan includes 5.3 acres of publicly accessible open space on the OSP Specific Plan Site that would be managed and maintained by HACLA, the City, and/or the OSP Collaborative, to be determined upon project approval. Therefore, the proposed project would not conflict with this policy.</p>                 |
| <b>Framework Element: Economic Development Chapter</b>   |   |
| <p><b>Objective 7.2.</b> 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.</p>  | <p><b>No Conflict.</b> The proposed project would provide new commercial opportunities on the project site, including uses such as grocery stores, offices, restaurants, retail, fitness facilities, dry cleaners, and pharmacies that meet the needs of future local residents and the neighborhood. Therefore, the proposed project would not conflict with this objective.</p>   |
| <b>Framework Element: Infrastructure and Public Services Chapter</b>   |   |
| <p><b>Objective 9.5.</b> Ensure that all properties are protected from flood hazards in accordance with applicable standards and that existing drainage systems are adequately maintained.</p>   | <p><b>No Conflict.</b> As discussed in Section 4.7, <i>Hydrology and Water Quality</i>, the project site is not within a flood zone or tsunami hazard zone and is subject to minimal risk of inundation. In addition, the proposed project would maintain and improve upon the existing stormwater drainage system within the surrounding roadways by providing new stormwater management infrastructure such as bioswales, permeable pavement, and parkway planters to provide biotreatment for drainage from the project site. The stormwater drainage infrastructure would adequately convey drainage from the project site. Therefore, the project would not conflict with this objective.</p>  |
| <p><b>Policy 9.9.7.</b> Incorporate water conservation practices in the design of new projects so as not to impede the City's ability to supply water to its other users or overdraft its groundwater basins.</p>  | <p><b>No Conflict.</b> The proposed project would include a variety of features to reduce water use, including low-flow fixtures throughout the residential and commercial components, drought tolerant landscaping, and water efficient irrigation systems. In addition, the project may include a graywater and/or rainwater capture system to supply landscaping irrigation on the OSP Specific Plan Site. See Section 2, <i>Project Description</i>, for additional details. As discussed in Section 4.15, <i>Utilities and Service Systems</i>, the Los Angeles Department of Water and Power prepared a Water Supply Assessment for the proposed project, which determined adequate water supplies would be available to serve the proposed uses. Therefore, the project would not conflict with this policy.</p> |
| <p><b>Policy 9.29.3.</b> Promote conservation and energy efficiency to the maximum extent that is cost effective and practical, including potential retrofitting when considering significant expansion of existing structures.</p>  | <p><b>No Conflict.</b> Buildings on the OSP Specific Plan Site and the 327 Harbor Site would be designed to achieve LEED Gold certification or similar. The proposed project would provide energy-efficiency features consistent with the Title 24 and CALGreen Code sustainability requirements, including energy-efficient light-emitting diode lighting; heating, ventilation, and air conditioning (HVAC) systems; and appliances. The proposed project would also include rooftop solar panels to generate renewable energy on the project site. Therefore, the project would not conflict with this policy.</p>   |

| Objective/Goal/Policy   | Project Consistency  |
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| <b>Health and Wellness Element</b>  |  |
| <p><b>Policy 2.2.</b> 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.</p> | <p><b>No Conflict.</b> The proposed project would replace aging and deteriorating buildings constructed during a period when asbestos-containing materials and lead-based paint were regularly used with a well-designed, high-quality mixed-use development constructed with non-toxic building materials. The project would include new recreation areas, community gathering places, and generous landscaping and safety lighting that provide pleasant places for future residents, visitors, and staff to gather within a new, contemporary urban architectural setting. Outdoor seating, sidewalks, and improved crosswalks would combine with new on-site circulation paths to allow safe and visually integrated pedestrian/bicycle access. Plazas, courtyards, and larger parks and recreation areas would occur throughout and adjacent to the project site, including along the frontage where future restaurant and commercial uses would be located. The project would also improve pedestrian access through new street safety modifications, walking paths, and pedestrian-only areas throughout the site connecting to the adjacent neighborhoods. These features, along with the existing public transit facilities serving the project site, would activate the pedestrian and bicycle environment and encourage active transportation modes. The proposed project would also include community services such as non-profit offices, social service offices, a social hall, and workforce development office. Therefore, the proposed project would not conflict with this policy.</p> |
| <p><b>Policy 3.2.</b> Improve Angelenos' mental and physical health by striving to equitably increase their access to parks, increasing both their number and type throughout the city; prioritize implementation in most park-poor areas of the city.</p>  | <p><b>No Conflict.</b> The proposed project would help expand access to parks within the San Pedro community by developing 5.3 acres of publicly accessible open space at the OSP Specific Plan Site, including the Palos Verdes Linear Park, Centre Street Park, and Harbor Plaza. In addition, 3.4 acres of common open space for residents, visitors, and staff of the proposed project would be developed, including a variety of courtyards, play areas, barbeque areas, and other recreational amenities. Therefore, the proposed project would not conflict with this policy.</p>   |
| <b>Conservation Element</b>   |  |
| <p><b>Section 3, Archaeological and Paleontological, Policy 1.</b> Continue to identify and protect significant archaeological and paleontological sites and/or resources known to exist or that are identified during land development, demolition or property modification activities.</p>  | <p><b>No Conflict.</b> As detailed in Section 4.3, <i>Cultural Resources</i>, Section 4.4, <i>Geology and Soils</i>, and Section 4.14, <i>Tribal Cultural Resources</i>, there is a potential for the proposed project to result in significant impacts to archaeological resources and/or paleontological resources. However, mitigation is proposed to reduce potential impacts to archaeological and paleontological resources to a less than significant level. Thus, the proposed project would not conflict with this policy.</p>  |
| <p><b>Section 6, Endangered Species, Policy 1.</b> Continue to require evaluation, avoidance, and minimization of potential significant impacts, as well as mitigation of unavoidable significant impacts on sensitive animal and plant species and their habitats and habitat corridors relative to land development activities.</p>   | <p><b>No Conflict.</b> As detailed in Section 4.16, <i>Effects Found Not to be Significant</i>, the project site is previously disturbed and in an urbanized area in the City of Los Angeles and the area does not contain native vegetation communities or habitats utilized by special status species or wildlife/habitat corridors, and therefore, the proposed project would not result in a significant and unavoidable impact to such resources. Thus, the proposed project would not conflict with this policy.</p>   |

| Objective/Goal/Policy   | Project Consistency  |
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| <p><b>Section 8, Erosion, Policy 2.</b> Continue to prevent or reduce erosion that will damage the watershed or beaches or will result in harmful sedimentation that might damage beaches or natural areas.</p>   | <p><b>No Conflict.</b> As described in Section 4.5, <i>Geology and Soils</i>, and Section 4.7, <i>Hydrology and Water Quality</i>, project construction activities would be required to comply with the National Pollutant Discharge Elimination System (NPDES) Construction General Permit and LAMC Section 64.72, Stormwater Pollution Control Measures for Development Planning and Construction Activities, to prevent erosion during construction. With the implementation of the erosion control measures and BMPs required by NPDES and the LAMC, project construction would not result in substantial soil erosion or loss of topsoil that would damage the watershed, beaches, and/or natural areas. Upon completion of construction activities, project site soils would be stabilized and landscaped, and the potential for erosion during project operation would be less than significant. Therefore, the project would not conflict with this policy.</p>  |
| <b>Housing Element</b>  |  |
| <p><b>Policy 1.2.2.</b> Encourage and incentivize the preservation of affordable housing, including non-subsidized affordable units, to ensure that demolitions and conversions do not result in the net loss of the City's stock of decent, safe, healthy or affordable housing.</p> | <p><b>No Conflict.</b> The project would result in a net increase of 1,122 residential units on the project site, including an additional 609 affordable units. The project would include a mix of affordable, permanent supportive housing, senior affordable and market rate rental units, and affordable and market rate homeownership units. In addition, the proposed project would include a range of unit sizes (from one to five bedrooms) and a range of unit configurations (flats, elevator buildings, walk-up buildings) to provide a range of housing types for various family configurations. Thus, the proposed project would not conflict with this policy.</p>  |
| <p><b>Policy 2.4.3.</b> Develop and implement sustainable design standards in public and private open space and street rights-of-way. Increase access to open space, parks and green spaces.</p>  | <p><b>No Conflict.</b> The proposed project would comply with the latest Title 24 and CALGreen Code sustainability requirements, including energy-efficient lighting and HVAC systems, water-efficient fixtures and landscaping, and rooftop solar panels to offset nonrenewable energy use. The proposed project would also include the provision of landscaped open spaces and sidewalks for pedestrian circulation, including 5.3 acres of publicly accessible open space, 3.4 acres of common open spaces reserved for residents, visitors, and staff, and 1.8 acres of private open space. Proposed outdoor spaces would increase access to open space in the neighborhood and offer places for outdoor social gatherings, sports, and recreation, with shaded areas for seating and play areas for children. Thus, the project would not conflict with this policy.</p>  |
| <p><b>Objective 3.2.</b> 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.</p>  | <p><b>No Conflict.</b> Buildings on the OSP Specific Plan Site and the 327 Harbor Site would be designed to achieve LEED Gold certification or similar. The proposed project would provide energy-efficiency features consistent with the Title 24 and CALGreen Code sustainability requirements, including energy-efficient light-emitting diode lighting; HVAC systems; and appliances. The proposed project would also include rooftop solar panels to generate renewable energy on the project site. Therefore, the project would promote sustainable buildings. The project would result in a net increase of 1,122 residential units on the project site, including an additional 609 affordable units. The project would offer housing for various income levels by including a mix of affordable, permanent supportive housing, senior affordable and market rate rental units, and affordable and market rate homeownership units. The proposed project would support a mix of uses, including commercial retail establishments and Neighborhood Serving Uses such as a health clinic workforce development office, and business incubator. The project would also include improvements to public transit and active transportation infrastructure on the project site, thereby enhancing access to transportation options. Thus, the project would not conflict with this objective.</p> |

| Objective/Goal/Policy   | Project Consistency   |
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| <p><b>Policy 3.2.2.</b> 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.</p> | <p><b>No Conflict.</b> The project would provide mixed-income housing including affordable, permanent supportive housing, senior affordable and market rate rental units, and affordable and market rate homeownership units. The proposed project would support a mix of uses, including commercial retail establishments and Neighborhood Serving Uses such as a health clinic workforce development office, and business incubator. These uses would create new job opportunities in the area, and there are also job opportunities associated with the ports in the San Pedro area. Therefore, the proposed project would facilitate a better jobs-housing balance, shortened commutes, and reduced GHG emissions. Thus, the project would not conflict with this policy.</p>   |
| <p><b>Policy 3.2.5:</b> Promote and facilitate the reduction of water, energy, carbon and waste consumption in new and existing housing.</p>  | <p><b>No Conflict.</b> Project buildings would be designed to achieve LEED Gold certification or similar. The proposed project would provide water-efficient fixtures, landscape irrigation, and appliances consistent with CALGreen Code requirements. In addition, energy-efficiency features consistent with the Title 24 and CALGreen Code sustainability requirements, including energy-efficient light-emitting diode lighting; HVAC systems; and appliances would be included. The proposed project would also include rooftop solar panels to general renewable energy on the project site. The project would include solid waste and organic waste recycling services and facilities for residents and businesses to reduce the amount of solid waste sent to landfills. Therefore, the project would not conflict with this policy.</p>   |
| <p><b>Mobility Plan 2035</b></p>  |   |
| <p><b>Policy 1.3, Safe Routes to Schools.</b> Prioritize the safety of school children on all streets regardless of highway classification.</p>   | <p><b>No Conflict.</b> The proposed project would include a new Safe Routes to School network along Mesa Street, 2nd Street, and Beacon Street Promenade, connecting Barton Hill Elementary School to the Boys and Girls Club, as well as to the Youth Park and Palos Verdes Park along the way. Thus, the proposed project would not conflict with this policy.</p>  |
| <p><b>Policy 2.3, Pedestrian Infrastructure.</b> 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.</p>                            | <p><b>No Conflict.</b> The project would implement a mixed-use development that features internal pedestrian walkways, including jogging/walking paths and pedestrian-oriented plazas, and provide human-scale corridors. At intersections with public roadways, pedestrian crossings would be improved for safety and aesthetic purposes, such as through the addition of new signals and raised crosswalks. The project would also include safety improvements to the surrounding street network, such as traffic-calming features, to improve the walking environment. On-site exterior furnishings would include benches and shade awnings or ample shade trees along walkways to create a comfortable pedestrian experience. All on-site pedestrian facilities would be Americans with Disabilities Act compliant. Thus, the proposed project would not conflict with this policy.</p> |
| <p><b>Policy 2.4, Neighborhood Enhanced Network.</b> Provide a slow speed network of locally serving streets.</p>   | <p><b>No Conflict.</b> The proposed project includes a variety of traffic-calming measures such as new traffic signals and yield signs, mini-traffic circles, curb extensions, bicycle lanes, enhanced crosswalks, and speed tables to prioritize a safe and pleasant environment for pedestrians and bicyclists on neighborhood streets in the project area. Thus, the proposed project would not conflict with this policy.</p>   |
| <p><b>Policy 3.4, Transit Services.</b> Provide all residents, workers, and visitors with affordable, efficient, convenient, and attractive transit services.</p>   | <p><b>No Conflict.</b> The project site is currently served by various existing bus routes that would continue to operate throughout the construction and operation of the proposed project. The proposed project would include enhancements to existing bus stops adjacent to the site, such as new shade and seating structures and real-time arrival information, as well as a new mobility hub at 1st Street between Beacon Street and Palos Verdes Street to improve the attractiveness of transit services in the area. Thus, the proposed project would not conflict with this policy.</p>   |

| Objective/Goal/Policy   | Project Consistency   |
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| <b>Safety Element</b>   |   |
| <b>Policy 1.1.4, Health/Environmental Protection.</b> Protect the public and workers from the release of hazardous materials and protect City water supplies and resources from contamination resulting from accidental release or intrusion resulting from a disaster event, including protection of the environment and public from potential health and safety hazards associated with program implementation. | <b>No Conflict.</b> As described in Section 4.6, <i>Hazards and Hazardous Materials</i> , and Section 4.7, <i>Hydrology and Water Quality</i> , the proposed project would comply with NPDES and City of Los Angeles' Low-Impact Development requirements to protect water quality during project construction and operation. In addition, the proposed project would comply with the applicable federal, State, and local regulatory requirements and implement mitigation measures in order to protect the public and workers from existing soil contaminants and hazardous building materials such as lead-based paint and asbestos during project construction. Therefore, the project would not conflict with this policy. |
| <b>Policy 2.1.6.</b> Continue to maintain, enforce and upgrade requirements, procedures and standards to facilitate more effective fire suppression. [All peak load water and other standards, code requirements (including minimum road widths, access, clearances around structures) and other requirements or procedures related to fire suppression implement this policy.]                                   | <b>No Conflict.</b> The proposed project would be developed in accordance with the City's fire safety requirements, including the Los Angeles Building Code and Los Angeles Fire Department (LAFD). The LAFD will review the proposed development plans to ensure all fire suppression requirements, such as peak load water, road widths, and other applicable safety requirements are implemented as part of the project design. See Section 4.11, <i>Public Services</i> , for a discussion with LAFD regarding the proposed project. Therefore, the project would not conflict with this policy.  |
| <b>Open Space Element</b>   |   |
| <b>General Policy.</b> Small parks, public and private, should be located throughout the city. Not only should recreation activities be provided, but an emphasis shall be placed on greenery and openness.   | <b>No Conflict.</b> The proposed project would provide a variety of publicly accessible open spaces, including small parks, totaling 5.3 acres that would be open to future project residents, visitors, and staff, as well as the general public. These parks would provide opportunities for recreational activities, such as walking, playgrounds, and team sports. In addition, the project would provide 3.4 acres of common open space and 1.8 acres of private open space. Parks and other open space established on the project site would provide ample landscaping with shade and greenery. Therefore, the project would not conflict with this policy.   |
| <b>Privately Owned Open Space Lands and Desirable Open Space Policy.</b> Private development should be encouraged to provide ample landscaped spaces, malls, fountains, rooftop green areas and other aesthetic features which emphasize open space values through incentive zoning practices or other practicable means.   | <b>No Conflict.</b> As described under "General Policy" immediately above, the proposed project would include a variety of outdoor open spaces including landscaped areas, paseos, playgrounds, sports fields, and courtyards. The proposed project would include 5.3 acres of publicly accessible open space, 3.4 acres of common open space reserved for residents, visitors, and staff, and 1.8 acres of private open space. In addition, 498,091 sf of landscaping would be included throughout the project site and would contribute to the aesthetic quality of the development. Thus, the proposed project would not conflict with this policy.  |
| Sources: City of Los Angeles 1973, 1996, 2001a, 2001b, 2015, 2016, 2021a, and 2021b   |   |

### San Pedro Community Plan

Table 4.8-3 below compares the proposed project's design characteristics to the applicable goals and policies of the San Pedro Community Plan. As shown in the table, the proposed project would not conflict with the applicable San Pedro Community Plan goals and policies.

**Table 4.8-3 Project Consistency with the San Pedro Community Plan**

| Policy  | Project Consistency   |
|---|---|
| <b>Land Use and Urban Design</b>  |   |
| <p><b>Policy LU1.2, Adequate Housing and Services.</b> Provide housing that accommodates households of all sizes, as well as integrates safe and convenient access to schools, parks, and other amenities and services.</p>   | <p><b>No Conflict.</b> The proposed project would include a range of unit sizes (from one to five bedrooms) and unit configurations (flats, elevator buildings, walk-up buildings) to provide a range of housing types for various family configurations. The proposed project would also include 85,000 sf of Neighborhood Serving Uses such as community rooms, social service offices, a social hall, workforce development office, health clinic, wellness center, business incubator, nonprofit offices, and municipal offices. Additionally, the project would include 45,000 sf of commercial retail uses that serve local neighborhood needs, such as restaurants, grocery stores, convenience marts, and pharmacies. Furthermore, the proposed project would include a variety of public open space amenities, including a linear park along Palos Verdes Street, a community center, a sports field, a promenade along 2nd Street from Palos Verdes Street to Harbor Boulevard, and a number of courtyards and plazas interspersed throughout the proposed buildings. Open space amenities and the public right-of-way would include enhanced lighting and landscaping to create a safe and pleasant environment. The project site is within the vicinity of existing schools, parks, amenities, and services and would improve the pedestrian, bicycle, and public transit infrastructure throughout the site, including developing a Safe Routes to School Network, to provide safe and convenient access to these resources. Thus, the proposed project would not conflict with this policy.</p> |
| <p><b>Policy LU1.3, Neighborhood Transitions.</b> Assure smooth transitions in scale, form, and character, by regulating the setback, stepbacks, rear elevations, and backyard landscaping of new development where neighborhoods of differing housing type and density abut one another resources in the Plan area.</p>                | <p><b>No Conflict.</b> The proposed development at the 327 Harbor Site would be consistent with the density, height, and setback requirements of the site zoning. The proposed building would be consistent with the scale, form, and character of existing and planned development in the vicinity.</p> <p>On the OSP Specific Plan Site, the project design includes a variety of scale and form, differing setbacks, and ample landscaping throughout the project site, including street trees, open space trees, shrubbery, lawns, and shade areas, consistent with the design requirements of the OSP Specific Plan. The proposed recreation field west of Centre Street would provide a large open area would visually relieve the building massing on the west side of the OSP Specific Plan Site and would also provide a smooth transition between the proposed easterly, higher-rise buildings (east of Mesa Street) and the westerly development that would consist of two- to three-story residential buildings (west of Centre Street). The ample landscaping between and at the edges of the proposed buildings would further softens the edges of the proposed built environment and would create a livable, walkable setting that smoothly transitions to adjacent development, including residential and office/commercial uses. Thus, the proposed project would not conflict with this policy.</p>   |
| <p><b>Policy LU3.3, Affordable Housing and Displacement.</b> 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.</p> | <p><b>No Conflict.</b> The proposed project would include the phased demolition of the existing development on the OSP Specific Plan Site and construction of a new mixed-use development on the OSP Specific Plan Site and 47 affordable housing units on the 327 Harbor Site. In addition to the 478 units that would be constructed to replace the existing affordable housing units, the proposed residential units would include a mix of family affordable, permanent supportive housing, senior affordable and market rate rental units, and affordable and market rate homeownership units. The project would include a total of 1,087 affordable units, a net increase of 609 affordable housing units, to help address the need for an adequate affordable housing supply in the city. The project would also provide 513 market rate units. Displacement of existing residents would be addressed through the phased construction plan, which would allow most residents, if desired, to move into a newly constructed unit on the project site when their block is scheduled for demolition. All residents would be offered the option to temporarily relocate to another housing unit within the Barton Hill</p>   |



| Policy   | Project Consistency  |
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|  | <p>Elementary district, a Tenant-Based Housing Choice Voucher, or public housing at another HACLA community. All existing Rancho San Pedro residents in good standing would also be offered the option to relocate to a newly constructed unit on site. Section 4.10, <i>Population and Housing</i>, includes a detailed discussion of the proposed relocation plan. Thus, the project would not conflict with this policy.</p>  |
| <p><b>Policy LU3.6, Amenities.</b> 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.</p>  | <p><b>No Conflict.</b> The 327 Harbor Site would include 4,906 sf of common open space, including a courtyard, fitness center, and community room, and 2,100 sf of private open space to provide on-site recreation opportunities. On the OSP Specific Plan Site, the proposed project would include 85,000 sf of Neighborhood Serving Uses, including community rooms, social service offices, social hall, workforce development office, health clinic, wellness center, business incubator, nonprofit offices, and municipal offices. In addition, the project would include a variety of recreational and open space amenities, including a linear park along Palos Verdes Street, a community center, a youth sports field, a promenade along 2nd Street from Palos Verdes Street to Harbor Boulevard, and a number of courtyards and plazas interspersed throughout the project buildings. Open space areas would include playgrounds, walking/jogging paths, fitness equipment, and other recreational amenities. Each residence would also include a minimum of 50 sf of private open space, for a total of 77,650 sf of private open space on the OSP Specific Plan Site. Thus, the proposed project would not conflict with this policy.</p>   |
| <p><b>Policy LU4.1, Improve Rancho San Pedro.</b> 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:</p> <ul style="list-style-type: none"> <li>▪ designed to provide a mix of housing types for a range of incomes;</li> <li>▪ planned with an appropriate mix of rental and for-sale units;</li> <li>▪ compatible with Low Medium to Medium plan density designations on average;</li> <li>▪ open and integrated into the community (not gated);</li> <li>▪ coordinated with LAUSD to provide needed school facilities;</li> <li>▪ coordinated with LAPD guidelines to include design features that reduce the incidence of criminal activity; and</li> <li>▪ developed with accessible public open and recreational space.</li> </ul> | <p><b>No Conflict.</b> The proposed project would redevelop Rancho San Pedro into a modernized, mixed-use development that conforms with all applicable federal, State, and local health and safety codes. The proposed project would provide a mix of family affordable, permanent supportive housing, senior affordable and market rate rental units, and affordable and market rate homeownership units. The development would feature medium-density development in the western portions of the site, compatible with the surrounding community in this area, with density and building heights increasing in the eastern portions of the site where higher-density residential, commercial, institutional, and industrial uses are present in the surrounding community. The project would create new connections throughout the project site and to the surrounding community through the proposed pedestrian and bicycle improvements, including new dedicated pedestrian paseos, bicycle lanes, and improved traffic safety features. A total of 5.3 acres of publicly accessible open space would be developed and would include recreational features such as walking paths, outdoor fitness equipment, sports fields, and children's play areas. Development of the proposed project has included ongoing coordination with public service providers, including the Los Angeles Unified School District (LAUSD) and the Los Angeles Police Department (LAPD). The developer would be required to pay development fees for schools to the LAUSD to offset the impact of additional student enrollment at the schools serving the project site and the project would also implement a Safe Routes to School Network to improve safe pedestrian and bicycle access to the Barton Hill Elementary School. The proposed project would be designed with Crime Prevention Through Environment Design principles to reduce the incidence of criminal activity and improve neighborhood safety. The project would implement design criteria that support Crime Prevention Through Environmental Design such as the prohibition of security bars on windows and doors and the provision of windows along outdoor spaces and public walkways to maintain visual connections between building occupants and outdoor open spaces. The project would also include enhanced lighting, new pedestrian and bicycle infrastructure, and traffic calming features to improve safety on the city and surrounding public right-of-way. Thus, the proposed project would not conflict with this policy.</p> |

| Policy   | Project Consistency  |
|--|--|
| <b>Mobility</b>  |  |
| <p><b>Policy M1.3, Mobility Enhancements.</b> Developments that increase density or intensity by zone change, variance, conditional use, parcel map, subdivision or other discretionary action should provide adequate mobility enhancements such as traffic mitigation, pedestrian crosswalks, bike lanes and enhanced bus stops to ensure that mobility needs are met.</p> | <p><b>No Conflict.</b> Development at the 327 Harbor Site would include improvements to the surrounding pedestrian environment including enhanced lighting, new street trees and landscaping, and street furniture. The project would feature on-site pedestrian walkways on the OSP Specific Plan Site that connect to the surrounding neighborhood. At intersections with public roadways, pedestrian crossings would be improved for safety through raised crosswalks, enhanced striping, and/or new traffic signals. New bicycle lanes and facilities would be added throughout the OSP Specific Plan Site. The project would also include safety improvements and traffic-calming measures in the surrounding street network, such as mini-traffic circles, curb extensions, bicycle lanes, enhanced crosswalks, and speed tables to prioritize a safe and pleasant environment for pedestrians and bicyclists on neighborhood streets. Furthermore, the proposed project would provide enhancements to existing bus stops adjacent to the OSP Specific Plan Site, including shade and seating structures, and would add a mobility hub to the site to improve the public transit facilities in the area. Pedestrian improvements, buildings, parking structures, and amenities developed as part of the proposed project would be ADA-compliant. Thus, the proposed project would not conflict with this policy.</p>   |
| <p><b>Policy M2.1, Streetscapes.</b> Encourage and support streetscape improvements in neighborhood areas that foster the appeal of the street as a gathering place including street furniture, well-maintained street trees, publicly accessible courtyards, wide sidewalks, bicycle access and appropriate traffic control measures to maintain safe travel speeds.</p>    | <p><b>No Conflict.</b> Development at the 327 Harbor Site would include improvements to the surrounding pedestrian environment including enhanced lighting, new street trees and landscaping, and street furniture. The project frontage on Harbor Boulevard would include pedestrian access to the building and interior courtyard, as well as the interior community amenity spaces, creating a more active street level. These improvements would enhance the appeal of the street as a gathering place at the 327 Harbor Site. On the OSP Specific Plan Site, the proposed project would develop a revitalized mixed-use community, with recreation areas, community gathering places, and generous landscaping that would provide pleasant places for people to gather, including within the street. Outdoor seating, sidewalks, new street trees and landscaping, and improved crosswalks in the public right-of-way, combined with new on-site circulation paths and public open space areas, would allow safe pedestrian and bicycle access, and create an appealing streetscape. Plazas, courtyards, and larger parks and recreation areas would occur throughout the project site, including along street frontages where retail and restaurant uses would occur. These features, along with the proposed improvements to pedestrian and bicycle infrastructure within the site and adjacent public right-of-way, would foster the appeal of the street as a gathering place. Therefore, the proposed project would not conflict with this policy.</p> |
| <p><b>Policy M3.5, Safe School Routes.</b> Encourage the development and improvement of safe routes to schools throughout the community via walking, bicycles or transit.</p>  | <p><b>No Conflict.</b> The proposed project would include a new Safe Routes to School network for pedestrians and bicyclists along Mesa Street, 2nd Street, and Beacon Street Promenade, connecting Barton Hill Elementary School to the Boys and Girls Club, as well as to the Youth Park and Palos Verdes Park along the route. Therefore, the proposed project would not conflict with this policy.</p>   |
| <p><b>Policy M3.7, Underutilized Public Right-of-Way.</b> Repurpose underutilized roadway and public right-of-way for pedestrian uses where appropriate.</p>   | <p><b>No Conflict.</b> As described in Section 2, <i>Project Description</i>, the proposed project would include a number of roadway modifications to repurpose underutilized right-of-way for pedestrian and bicycle use. For example, the proposed project includes the vacation of Beacon Street between 1st Street and 3rd Street to create a pedestrian promenade. In addition, as part of the project, several existing roadways currently over-dedicated (e.g., with wider lanes than required) would be narrowed to accommodate improved sidewalks and/or bicycle lanes. Therefore, the proposed project would not conflict with this policy.</p>  |

| Policy   | Project Consistency  |
|--|--|
| <b>Policy M81, Traffic Calming.</b> Support traffic calming measures and parking management for local and collector streets where a demonstrated need exists and with active community involvement.  | <b>No Conflict.</b> The proposed project would include a variety of traffic-calming measures such as mini-traffic circles, curb extensions, bicycle lanes, enhanced crosswalks, and speed tables to prioritize a safe and pleasant environment for all users on neighborhood streets. Parking on the 327 Harbor Site would be provided in a ground-level garage beneath the residential units, thereby minimizing the need for street parking on the adjacent roadways. On the OSP Specific Plan Site, parking would primarily be provided in underground structures located beneath the proposed buildings. The proposed project parking and roadway safety improvements were determined in consultation with the community during the public outreach process for the OSP Specific Plan. Thus, the proposed project would not conflict with this policy. |
| <b>Community Facilities and Infrastructure</b>   |  |
| <b>Policy CF1.3, Illumination for Security.</b> Provide adequate low level lighting around residential, commercial and industrial buildings, and park, school and recreational areas to improve security.  | <b>No Conflict.</b> Exterior security lighting would be provided throughout the project site in compliance with the requirements of the LAMC to ensure nighttime safety. Thus, the proposed project would not conflict with this policy.   |
| <b>Policy CF2.2, LAFD Project Review.</b> Coordinate with the LAFD during the review of significant development projects and General Plan amendments affecting land use to determine the impacts on service infrastructure.  | <b>No Conflict.</b> As discussed in Section 4.11, <i>Public Services</i> , compliance with the Los Angeles Building Code and LAFD standards is mandatory and routinely conditioned upon development projects upon approval. The LAFD would review the development plans of the proposed project to ascertain the nature and extent of any additional requirements and to ensure required safety features, pursuant to the Los Angeles Building Code, are implemented as part of project design. Therefore, the proposed project would not conflict with this policy.   |
| <b>Policy CF5.5, Dedication of Open Space.</b> Encourage and allow opportunities for new development to provide pocket parks, small plazas, community gardens, commercial spaces, and other gathering places that are available to the public to help meet recreational demands. | <b>No Conflict.</b> As discussed in Section 4.12, <i>Recreation</i> , the proposed project would include 5.3 acres of publicly accessible open space within the project site, including the Palos Verdes Linear Park, the Centre Street Park, and Harbor Plaza. A community center would also be provided on the site to allow for community events and gatherings. Therefore, the proposed project would not conflict with this policy.   |
| Source: City of Los Angeles 2017   |  |

### *Pacific Corridors Redevelopment Plan*

As discussed above, the project site is within the Pacific Corridors Redevelopment Plan Area, which establishes objectives for the redevelopment of San Pedro in the project area. Project consistency with the applicable objectives identified in the Pacific Corridors Redevelopment Plan is discussed in Table 4.8-4 below. As shown in the table, the proposed project would not conflict with the applicable Pacific Corridors Redevelopment Plan objectives adopted for the purpose of avoiding or mitigating an environmental effect.

**Table 4.8-4 Project Consistency with the Pacific Corridors Redevelopment Plan**

| Objective   | Project Consistency   |
|---|---|
| 1. To maintain the Downtown San Pedro and the surrounding area as an aesthetically pleasing community reflecting its past and reinforcing its status as an international port city, with waterfront access. | <b>No Conflict.</b> The proposed project would be consistent with this objective of creating an aesthetically pleasing community by replacing deteriorating and aging buildings in Rancho San Pedro and a nearby vacant lot with new aesthetically pleasing residential, commercial, and open space uses and associated pedestrian and landscaping improvements. The project design incorporates a white, gray, and blue color scheme reflective of the ocean/marine environment of San Pedro. Thus, the proposed project would not conflict with this objective.   |
| 2. To assure a crime-free and drug-free community.  | <b>No Conflict.</b> The proposed project would be designed with Crime Prevention through Environmental Design in mind, with adequate sight lines, clearly defined outdoor spaces for groups, visual continuity, and active community spaces that place “eyes on the street.” Exterior safety lighting would be provided throughout the project site, in compliance with the requirements of the LAMC, to ensure adequate lighting for nighttime safety. Furthermore, the proposed on-site buildings would include security features such as cameras and controlled access to mid-rise buildings and parking areas. Secured building entry points and pedestrian security gates would be located throughout the project site. Safety and entrance rules, such as public park operating hours and permitted activities, would be clearly posted, and future on-site maintenance and security staff would keep the property clean and safe. Thus, the proposed project would not conflict with this objective. |
| 5. To maintain and expand community services and facilities.  | <b>No Conflict.</b> The proposed project would include 85,000 sf of Neighborhood Serving Uses, including a community center, health clinic and wellness center, business incubator, and commercial uses that serve the typical needs of residents such as restaurants, dry cleaners, and convenience stores. The project would also include 5.3 acres of publicly accessible open space and 3.4 acres of common open space to provide recreational opportunities for future project residents, visitors, and staff, as well as the overall neighborhood. These features would expand access to community services and facilities in San Pedro. Thus, the proposed project would not conflict with this objective.   |
| 8. To preserve existing housing stock and provide choice for a variety of new and rehabilitated housing opportunities.  | <b>No Conflict.</b> The proposed project would replace the 478 existing aging and deteriorating housing units on the OSP Specific Plan Site and the vacant unmaintained lot at the 327 Harbor Site with 1,600 residential units, including 478 replacement affordable units and a mix of affordable family, affordable senior and market rate rental units, and affordable and market rate homeownership units for a net increase of 1,122 units. Therefore, although the project would demolish the existing aging and deteriorating housing units, the project would replace such housing with a new housing and mixed-use development to provide a net increase of a variety of new housing opportunities on the project site. Thus, the proposed project would not conflict with the intent of this objective.  |
| 9. To install, repair, and maintain public improvements and amenities.  | <b>No Conflict.</b> The proposed project would include a variety of public improvements and amenities, including 5.3 acres of publicly accessible open space with children’s play area and recreation and fitness areas, new pedestrian and bicycle amenities and infrastructure, improved bus stops, and a new mobility hub. Thus, the proposed project would not conflict with this objective.  |
| Source: CRA/LA 2002   |   |

## *Los Angeles Municipal Code*

### **327 HARBOR SITE**

The 327 Harbor Site is within the San Pedro CPA and is designated for Community Commercial land uses and zoned [T][Q]C2-2D-CPIO<sup>16</sup>, which permits commercial, mixed-use, and residential development. As described in Section 4.8.2, *Regulatory Setting*, the 327 Harbor Site is subject to 'Q' conditions and 'D' limitations as required by Ordinance No. 185,541 and the project approvals in City Planning Case No. CPC-2007-1513-GPA-ZC-HD-CDO-SPR. Those conditions of approval and entitlements describe a 54-unit mixed-use residential building with 1,470 sf of commercial use at street level, which was approved by the City in 2010. The 'D' limitations include a maximum building height of 69 feet (excluding roof structures) and a maximum FAR of 3:1. Under the CPIO, the maximum building height is 75 feet, and the maximum FAR is 4:1. The 'Q' conditions include entitlement conditions that specify requirements such as density, parking, and landscaping.

On the 327 Harbor Site, a four-story (54-foot-tall), 47-unit residential building with 46 affordable units and one on-site manager's unit would be developed. The building would include 46,275 sf of residential uses above a 17,760-sf parking garage on the ground floor level. The proposed FAR at the 327 Harbor Site is 2.15:1. Multi-family residential uses are permitted in the C2 zone, and the proposed site plan would comply with all building design requirements for the C2-2D-CPIO zone, as well as the requirements established in Ordinance No. 185,541.

Other applicable requirements include parking, landscaping, and open space requirements. Pursuant to LAMC Sections 12.21 and 12.22 A.25(d), the proposed project would be required to provide 44.2 vehicle parking spaces, 48 secured bicycle parking spaces, and 12 convenient bicycle parking spaces on the 327 Harbor Site. The proposed project would provide 45 parking spaces, 48 secured bicycle parking spaces, and 12 exterior bicycle parking spaces on the 327 Harbor Site, which would meet the LAMC requirements for the site. The proposed project would include 6,040 sf of landscaping at the 327 Harbor Site, in accordance with the provisions of LAMC Sections 12.40 through 12.42. Additionally, as described in Section 4.12, *Recreation*, the proposed project would exceed the usable open space requirements of LAMC Section 12.21 G. Upon ministerial approval of the proposed project, new conditions of approval would be issued during plan check that would supersede the current 'Q' and 'D' conditions on the 327 Harbor Site. The proposed development on the 327 Harbor Site would be consistent with the requirements of the LAMC.

### **OSP SPECIFIC PLAN SITE**

The OSP Specific Plan Site is within the boundary of the San Pedro Community Plan, which generally incorporates a range of higher densities that transition Low-Medium I in the Barton Hill neighborhood in the northern and western portions of the community to Community Commercial and Regional Commercial in the Downtown Core and Waterfront areas to the south and east. The OSP Specific Plan Site has land use designations of Low Medium II Residential (zoned RD1.5-1XL-CPIO<sup>17</sup>), which allows multi-family residential development, and Community Commercial land uses (zoned C2-2D-CPIO<sup>18</sup>),

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<sup>16</sup> The 'T' indicates there is a Tentative Classification on the parcel that shall be removed by the recordation of a final parcel or tract map. The 'Q' indicates there are Qualified Conditions of Approval imposed on the use of the property. The 'D' indicates there are Development Conditions imposed on the use of the property.

<sup>17</sup> The '1XL' refers to the height district and the 'CPIO' indicates the project site is governing by the San Pedro Community Plan Implementation Overlay.

<sup>18</sup> The '2' of the 2D refers to the height district and the 'D' indicates there is a development limitation. The 'D' development limitation requires new uses and development projects must comply with the San Pedro San Pedro CPIO District. The 'CPIO' indicates the project site is governed by the San Pedro CPIO.

which permits commercial uses such as hotels, restaurants, and retail, as well as multi-family residential development. The OSP Specific Plan Site is largely within the 1XL Height District, which allows development up to 30 feet in height, except for two blocks between 1st Street and 3rd Street east of Beacon Street, where the Height District is 2D, which generally allows structures up to 75 feet in height. The 1XL Height District also establishes a maximum FAR of 3:1 for an RD1.5 zone, and the 2D Height District specifies a maximum FAR of 4:1 for the project site.

The proposed project would involve the adoption of a new specific plan, the proposed OSP Specific Plan, and a Zone and Height District change which would change the zoning of the OSP Specific Plan Site to C2-2 and would increase the allowable density and heights of development on the OSP Specific Plan Site. The OSP Specific Plan includes three Phases and four Subareas, as shown in Figure 4.8-3. The Subareas established by the OSP Specific Plan would include Neighborhood General (NG), Neighborhood Core (NC), Waterfront Core (WC), and Open Space (OS). Three of the Subareas would support private development of various scales and intensities, with the fourth set aside for public open space and community facilities. The Neighborhood General Subarea would consist of residential development that would integrate with the Barton Hill neighborhood. The Neighborhood Core Subarea, located in the center of the OSP Specific Plan Site, is intended to support denser residential, mixed-use development. The Waterfront Core Subarea integrates with the existing commercial zoning along Harbor Boulevard and would provide opportunities for greater building height and density, including high-rise development and a mix of commercial retail and residential uses. The Open Space Subarea would be set aside for public open space and community recreation facilities. The OSP Specific Plan would allow for a diverse set of land uses appropriate for each Subarea. The OSP Specific Plan would also establish maximum densities, floor area ratios, and heights on the OSP Specific Plan Site by Subarea, as shown in Table 4.8-5.

**Table 4.8-5 OSP Specific Plan Site—Subarea Development Standards**

| Subarea                   | Density <sup>1</sup>                            |             | Maximum Height<br>(ft) <sup>2, 3</sup> | Maximum Lot<br>Coverage (%) |
|---------------------------|---|-------------|--|-----------------------------|
|                           | Greater than 20% Restricted<br>Affordable Units | Maximum FAR |  |                             |
| Neighborhood General (NG) | Unlimited                                       | 3.5:1       | 60                                     | 90                          |
| Neighborhood Core (NC)    | Unlimited                                       | 4.5:1       | 90                                     | 90                          |
| Waterfront Core (WC)      | Unlimited                                       | 5.5:1       | 180                                    | 90                          |
| Open Space (OS)           | N/A   | 0.5:1       | 30                                     | 5                           |

ft = feet

<sup>1</sup> Base density is 1 dwelling unit for every 400 sf of Lot Area consistent with the provisions of the C2 zone. For projects exceeding 20 percent restricted affordable units, no density limitation would apply, except as limited by applicable FAR and height regulations. The total number of units on the OSP Specific Plan Site would not exceed 1,553.

<sup>2</sup> Subject to the exceptions in LAMC Section 12.21.1.B.

<sup>3</sup> Architectural features may exceed the allowable maximum height by up to 20 percent, including the maximum height granted through the OSP Specific Plan, or any other Affordable Housing Incentive Program.

**Figure 4.8-3 OSP Specific Plan Site Subareas and Phases**



Development on the OSP Specific Plan Site would be governed by the Subarea development standards established in the proposed OSP Specific Plan, which would permit mixed-uses, as well as greater FAR and building heights than the current zoning permits.

The OSP Specific Plan would include the review and clearance procedures for development within the site. During each phase of project development, the design of the proposed project would be reviewed to ensure consistency with the applicable LAMC and Specific Plan requirements. Therefore, with the City's approval of the proposed OSP Specific Plan, General Plan Amendment, and the Zone and Height District Change, the proposed project would not conflict with applicable provisions of the LAMC.

## **Regional Plans**

### *2020-2045 Regional Transportation Plan/Sustainable Communities Strategy*

SCAG's 2020-2045 RTP/SCS provides land use and transportation strategies to increase mobility options and achieve a more sustainable growth pattern by:

- Identifying funding opportunities for new workforce and affordable housing development;
- Prioritizing infill and redevelopment of underutilized land to accommodate new growth and increase amenities and connectivity in existing neighborhoods;
- Encouraging design and transportation options that reduce the reliance on and number of solo car trips (this could include mixed uses or locating and orienting close to existing destinations);
- Identifying ways to improve access to public park space; and
- Identifying ways to incorporate "micro-power grids" in communities (e.g., solar energy, hydrogen fuel cell power storage, and power generation).

The 2020-2045 RTP/SCS includes goals with corresponding implementation strategies for focusing growth near destinations and mobility options, promoting diverse housing choices, leveraging technology innovations, and supporting implementation of sustainability policies. The project's consistency with the 2020-2045 RTP/SCS is analyzed in detail in Section 4.5, *Greenhouse Gas Emissions*, and Section 4.13, *Transportation*, and is also discussed in Section 4.10, *Population and Housing*. As discussed in those sections, the proposed project would consist of a high-density infill development served by existing transit facilities and within walking and biking distance of a mix of residential and commercial uses. The project would provide a net increase in affordable housing on underutilized sites and create new amenities for future project residents, visitors, and staff, as well as the surrounding community, such as public parks, a workforce development center, and community health center. The proposed project would also provide improvements to the multi-modal system, including new bicycle lanes, a mobility hub, and pedestrian paseos and plazas that would increase connectivity in the neighborhood. In addition, the project would leverage technological innovations such as electric vehicle charging infrastructure and rooftop solar panels, and would improve access to technology and services by providing universal Wi-Fi throughout the project site. The proposed project would also implement sustainable practices, including energy- and water-efficiency features, consistent with the policies and goals of the 2020-2045 RTP/SCS.

Based on policy consistency analysis provided in Table 4.8-2 through Table 4.8-5, the proposed project would not conflict with applicable regional and local plans, goals, objectives, and policies that govern development of the project site and that are adopted for the purpose of avoiding or mitigating an environmental effect. Therefore, the proposed project would not cause a significant environmental



impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect, and project impacts would be less than significant.

### **Mitigation Measures**

Because impacts would be less than significant, mitigation is not required.

### **Significance After Mitigation**

Project impacts would be less than significant without mitigation.

## **4.8.4 Cumulative Impacts**

### **a. Division of a Community**

As discussed in Section 3.4, *Cumulative Development*, there are 12 projects considered in the cumulative impact analysis. The 12 cumulative projects consist of infill development, including apartments, retail, office, and hotel uses, as well as mixed uses, within urbanized areas of San Pedro containing similar existing uses. Similar to the proposed project, these infill cumulative projects would not include features that would divide the San Pedro community, such as new major roadways, railways, or incompatible uses, nor would the cumulative projects result in radically different land use patterns than what currently exists. Therefore, cumulative projects would result in a less than significant cumulative impact to the continued functioning of and access to the physical linkages throughout surrounding land uses in the community.

### **b. Land Use Plan Consistency**

Impacts with respect to conflicts with land use plans are generally project- and site-specific. Similar to the proposed project, the cumulative projects would be required to comply with relevant land use policies and regulations and would be subject to CEQA review. As discussed above in Section 4.8.3, *Impact Analysis*, the proposed project would not conflict with the overall intent of the applicable goals, objectives, and policies from the planning documents that regulate land use and development in the project area. As such, cumulative impacts related to plan inconsistency would be less than significant.

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