

## 3 Environmental Setting

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This section provides a general overview of the environmental setting for the proposed project. More detailed descriptions of the environmental setting for each environmental issue area can be found in each of the sections in Section 4, *Environmental Impact Analysis*.

### 3.1 Regional Setting

The project site consists of two locations in the community of San Pedro in the southwestern portion of the city of Los Angeles: the OSP Specific Plan Site and 327 Harbor Site. The approximately 20-acre OSP Specific Plan Site is located between Santa Cruz Street, Harbor Boulevard, 3rd Street, and Mesa Street, approximately 2.4 miles north of the Pacific Ocean. The approximately 0.6-acre 327 Harbor Site is located one block to the north of the OSP Specific Plan Site at 327 North Harbor Boulevard. The project site is located on the Palos Verdes Peninsula, approximately 0.5 mile southeast of the southern terminus of SR-110, on the west side of Harbor Boulevard. The project site is located in what is commonly known as the San Pedro community, which includes a number of neighborhoods, mostly comprised of single-family and lower-density multi-family residences originally established to house workers of the adjacent Port of Los Angeles and Port of Long Beach, including within the fishing and other marine-based industries. Commercial uses and marine-related industrial development also border the project site. Within the region, a number of other urbanized cities surround the city of Los Angeles, as shown in Figure 2-1 in Section 2, *Project Description*. The 478-square-mile city of Los Angeles is surrounded by the San Gabriel Mountains to the north; the Santa Susana Mountains, Santa Monica Mountains, and Pacific Ocean to the west and south; and the Verdugo Mountains, San Rafael Hills, and San Gabriel Valley to the east.

A grid system of generally east-west and north-south roadways, including arterials, collectors, and local streets, provide vehicular access throughout the project area. Major roadways in the San Pedro community include Harbor Boulevard, North Gaffey Street, Pacific Avenue, 1st Street, and 5th Street. The closest freeways to the project site are SR-110 and SR-47, which connect to I-710. SR-110 is located approximately 0.5 mile northwest of the project site, and SR-47 is located approximately 0.4 mile north of the project site.

### 3.2 Local Setting

The OSP Specific Plan Site is denoted by Assessor's Parcel Numbers (APN) 7449-018-900 through -902, 7449-017-900 through -902, 7455-027-929 through -931, and 7455-017-900. The 327 Harbor Site is identified by APNs 7449-014-013 and 7449-014-014. The OSP Specific Plan Site is currently occupied by Rancho San Pedro, a 478-unit public housing community with approximately 8,000 square feet (sf) of amenities, services, and administration within 60 buildings. Figure 2-3 in Section 2, *Project Description*, illustrates the existing development on the OSP Specific Plan Site. The 327 Harbor Site is a previously disturbed, currently vacant and undeveloped fenced site consisting of grasses, shrubs, and two palm trees. The project site lies within the Barton Hill neighborhood of the community of San Pedro. Barton Hill is characterized as a low-density residential area with mostly single-family houses. It is noted that numerous single-family residential properties in the neighborhood include a main home on the front portion of the lot and an accessory dwelling unit in the rear portion of the lot. Additionally, there are some bungalow courts, small-lot properties, and duplexes within the

neighborhood. The residential character of Barton Hill becomes denser with two- and three-story multi-family buildings around the project site. Other affordable housing developments to the immediate north and southwest of the project site include medium-density residential developments, with an increase in building scale towards Pacific Avenue to the west and Downtown San Pedro to the south. Immediately to the south between Rancho San Pedro and the Downtown Core of 6th and 7th Streets are a collection of civic and institutional buildings, including the City Harbor Department Administration Building, Port Police Headquarters, Port of Los Angeles Charter High School, and Port of Los Angeles Boys and Girls Club.

The Port of Los Angeles is immediately east of the project site. The Port of Los Angeles, combined with the adjacent Port of Long Beach, form the largest port complex in the nation, which accounts for nearly half of the country's imported shipping container volume. The waterfront along Harbor Boulevard is comprised of visitor-serving uses, including multiple museums, a cruise ship terminal, destination retail and restaurants, and marinas. All of these uses are served by expansive at-grade parking lots. Figure 2-2 in Section 2, *Project Description*, shows the project site and surrounding land uses.

### 3.3 Land Use Plans

The City of Los Angeles' adopted land use plans applicable to the project site include: City of Los Angeles General Plan and Framework Element; San Pedro Community Plan; Mobility Plan 2035; Plan for a Healthy Los Angeles; Los Angeles Municipal Code (LAMC); Pacific Corridors Redevelopment Plan; Citywide Urban Design Guidelines; and other City of Los Angeles environmental policies, ordinances, and plans such as the Los Angeles Green Building Code and Green New Deal (Sustainable City pLAN).

Regional plans that are applicable to the project site include: the Southern California Association of Governments' (SCAG) 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy, and the South Coast Air Quality Management District's 2022 Air Quality Management Plan.

### 3.4 Cumulative Development

CEQA Guidelines Section 15130(b) states that one of the following two elements is necessary to provide an adequate discussion of significant cumulative impacts:

- A list of past, present, and probable future projects producing related or cumulative impacts including, if necessary, those projects outside the control of the agency; or
- A summary of projections contained in an adopted local, regional or statewide plan, or related planning document, that describes or evaluates conditions contributing to the cumulative effect. Such plans may include: a general plan, regional transportation plan, or plans for the reduction of greenhouse gas emissions. A summary of projections may also be contained in an adopted or certified prior environmental document for such a plan. Such projections may be supplemented with additional information such as a regional modeling program. Any such document shall be referenced and made available to the public at a location specified by the lead agency.

Cumulative study areas are defined based on an analysis of the geographical scope relevant to each particular environmental issue. Therefore, the cumulative study area for each individual environmental impact issue may vary. For example, a cumulative noise impact during construction may only affect the vicinity of the project site, while a cumulative air quality impact may affect the entire South Coast Air Basin. The specific boundaries and the projected growth within those

boundaries for the cumulative study area of each environmental issue are identified in the applicable environmental issue section in Section 4, *Environmental Impact Analysis*, of this Draft EIR/EIS.

Currently planned and pending projects within a 0.5-mile radius of the project site are listed in Table 3-1 and shown on Figure 3-1. In particular, the 111 North Harbor Boulevard Project (Cumulative Project No. 5), 319-345 Beacon Street and 117 O'Farrell Street Project (Cumulative Project No. 11), and 511 South Harbor Boulevard Project (Cumulative Project No. 4) are either located in close proximity or along the same major arterial as the project site and construction schedules may overlap. The cumulative projects listed in Table 3-1 are considered in the cumulative impact analyses in Section 4, *Environmental Impact Analysis*. The 12 cumulative projects in Table 3-1 include adaptive reuse of an existing building and construction of new mixed-use, hotel, restaurant, and residential developments. In total, cumulative projects in the project vicinity would add 1,508 residential units to the area, as well as an 80-room hotel and a variety of new commercial opportunities.

**Table 3-1 Cumulative Projects List**

Project No. <sup>1</sup>	Project Location <sup>2</sup>	Land Use <sup>2</sup>	Description <sup>2</sup>
1	921 South Beacon Street	Mixed Use	100 assisted living residential units and 14,717 sf of commercial space. Adaptive reuse of existing building
2	544 South Pacific Avenue	Hotel	80-room hotel
3	444 West 5th Street	Mixed Use	106 apartment units and 2,000 sf of commercial
4	511 South Harbor Boulevard	Mixed Use	137 apartment units, 394 sf of retail space, and 2,129 sf of restaurant space
5	111 North Harbor Boulevard	Mixed Use	120 apartment units and 4,166 sf of retail space
6	505 South Centre Street	Mixed Use	300 apartment units, 13,038 sf of retail space, and 12,441 sf of restaurant space
7	222 West 6th Street	Mixed Use	Removal of 262,679 sf of office space, and construction of 228 apartment units and 15,000 sf of retail space
8	420 West 9th Street	Apartments	56 apartment units
9	457 West 7th Street	Restaurant	3,812 sf of restaurant space
10	625 South Beacon Street	Mixed Use	281 apartment units and 2,316 sf of restaurant space
11	319-345 Beacon Street and 117 O'Farrell Street	Apartments	89 apartment units
12	456-462 West 9th Street and 457-473 West 8th Street	Apartments	91 apartment units

sf = square feet

<sup>1</sup> See Figure 3-1 for the locations of the cumulative projects.

<sup>2</sup> Cumulative project details were sourced from the Transportation Assessment prepared for the project by Fehr & Peers in 2023 (see Appendix I of this EIR/EIS). One project identified in the Transportation Assessment located at 550 South Palos Verdes Street has already been completed and has been removed from the cumulative projects list considered in this EIR/EIS. In addition, projects identified in the Transportation Assessment located at 550 South Palos Verdes Street and 515 North Beacon Street were completed in 2020 and have been removed from the cumulative projects list considered in this EIR/EIS.

**Figure 3-1 Current and Planned Projects within 0.5 Mile of the Project Site**



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