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March 20, 2025

Los Angeles City Council
c/o Office of the City Clerk
City Hall, Room 395
Los Angeles, California 90012

Attention: PLUM Committee

Dear Honorable Members:

MODIFICATIONS AND CORRECTIONS FOR THE ONE SAN PEDRO PROJECT; CASE NO. CPC-2023-372-GPAJ-VZCJ-HD-SP-CPIOA-HCA, CF NO. 25-0150

On December 12, 2024, the City Planning Commission approved and recommended that the City Council approve the One San Pedro Project (Project), which would establish the One San Pedro Specific Plan (Specific Plan) to allow for the phased redevelopment of the existing Rancho San Pedro public housing development, which occupies nine city blocks encompassing approximately 19.5 acres (Project Site). The Specific Plan would establish standards to regulate land use, development, and design and would permit a maximum of 1,553 dwelling units, including restricted affordable units, and 130,000 square feet of commercial space. The Project would also incorporate approximately 5.3 acres of publicly accessible open space and provide circulation and public right-of-way improvements.

The Department of City Planning (Planning) has continued to refine technical details in the draft Specific Plan with the Applicant, the Housing Authority of the City of Los Angeles (HACLA). The following revisions to the draft Specific Plan are proposed, as follows, with deletions shown in ~~strike through~~ and additions shown in **bold underline**:

Section 3. Relationship to Code

Clarifying language is proposed to be added to note that the project would be subject to the Chapter 1A zoning provisions of the Los Angeles Municipal Code (Code), as they exist today.

Section 3.B. Reconciling Provisions. This Specific Plan is subject to the regulations of Chapter 1A of the Code (**in effect at the time of final adoption of this Specific Plan**). Where the regulations of Chapter 1A of the Code conflict with the regulations of Chapter

1 of the Code, the regulations in Chapter 1A shall apply, except as otherwise specified in this Specific Plan. [...]

Section 8. Development Standards

The Specific Plan has been developed to be consistent with Chapter 1A of the Code. Section 8.2 B of the Specific Plan regulates the allowable number of driveways per building. However, Chapter 1A of the Code does not regulate number of driveways in this manner, but rather limits the number of access lanes per street frontage. Therefore, it is recommended to remove this text to provide greater design flexibility for the Project and ensure that the Specific Plan remains consistent with the Code and to renumber the section accordingly. In addition, the Applicant requested that the number of permissible access lanes be increased from four to six for lots greater than 200 feet in width to reflect the unique layout and ownership structure of the Project Site. As HACLA may retain ownership of an entire city block as one lot, more access lanes may be required on such a lot.

TABLE 8.1: DEVELOPMENT STANDARDS DISTRICTS

[...]

*Automobile Access Package	
*Access Location	
Boulevard or Avenue:	Allowed
Collector or Local:	Allowed
Number of Access Lanes	
Boulevard or Avenue	
Lot Width ≤ 200 ft:	2
Lot Width > 200 ft:	6 4
Collector or Local	
Lot Width ≤ 200 ft:	2
Lot Width > 200 ft:	6 4
Alley:	Unlimited

[...]

Section 8.2. Exceptions

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

[...]

B. Number of Access Lanes. ~~Projects located within this Specific Plan are permitted a maximum of one single driveway for both ingress and egress per building to serve resident parking and service areas. One additional driveway is permitted if necessary to serve different users within a development containing another use in addition to residential uses.~~

[...]

Section 9. Use

Section 9.1 of the Specific Plan prescribes various supplemental standards for Joint Living & Work Quarters and Live/Work uses, such as minimum dimensions and work space area requirements. The draft language was developed based on a draft version of the Chapter 1A Zoning Code, which was subsequently modified prior to final adoption of the Chapter 1A Zoning Code ordinance. These standards should be updated based on the final version of Code definitions and general rules for these uses and standards for Designated Work Spaces. In addition, the ground floor height standards conflict with the regulations in the Specific Plan's Frontage District (Section 7 of the Specific Plan), which also regulates minimum ground floor height. Therefore, Planning recommends that the supplemental standards for Joint Living & Work Quarters and Live/Work uses in Sections 9.1(3) and (4) be revised to align with the Code, with an added standard that ground floor heights match those prescribed in Section 7 of the Specific Plan.

TABLE 9.1: USES BY SUBAREA

USE	WATER-FRONT	NEIGHBORHOOD CORE	NEIGHBORHOOD GENERAL	OPEN SPACE
RESIDENTIAL				
Dwelling	P	P	P	X
Household Business:				
Family Child Care	X	X	P*	X
Home Occupation	P*	P*	P*	X
Home Sharing	X	X	X	X
Joint Living & Work Quarters	P*	P*	P*	X
Live/Work	P*	P*	P*	<u>X</u> P*
[...]				

Section 9.1 Use Districts

[...]

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

[...]

3. Joint Living & Work Quarters. ~~A minimum of 20 percent of the total unit area shall be designated as work space.~~ **Designated Work Space shall be required. Designated Work Space shall be subject to the minimum ground floor height requirements in Table 7.2 of this Specific Plan in lieu of the requirements in Section 5C.1.11 of the Code.**
4. Live/Work. ~~Dimensions of designated work space shall be a minimum depth of 20 feet, a minimum width (frontage) of 15 feet, and a minimum height of 14 feet. Designated work space shall be located on the ground floor.~~ **Designated Work Space shall be required. Designated Work Space shall be subject to the minimum ground floor**

height requirements in Table 7.2 of this Specific Plan in lieu of the requirements in Section 5C.1.11 of the Code.

Section 11. Affordable Housing

Section 11 of the Specific Plan requires that replacement of existing restricted affordable housing units be provided on-site. However, the Project involves an initial development phase at 327 North Harbor Boulevard (which is not part of the Specific Plan and is therefore considered “off-site”) to accommodate the phased relocation of existing tenants on the Project Site (within the Specific Plan area). Accordingly, Planning recommends that the term “on-site” be removed from this Section to properly account for the Project’s development phases.

- D. Prior to the issuance of an applicable permit for development of a Project, the Applicant shall provide evidence that existing units shall be, or have already been, replaced ~~on-site~~ to satisfy the Project’s “No Net Loss” requirements. For any Project that results in the development of more units than are demolished, the additional or excess units can be used (e.g. “banked”) to satisfy the “No Net Loss” requirements of subsequent Projects so long as the banked units are eligible to replace any subsequently demolished units.

Section 13.3. Parking Structure Design Standards

Section 13.3 of the Specific Plan prescribes design standards and shielding techniques for aboveground parking structures. However, while these standards were included to be consistent with the draft version of the Chapter 1A Zoning Code for Screened Parking the provisions in Sections 13.3 A and 13.3 B(2) were not carried over to the final adopted version of the Code. Therefore, Planning recommends that these provisions be removed to ensure consistency with the Code and renumbered accordingly.

Section 13.3. Parking Structure Design Standards

- A. Ventilation.** ~~All exhaust vents in parking garages shall be located a minimum of 25 feet away from residential windows, doors, and sidewalks or pedestrian paths.~~
- B. Parking Screening.** Where it is not possible or desirable to wrap the parking with active uses, the parking shall not be expressed as a separate element but, instead, concealed with visually opaque materials or treatments, as follows:
1. Screening methods shall achieve a minimum 60 percent opacity for any individual tier of parking measured in elevation projection.
 - ~~2. Upper story parking screening, when projected from an angle of elevation of 45 degrees, shall not have a lower opacity than when measured in elevation projection.~~

[...]

Appendix A: Environmental Standards

Additional clarifications and corrections have been made to the Environmental Standards in Appendix A of the Specific Plan to better clarify mitigation monitoring timing, frequency, and responsibilities (attached).

In light of the above, a revised draft Specific Plan dated March 2025 and Appendix A of the Specific Plan documenting these technical modifications has been submitted to the Council File (25-0150). These changes do not affect any other aspect of the case or the entitlement requests before the City Council.

CONCLUSION

Planning recommends that the referenced corrections be incorporated in the final decision.

Sincerely,

VINCENT P. BERTONI, AICP
Director of Planning



More Song
City Planner

VPB:MZ:MN:MS

Enclosures:

Draft Specific Plan, dated March 2025
Draft Specific Plan Appendix A: Environmental Standards), dated March 2025