

FINDINGS

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

General Plan Charter Findings

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

1. General Plan Land Use Designation

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

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

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

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

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

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

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

Framework Element

The Framework Element for the General Plan (Framework Element) was adopted by the City of Los Angeles in December 1996 and re-adopted in August 2001. The Framework Element provides guidance regarding policy issues for the entire City of Los Angeles, including the Project Site. The Framework Element also sets forth a Citywide comprehensive long-range growth strategy and defines Citywide policies regarding such issues as land use, housing, urban form, neighborhood design, open space, economic development, transportation, infrastructure, and public services. Below is an analysis of the Project's consistency with the objectives and policies of the Framework Element.

Chapter 3: Land Use

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Chapter 4: Housing

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

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

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

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

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

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

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

Chapter 5: Urban Form and Neighborhood Design

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

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

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

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

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

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

Chapter 6: Open Space and Conservation

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

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

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

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

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

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

Chapter 7: Economic Development

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

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

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

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

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

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

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

Mobility Plan 2035

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

Chapter 2: World Class Infrastructure

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

Chapter 3: Access for All Angelenos

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

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

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

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

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

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

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

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

Health and Wellness Element

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

Chapter 2: A City Built for Health

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

Chapter 5: An Environment Where Life Thrives

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

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

Air Quality Element

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

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

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

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

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

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

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

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

2021-2029 Housing Element

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Land Use Element

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

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

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

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

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

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

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

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

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

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

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

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

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

San Pedro CPIO

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

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

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

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

Pacific Corridor Redevelopment Plan

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

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

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

Section 503: Permitted Land Uses

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

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

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

Section 507: New Construction and Rehabilitation of Properties

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

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

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

Section 514: Parking and Loading Facilities

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

Section 520: Design Guidelines and Development Controls

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

3. **City Charter Finding Section 555.** The General Plan may be amended in its entirety, by subject elements or parts of subject elements, or by geographic areas, provided that the part or area involved has significant social, economic or physical identity.

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

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

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

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

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

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

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

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

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

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

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

Public Necessity

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

Convenience

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

General Welfare

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

Good Zoning Practice

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

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

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

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

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

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

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

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

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

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

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

CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) FINDINGS

Introduction

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

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

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

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

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

Responsible Agency's Previously Adopted CEQA Findings

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

No Supplemental or Subsequent Review is Required

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

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

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

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

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

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