
ONE SAN PEDRO SPECIFIC PLAN

Ordinance No. XXX,XXX
Effective Month Day, Year

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An ordinance establishing the One San Pedro Specific Plan (Specific Plan), pursuant to the provisions of Section 11.5.6 of the Los Angeles Municipal Code.

WHEREAS, [INSERT INFO ABOUT CITY INITIATION OF THE PLAN] and

WHEREAS, development in accordance with the One San Pedro Specific Plan will enhance the social, cultural, and economic goals of the City of Los Angeles (City), [INSERT SUMMARY OF GOALS/OBJECTIVES]; and

WHEREAS, XXXX.

NOW, THEREFORE, THE PEOPLE OF THE CITY OF LOS ANGELES DO ORDAIN AS FOLLOWS:

DRAFT

SECTION 1 INTENT OF THE PLAN

1.1 Establishment.

The City Council establishes the One San Pedro Specific Plan (Specific Plan or Plan) for the 20-acre Specific Plan Area which is generally bounded by Santa Cruz Street, Mesa Street, 3rd Street and Harbor Boulevard, with public right of ways and private properties within blocks and portions of blocks excluded as shown in Map 1-A: Specific Plan Area.

Map 1-A: Specific Plan Area



1.2 Subareas

To regulate the use of property as provided in this Specific Plan, the Specific Plan is divided into four [4] Subareas [Subareas]. The locations and boundaries of these Subareas are depicted on Map 1-B: Specific Plan Subareas. The Subarea boundaries are demarcated in Map 1-C: Subarea Boundaries.

Map 1-B: Specific Plan Subareas



SUBAREAS

-  **Neighborhood General**
-  **Neighborhood Core**
-  **Waterfront Core**
-  **Open Space**

Map 1-C: Subarea Boundaries (insert map...)

The following is a description of the intent of these Subareas, which are listed from least restrictive to most restrictive.

- A. Waterfront (OSP-W): The Waterfront District supports higher-intensity development, including the highest allowable building heights (up to 180 feet) allowed within the Specific Plan area, and integrates with the future development other properties zoned C2 along Harbor Boulevard. While providing opportunities for greater building height, there would also be additional considerations for building massing and sightlines for those developments taking advantage of increased allowable building envelope.
- B. Neighborhood Core (OSP-NC): The Neighborhood Core District is intended to support higher intensity residential than Neighborhood General and include mixed-use development, including building heights up to 90 feet, surrounding the Palos Verdes Linear Park.
- C. Neighborhood General (OSP-NG): The Neighborhood General District is primarily focused on residential development that is compatible with the Barton Hill neighborhood, including building heights between 20 and 60 feet.
- D. Open Space (OSP-OS): The Open Space District is distributed at strategic locations within the Specific Plan Area to support access to light and air, options for physical activity and amenities for all surrounding development.

SECTION 2 PURPOSE OF THE PLAN

The Specific Plan serves as the land use, zoning, and development standards document developed through an extensive community engagement process that included residents, local stakeholders, community partners, HACLA, other government

agencies, and the selected developers. The purposes and objectives of the Specific Plan are as follows:

- A. Provide zoning, development standards and controls, for the systematic and incremental implementation of the General Plan, including the San Pedro Community Plan which provides for the public need, convenience, and general welfare as the redevelopment of such area necessitates.
- B. Provide a comprehensive, consistent, and clear process that will permit redevelopment which facilitates the creation of a vibrant neighborhood where people can live, work, and play.
- C. Give certainty for government agencies, developers, stakeholders, and residents that the Specific Plan will be implemented in accordance with the officials and the community stakeholder's shared vision.
- D. Implement mitigation for potential environmental impacts identified through the California Environmental Quality Act (CEQA) and National Environmental Protection Act (NEPA).
- E. Establish general procedures to assure orderly redevelopment and appropriate capacity of public facilities for the intensity and design of development within the Specific Plan Area
- F. Encourage compatibility with the existing neighborhood and the contextually sensitive integration of new development into the community, fostering harmonious design and massing, and physical and programmatic connectivity.
- G. Plan for and facilitate the development of replacement affordable housing units, new affordable housing, and the development of new housing stock for current

and new residents within walking distance of Downtown San Pedro, and other local job and education centers, thereby reducing vehicle miles traveled and encouraging alternative modes of transportation in the greater San Pedro area.

- H. Provide continued and expanded redevelopment of the Specific Plan Area with a mix of uses addressing residential, community, and commercial needs, in conformance with the goals and objectives of regional and local plans and policies.
- I. Expand the economic base of the City, by providing additional employment opportunities and revenues within the City and greater Southern California region.
- J. Implement the City's Mobility Plan 2035, Bicycle Master Plan, and Complete Street Design Guide, within the Specific Plan Area, including adequate access, safety, and comfort to move people.
- K. Connect the Specific Plan Area to its surrounding community including Downtown San Pedro, the waterfront, and Barton Hill neighborhood, and the greater Los Angeles region through a safe, efficient, and accessible circulation network that embraces pedestrians, bicyclists, Micro-Mobility, and transit.
- L. Enhance the quality of life for residents living in and around the Specific Plan Area by reducing air, noise, visual, and light pollution emitted from motorized vehicles. Design streets and sidewalks so that pedestrians, bicyclists, transit riders, transit vehicles, trucks and automobile traffic can coexist safely.
- M. Design a low stress active transportation network that is safe and comfortable for users of all ages and abilities.

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- N. Guide future redevelopment and improvements to form a cohesive neighborhood that unifies the surrounding neighborhoods of Beacon Hill, Downtown San Pedro, and Waterfront with the Specific Plan by providing complimentary uses, building forms and architecture, harmonious landscapes, and people-centered open spaces and connectors.
 - O. Expand publicly accessible, high-quality open space and recreation opportunities in a park poor neighborhood within the City of Los Angeles.
 - P. Improve the mental and physical well-being of residents and visitors by providing a variety of active and passive public and community spaces.

SECTION 3 RELATIONSHIP TO THE LOS ANGELES MUNICIPAL CODE

3.1 Introduction

The regulations of this Specific Plan are in addition to those set forth in the planning and zoning provisions of the Los Angeles Municipal Code (LAMC), Chapter 1 as amended, and any other relevant ordinances, and do not convey any rights or privileges not otherwise granted under the provisions and procedures contained in the LAMC or other ordinances, except as specifically provided for in this Specific Plan.

Wherever this Specific Plan contains provisions which establish regulations, that are different from, more restrictive or more permissive, than what would be allowed pursuant to the provisions contained in the LAMC or other relevant codes or ordinances, this Specific Plan shall prevail and supersede the applicable provisions of the LAMC and those relevant ordinances.

3.2 Superseded LAMC Provisions.

Without limiting the foregoing, the regulations and procedures in this Specific Plan shall serve as a substitute ordinance for the following provisions of the LAMC as they currently exist and as they may be amended in the future; accordingly, unless otherwise

specifically set forth in this Specific Plan, approvals (including, without limitation, conditional use approvals) under the following sections are not required for development within the Specific Plan area:

Upon approval of the Specific Plan by the City Council, a vested right is granted to the project to proceed with its development in substantial compliance with the zoning, and development rules, regulations, ordinances and adopted policies of the City of Los Angeles in force as of _____, 2023. These rights shall not include exemption from subsequent changes in the Building and Safety and Fire regulations found necessary by the City Council to protect the public health and safety and which are applicable on a citywide basis, contained in Chapters V and IX of this Code and policies and standards relating to those chapters or from citywide programs enacted after the application is deemed complete to implement State or Federal mandates.

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

- A. Outdoor Dining: LAMC Section 12.14 A.1(b)(3).
- B. Conditional Use for Alcohol Beverages: LAMC Sections 12.21 A.10, 12.24 W.1, and 12.24 W.18.
- C. Telecommunications. LAMC Sections 12.21 A.20, 12.21 A.21, and 12.24 W.49
- D. Spaces Between Building – Passageways: LAMC 12.21 C.2 a & b:
- E. Transitional Height: LAMC Section 12.21.1 A.10.

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- F. Conditional Use for Major Development Projects: LAMC Section 12.24 U.14.
 - G. Conditional Use for Floor Area Ratio Averaging and Residential Density Transfer in Unified Developments: LAMC Section 12.24 W 19.
 - H. Farmer's market: LAMC Section 12.24 X.6 except for 12.24 X.6(d).
 - I. Zoning Administrator's Determination for Shared Parking: LAMC Section 12.24 X 20.
 - J. Mini-Shopping Centers and Commercial Corner Development and Conditional Use for Mini-Shopping Centers: LAMC Sections 12.24 A.23 and 12.24 W.27.
 - K. Citywide Transportation Demand Management: LAMC Section 5: Section 12.26.
 - L. Park and Recreation Site Acquisition & Development Provisions: LAMC Sections 12.33, 17.58, and 17.12.
 - M. Site Plan Review: LAMC Section 16.05.
 - N. Affordable Housing Linkage Fee: LAMC Sections 19.18 and 16.02.
 - O. Pacific Corridors Redevelopment Project Area (RPA), Ordinance 174,549: the rules and regulations of the RPA, and approvals required by the RPA shall not be required for Projects within the Specific Plan Area.

SECTION 4 DEFINITIONS

Whenever the following terms are used in this Specific Plan, they shall be construed as defined in this Section. Words and phrases not defined in this Specific Plan shall have the same meaning and effect as defined in the LAMC.

Architectural Features. Aesthetic elements of a building designed pursuant to the overall style of architecture that are not habitable or otherwise counted as floor area.

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

Bike Share Station. Racks or docking area where bicycles are made available for shared use to individuals on a short-term basis for a price or free.

Car Share Station. Designated parking stalls where cars are made available for shared uses to individuals on a short-term basis for a price or free.

Commercial Retail Uses. Any commercial use not defined as a Neighborhood Serving Use. Retail sales, goods, commercial services encompassing an area over 3,000 SF in size, serving a broader market area including grocery store, drug store, pharmacy, and shops and restaurants, and other similar services and uses as determined by the Director.

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

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

Frontages. The length of the side(s) of a Project Site adjacent to streets and spaces within the Specific Plan Area, where a building is to locate appropriate access points and uses on the ground floor relative to the level and type of activity within the public

realm. Primary, Secondary, and Tertiary Frontages are identified and described in Section 7.2 Building Form and Setting

Furniture Zone. The actively programmed sidewalk area immediately abutting the property line or within the street-facing setback area is typically referred to as the Furniture Zone. This area can accommodate outdoor dining, displays, waiting areas, patios, and porches in addition to other related uses. The width of the Furniture Zone will vary throughout the Specific Plan Area depending on the overall width of the sidewalk area.

Habitable space. Enclosed building area that supports primary land-uses, including commercial, community, public, residential, and hospitality. This does not include storage, mechanical, service, or refuse space.

Micro-Mobility. Transportation modes that offer an alternative from private automotive transportation that have internal power generation, including scooters, and electric-assist bikes.

Neighborhood Serving Uses. Uses serving local residents on a regular basis including retail sale, goods, food, commercial services, as well as community amenities and social services encompassing an area of less than 3,000 SF in size. Neighborhood Serving commercial uses include Art supplies; Athletic/sporting goods; Bakery; Books or cards; Bicycle sales and repairs; Cafes; Clothing stores, Computer sales and repair; Dry cleaner; Financial services; Florist; Food Store; Hardware; Household goods and small appliances; Laundry or self-service Laundromat; Newsstand; Optician; Photographer, Restaurants; Shoe repair; Tailor; and Other similar services and uses as determined by the Planning Director or their designee. Neighborhood Serving community uses include Art Gallery and Studios; Afterschool Programs; Business Incubators; Classrooms; Clinics; Community Centers; Government Services; Nonprofit Offices; Property Management; Social Services; Workforce Development; Youth Development and Other similar services and uses as may be determined by the Director.

Parkway Zone. The public sidewalk area between the curb and pedestrian zone where street trees, infrastructure, streetlights, and public furniture may be located clear of the pedestrian path of travel.

Paseo. A pedestrian walkway that is primarily open to the sky but may also be covered (refer to Section 4.5.1 for requirements), and provides pedestrian passage between structures, and that is distinguished by ground surface treatments that provide for pedestrian safety and ease of movement.

Pedestrian Zone. The public sidewalk area that is clear of obstructions for the pedestrian path of travel.

Pedestrian Street Lights. Lighting that provides ornamentation to supplement the required illumination level. Pedestrian streetlights contribute to the pedestrian scale of the area by adding a soft flow of light on the sidewalk, and by enhancing pedestrian safety.

Phases. The geographic division of land within the Specific Plan Area as depicted on Map 4-A: Phases for purposes of phasing the redevelopment. Phases are intended to guide the successive timing of development and are not to be confused with Subareas that describe the type of development allowed.

Map 4-A: Phases



- Phase 1**
- Phase 2**
- Phase 3**

Project. The construction, erection, addition to or structural alteration of any building or structure, use of building or land or change of use of a building or land, or Density Reallocation Program on a lot located in whole or in part within the Specific Plan Area which requires the issuance of a grading permit, foundation permit, building permit, or use of land permit.

However, a Project shall not include any of the following:

- A. Interior remodeling of any building.
- B. Exterior remodeling of any building unless the aggregate value of the work, in any one 24-month period, is greater than 50 percent of the replacement value of the building or structure before the alteration or addition, as determined by the Department of Building and Safety.
- C. Landscape, open space and streetscape improvements and the relocation thereof, so long as such improvements and location are in substantial conformance with this Specific Plan.
- D. Demolition, in substantial conformance with the Mitigation Monitoring Program.
- E. Notwithstanding Section 12.23.A.4 of the LAMC, the rehabilitation or reconstruction of a conforming or nonconforming building, structure or improvement which was damaged or destroyed by fire, flood, wind, earthquake or other natural or man-made disaster provided that the new building, structure or improvement shall have substantially the same purpose and capacity as the original Building, structure or improvements and shall otherwise comply with the requirements of this Specific Plan.
- F. Maintenance and repairs.

Publicly Accessible Open Space (PAOS). Active or passive open space that is accessible to the public from dawn to dusk, 7 days a week. Examples of such space shall include, but not be limited to, park space, plazas, landscaped setbacks connected to other open spaces, outdoor dining areas, walkways, bicycle ways and parkways associated with public or private streets.

Restricted Affordable Unit. A residential unit for which rental or mortgage amounts are restricted to be affordable to and occupied by Extremely Low, Very Low or Low-Income households, as determined by United States Department of Housing and Urban Development.

Safe Routes to School (SRTS). Is an approach that promotes walking and bicycling to school through infrastructure improvements, enforcement, tools, safety education, and incentives to encourage walking and bicycling to school.

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

Streetscape. Designed elements within the public right-of-way that establish a unique character, including street trees and landscaping, sidewalk paving, street furniture, street lighting, bus zone amenities, pedestrian crossings, curb extensions, parking lane planters, raised landscaped medians, bioswales, seating and benches, and trash receptacles.

Streetwall. The vertical face of one or more buildings that is closest to and parallel to the public right-of-way.

Supportive Service Uses. Services that are provided on a voluntary basis to Project residents including, but not limited to, subsidized intensive case management, medical and mental health care, substance abuse treatment, health services, employment services, benefits advocacy, and other services or service referrals necessary to obtain and maintain housing.

Transit Hub. A facility that supports utilization of transit by providing multimodal transportation connections around transit stations to maximize access for transit riders. Such facilities may include bicycle share stations, secure bicycle parking, and carshare spaces, and may also include a kiosk with real-time travel information and an integrated transit purchase interface, bus stops and layover zones, enhanced bus shelters with real-time arrival information, taxi or rideshare waiting/call areas, Wi-Fi service, repair facilities, retail, public restrooms, and open space.

SECTION 5. PROCEDURES

5.1 Applicability of LAMC Section 11.5.7.

The procedures for the granting of a Project Permit Compliance, modifications to a Project Permit Compliance, Project Permit Adjustments, Specific Plan Exceptions, Specific Plan Interpretations, and/or amendments to the requirements of this Plan are the same as those set forth in LAMC Section 11.5.7, except as specifically modified by Section 5 of this Specific Plan.

5.2 Decision and Appeal Authority.

Notwithstanding the provisions of LAMC Sections 11.5.7 B through F, in each case where the Director of Planning has the authority for initial review; hearing, appeal and/or approval of a request for Project Permit Compliance, modification to a Project Permit Compliance, Specific Plan Exceptions, Specific Plan Interpretations, or Specific Plan amendments, such authority shall be vested in the City Planning Commission as opposed to the Area Planning Commission.

5.3 Development Review Process.

Notwithstanding LAMC Section 11.5.7, the development review process set forth in this Specific Plan shall be applicable to and is required for all Projects in the Specific Plan Area. An application to exceed the development regulations in this Specific Plan shall be processed in accordance with the procedures for Project Permit Adjustments or for exceptions, amendments, or interpretations of this Specific Plan, as set forth in this Specific Plan and Sections 11.5.7.E, F, G, and H of the LAMC. Any activity that does not meet the definition of "Project" (as defined in Section 4: Definitions of this Specific Plan) can be reviewed as part of a building permit sign-off and shall not require an Administrative Clearance or discretionary review process as set forth in this Specific Plan. This Specific Plan's Development Review Process is divided into two categories: Administrative Clearance and Project Permit Compliance. No grading permit, foundation permit, or building permit shall be issued for a Project unless an Administrative

Clearance or Project Permit Compliance has been approved pursuant to the procedures set forth in this Section.

5.3.1 Administrative Clearance.

Administrative Clearance is ministerial in nature and is approved with a sign-off from the Director of Planning or their designee. In addition to the requirements in LAMC Section 11.5.7, the following shall apply:

- A. Director Approval. The Director shall grant an Administrative Clearance after reviewing the Project and finding that it follows all applicable provisions of the Specific Plan.
- B. Non-Appealable Ministerial Approval. The approval of an Administrative Clearance is not subject to appeal and is not discretionary for purposes of CEQA Guidelines Sections, 15060(c)(1) and 15268.
- C. Prior to any sign-off, in reviewing a Project, the Director shall consult with Appendix A (Mitigation Monitoring Program) and the Project shall demonstrate compliance with any mitigations and project design features which apply to the specific Project.

5.3.2 Project Permit Compliance.

A Project Permit Compliance is discretionary in nature and is reviewed in accordance with LAMC Section 11.5.7.

- A. Applicability. All Projects that are not subject to the Administrative Clearance process shall be subject to the Project Permit Compliance process set forth in LAMC Section 11.5.7. as set forth below in Section 5.3:

-
- a. A Project that uses the Density Reallocation Program [as defined in Section 6.2] of more than twenty percent (20%) from a Development Donor to a Development Recipient Phase.

B. Mitigation Measures. Prior to any Project Permit Compliance approval, the Director or their designee shall consult with Appendix A (Mitigation Monitoring Program) and shall impose any mitigations, which apply to the specific Project or, alternatively, if a Project prepares its own Project level environmental review, then the mitigations measures from that environmental analysis and review are applicable to that Project.

5.4 Right-of-Way and Streetscape

5.4.1 Street Standards

Projects within the Specific Plan with streetscape improvements shall comply with Section 9: Mobility and Street Standards for street and sidewalk dimension and streetscape requirements.

5.4.2 Streetscape Improvements

A. **Applicability of Streetscape.** When right-of-way improvements are required of any Project, pursuant to this Specific Plan, the improvements shall be consistent with Section 9: Mobility and Street Standards of this Specific Plan, unless the Bureau of Engineering (BOE) or the Bureau of Street Services (BSS) finds that consistency with the proposed streetscape improvement is not feasible or practical.

B. **Substantial Conformance.** Notwithstanding LAMC Section 12.37, the required widths of any public rights-of-way adjoining the Specific Plan area shall be provided in substantial conformance with the Street Standards set forth in Table 9-H and depicted on Map 9-G, which reflects the waiver of certain dedications

and improvements and the merger of certain excess right of way in conformance with the Mobility Plan.

- C. **Consistency Determination.** Consistency with the streetscape shall be determined by the Bureau of Engineering General Manager, or their designee.

5.5 Phasing

The phasing of development within the Specific Plan area as described in Map 4-A: Phases shall be included in any subsequent tract map approval to ensure adequate infrastructure for the future residents and the orderly development of the proposed Project.

SECTION 6. LAND USE AND DEVELOPMENT STANDARDS

6.1 Project Land Uses.

Table 6-A: Specific Plan Land Use Table identifies the maximum allowable dwelling units and FAR permitted in the Specific Plan Area.

- A. The maximum total permitted new dwelling units and floor area constructed within each Phase is outlined in Table 6-A, below.
- B. The maximum total permitted units and floor area constructed within the Specific Plan Area shall not exceed 1,553 dwelling units, 45,000 square feet Commercial Retail and 85,000 square feet Neighborhood Serving uses as outlined in Table 6-A, below. Deviation from the Phases is allowed in accordance with Table 6-A and Section 6.2 below.

Table 6-A: Specific Plan Land Use

Planning Area		Maximum Dwelling Units	Maximum Commercial Retail¹	Maximum Neighborhood Serving Uses¹
Phase 1		375 du	N/A	32,000 sf

Phase 2		600 du	25,000 sf	30,000 sf
Phase 3		578 du	20,000 sf	23,000 sf
Total		1,553 du	45,000 sf	85,000 sf

Notes

1. See Neighborhood Serving Uses and Commercial Retail Uses Definitions in Section 4 of this Specific Plan
2. Based on Post-Dedication, Vacation, and Lot Merging of Vesting Tentative Tract Map

6.2 Density Reallocation Program.

6.2.1 Purpose

The Density Reallocation Program is established to allow development flexibility by permitting the limited transfer of dwelling units and floor area allowed by this Specific Plan and Environmental Impact Report between Phases. This section outlines the process for a reallocation of floor area of up to 20 percent, of dwelling units of up to 20 percent, and for a reallocation of floor area and dwelling units of more than twenty percent between Phases.

6.2.2 Process:

- A. Reallocation of 20 percent or less: Reallocation from a Development Donor to a Development Recipient of up to 20 percent of the Recipient's Maximum Dwelling Unit or Maximum Commercial Retail or Neighborhood Use floor area shall be reviewed through an Administrative Clearance as set forth in Section 5.3.
- B. Reallocation of more than 20 percent: Reallocation from a Development Donor to a Development Recipient of more than 20 percent of the Development Recipient's Maximum Dwelling Unit or Maximum Commercial Retail or Neighborhood Use floor area shall be reviewed through a Project Permit Compliance as set forth in LAMC Section 11.5.7.

6.2.3 Limitations:

- A. All other applicable Specific Plan Regulations, including, but not limited to, Land Use, Zoning and Development Standards, shall apply to both Development Donor and Development Recipient.

- B. Under no circumstance shall this Specific Plan exceed 1,553 dwelling units, 45,000 square feet Commercial Uses or 85,000 square feet Neighborhood Serving uses.

6.2.4 Accounting of Units and Square Footage

To ensure compliance with these limitations, prior to the issuance of any building permits resulting in new dwelling units and floor area within the Specific Plan Area, the Planning Director or their designee shall verify and approve with a sign-off of the Appendix B: Specific Plan Program Tracking Sheet that the total dwelling units and floor area proposed does not exceed the limits the total and per phase program outlined in Table 6-A, including the deviations permitted by Section 6.2. After the effective date of the Specific Plan, the Planning Director or their designee shall always maintain an updated Summary Sheet, available for public review, reflecting the number of units and floor area built in each of the Planning Areas and for each use.

6.3 Zoning Applicability

All development standards and allowable uses shall conform to those applicable to the C2 zone, unless otherwise stated in this Specific Plan.

6.4 Permitted Uses

The Specific Plan Area has four (4) Subareas (“Subareas”), identified in Map 1-B: Specific Plan Subareas, three (3) of which allow for development of various scales and intensities, with the fourth being restricted to public open space and community facilities. The uses permitted herein shall supersede those uses permitted or conditionally permitted in the C2 Zone by Chapter 1 of the LAMC. Only those uses

permitted as permanent or temporary uses by this Specific Plan shall be allowed in the Specific Plan Area. If a specific use is not listed in the Specific Plan, the Director may, in their sole discretion, allow the use if the proposed use is consistent with the purpose and intent and the Specific Plan.

The uses set forth in Table 6-B: Permitted Uses are permitted in the Specific Plan Area.

Table 6-B: Permitted Uses

P - Permitted Use

N - Not Permitted

Uses	Waterfront Core	Neighborhood Core	Neighborhood General	Open Space
Accessory Uses	P	P	P	P
Art Studio, Art Gallery	P	P	P	P
Athletic Field	P	P	P	P
Auditorium - Maximum capacity of 3,000 seats	P	P	P	P
Automobile Parking	P	P	P	P
Bank, Credit Union, Savings & Loan	P	P	P	N
Bicycle Rental or Repair Shop	P	P	P	P
Barber Shop or Beauty Parlor	P	P	P	N
Bakery	P	P	P	N
Banquet Hall, Permanent Event Space	P	P	N	N
Bed and Breakfast Inn	P	P	N	N
Business Supportive Services	P	P	P	N
Café or Coffee Shop	P	P	P	N
Car Share Station	P	P	P	N
Catering Shop/Commercial Kitchen	P	P	N	N
Child Care Facility	P	P	P	P
Clothing Alterations or Tailor Shop	N	P	N	N
Community Center	P	P	P	P
Community Garden	P	P	P	P
Daycare or Preschool	P	P	P	P
Drug Store/Pharmacy	P	P	N	N

Dry Cleaner/Laundry Service (non-flammable cleaning fluid only)	N	P	N	N
Electric Car Charging Station	P	P	P	P
Emergency Shelter	N	P	N	N
Entertainment Filming or Production, temporary	P	P	N	P
Farmer's Market	P	P	P	P
Fitness/dance studio, pools, or gymnasium	P	P	P	P
Food Vending Cart, temporary	P	P	P	P
General Personal Services, Non-medical	P	P	P	N
Grocery store	P	P	N	N
Hardware, Building Material or Appliance Store	P	P	N	N
Hostel	P	N	N	N
Hotel	P	N	N	N
Ice Cream Parlor	P	P	P	N
Laboratory, Medical or Dental	P	P	N	N
Laundry Service - Personal	P	P	P	N
Laundromat*, self-service (same limitations as for Dry Cleaners, self-service).	N	P	P	N
Library	P	P	P	P
Manicure/Pedicure Parlor	N	P	P	N
MicroBrewery or MicroDistillery	P	N	N	N
Mini-mobility and Bicycle rental	P	P	P	P
Museum, Cultural or Art	P	P	P	P
Music School or Studio	P	P	N	N
Office Professional Services, Medical	P	P	P	N
Acupressurist's Office	N	N	P	N
Acupuncturist's Office	N	N	P	N
Dentist Office	P	P	P	N
Medical Office/Clinic	P	P	P	N
Optician	P	P	P	N
Office Professional Services, Non-medical	P	P	P	N
Advertising Office/Studio	P	P	P	N
Broker or Financial Services Office	P	P	P	N
Building Trades Office	P	P	P	N
Charitable or Nonprofit Organization	P	P	P	N
Engineering, Architect, or Interior Design	P	P	P	N
Insurance Agency	P	P	P	N

Photography	N	P	P	N
Real Estate Office	P	P	P	N
Outdoor Dining	P	P	P	N
Parcel or Postal Services	P	P	N	N
Park or Playground	P	P	P	P
Parking Garage	P	P	P	N
Pet Supplies and/or Grooming	P	P	N	N
Pet Daycare	P	P	N	N
Print/Photocopy Shop	P	P	P	N
Public Service Facilities	P	P	P	P
Quick-Serve with Dining	P	P	P	N
Repair Shop, No Auto Repair	N	P	P	N
Residential - Multi-family, Apartment House	P	P	P	N
Residential - Single-family, Detached	P	P	P	N
Residential - Single-family, Attached	P	P	P	N
Residential Care Facility	P	P	P	N
Residential Live/Work	P	P	P	N
Restaurant, Tea Room or Café	P	P	P	N
Restaurant w/Entertainment	P	N	N	N
Retail Shop/Sales	P	P	N	N
Appliance Sales	P	P	N	N
Art Supplies	P	P	P	N
Battery Store	P	P	N	N
Bicycle Sales, used or new	P	P	P	N
Book Store, used or new	P	P	P	N
Building Materials Store	P	P	P	N
Butcher Shop	P	P	P	N
Candy Store	P	P	P	N
Clothing Store, new and used	P	P	P	N
Commuter or Electronic Sales	P	P	P	N
Dry Goods Store	P	P	P	N
Fabric or Craft Store	P	P	P	N
Flower Shop	P	P	P	N
Furniture Store	P	P	P	N
Gardening or Plant Shop	P	P	P	N
Hardware Store	P	P	P	N
Jewelry Store, new	P	P	P	N

Music Store	P	P	P	N
Shoe Store	P	P	P	N
Sporting Goods Store	P	P	P	N
School	P	P	N	N
Swimming Pool and/or Spa/Hot Tub	P	P	P	P
Supportive Services	P	P	P	P
Temporary Uses	P	P	P	P
Trade, Technical or Occupational School	P	P	N	N
Transit Center	P	P	P	P
Tutoring Center or Special Instruction Space	N	P	P	N
University, College, or Business/Professional School	P	P	N	N
Veterinarian Clinic/Office	P	P	N	N
Wine Bar	P	P	N	N

6.5 Floor Area Ratio and Density.

The floor area and density for the Specific Plan Area on a per Project site area basis delineated by Subareas as set forth in Table 6-C: Base Development Standards. Residential unit density and floor area ratio are based on pre-dedicated site area, even if a subdivision is required.

The floor area permitted in the Specific Plan Area shall not exceed 85,000 sf of Neighborhood Serving Uses and 45,000 sf of Commercial Retail Uses. The maximum number of dwelling units in the Specific Plan Area shall not exceed 1,553.

6.5.1 Floor Area.

Floor Area is defined under LAMC Section 12.03.

Table 6-C: Development Standards

District	Density		Floor Area Ratio	Building Height	Maximum Lot Coverage
	20% or Less Restricted Affordable	Greater than 20% Restricted Affordable			
				Vertical	

Neighborhood General (NG)	1 per 400 sq. ft.	Unlimited	3.5:1	60-ft	90%
Neighborhood Core (NC)	1 per 400 sq. ft.	Unlimited	4.5:1	90-ft	90%
Waterfront (W)	1 per 400 sq. ft.	Unlimited	5.5:1	180-ft	90%
Open Space (OS)	N/A	N/A	0.5:1	30-ft	5%

6.6 Building Height.

The building height is set forth in Table 6-C: Development Standards. Building height is to be measured as per LAMC Section 12.03.

6.7 Open Space.

On-site open space requirements shall be governed by LAMC Section 12.21 G, except as specifically modified by this Section.

- A. **Common Open Space.** Recreation rooms and other interior resident amenity spaces of at least 600 square feet in area for a Project of 16 or more dwelling units, or at least 400 square feet in area for a Project of fewer than 16 dwelling units, may qualify as common open space, but shall not qualify for more than 25 percent of the total required usable open space.
- B. **Exterior Open Space.** Up to 25 percent of the Common Open Space area can be covered. Areas covered by shade structures, overhangs, and canopies will count toward Open Space area requirements at a 50% rate.
- C. **Private Open Space.** The minimum required private open space for each dwelling unit, including balconies, patios, and porches, including those that encroach into the setback, shall count toward required Open Space requirements.
- D. **Publicly Accessible Open Space.** The development of on-site or Public Accessible Open Space adjacent to the project site shall count toward Project's

Open Space requirements. To be counted the PAOS shall be completed before the Project certificate of occupancy.

E. Public Open Space.

Section 8. Public Open Space and Landscape Design Standards describes the location and general purposes of public open spaces and facilities to be developed as part of the Specific Plan, to serve the broader community. Section 11: Implementation describes the phasing of developing these public open spaces and facilities.

6.8 Parking and Loading Regulations.

The required number of automobile and bicycle parking and loading spaces for any Project shall be governed by the applicable provision of LAMC 12.21 except as set forth below.

6.8.1 Required Automobile Parking Spaces.

The ratio of automotive parking spaces required and allowed for each type of land use is set forth in Table 6-D: Parking Standards.

Table 6-D: Parking Standards

USE TYPE	Automobile Spaces
	Min.
Residential	Per Dwelling Unit
Multifamily Home	1.00
Permanent Supportive Home	0.25
Homeownership	1.5
Age-Restricted Senior	0
Special Needs/Supportive	0
Non-Residential	Per 1,000 square feet of Floor Area
Neighborhood Serving Uses	1
Commercial Retail	
Services/Institutional	2
Retail/Restaurant/Entertainment	2

Notes

-
- a) No visitor parking shall be required in the Specific Plan Area.
 - b) Projects containing less than 5,000 SF of non-residential FAR shall be exempt from automobile parking requirements.
 - c) Supportive Services considered an accessory use to the primary residential use shall be exempt from the automobile parking requirements but would be included in active floor design standards.

6.8.2 Alternative Parking Options.

- A. **Car Share.** A minimum of three percent (3%) of the required residential parking for a Project or 2 parking stalls, whichever is greater, shall be provided and marked for carshare vehicles. Unless all parking on a Project Site is shared, shared parking spaces shall be clearly and conspicuously delineated as such.
- B. **Parking Alternatives.** Specific Plan residential parking requirements shall comply with all State regulations as those may be updated from time to time. The Planning Director or their designee may permit reductions in the number or configuration of a Project's required parking through the Administrative Clearance Process utilizing Alternative Parking Options including but not limited to shared-parking, additional Car Share beyond required, and off-site parking.
- C. **Shared-Parking.** A Project is permitted to share off-street parking spaces between uses if the Director of Planning or their designee determines through the Administrative Clearance Process that a lower total number of provided parking spaces than would otherwise be required will be sufficient as demonstrated by a Shared Parking Study.
- D. **Locating Off-site Parking.** Required parking spaces for non-residential uses may be located off-site, inside or outside the Specific Plan Area not more than 1,500 feet distant therefrom; said distance to be measured horizontally along the streets between the two lots, except that where the parking area is located adjacent to an alley, public walk, paseos, or public access easement which is

easily usable for pedestrian travel between the parking area and the use it is to serve, the 750-foot distance may be measured along said alley, walk or easement.

F. Parking Surplus.

Vehicle Parking supply provided beyond those required within a Project can be credited to meeting parking demands of subsequent Projects.

6.9 AFFORDABLE HOUSING.

A. Resident relocation throughout construction of the Specific Plan shall be guided by the One San Pedro Relocation Plan, adopted by the Housing Authority of City of Los Angeles on **XX XX, 2023**.

SECTION 7. DESIGN STANDARDS

7.1 Applicability.

All Projects within the Specific Plan boundaries shall comply with the urban design standards in this section.

7.2 Building Form and Setting.

7.2.1 Building Placement

A. **Minimum and Maximum Setbacks.** Projects shall comply with the minimum and maximum setbacks in Table 7-A: Building Setbacks. The primary, secondary, and tertiary frontage locations are depicted in Map 7-B: Building Frontages.

Table 7-A: Building Setbacks

Frontage	Minimum	Maximum
Primary	0	3 feet

Secondary	3 feet	8 feet
Tertiary	8 feet	20 feet
Paseos	15 feet	N/A
Interior	5 feet	10 feet

Map 7-B: Building Frontages

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- Primary**
- Secondary**
- Tertiary**
- Paseo**
- No direct vehicle/service access**
- Abutting Non-OSP Parcel**

B. **Exceptions.** Notwithstanding the maximum setback set forth in Table 7-A: Building Setbacks, the maximum setbacks may be increased as follows:

-
- a. **Transit Facilities.** To provide sufficient areas where necessary public right-of-way is unavailable for enhanced transit facilities including shelters, enhanced seating and landscaping, and transit information installations.
 - b. **Publicly Accessible Open Space.** For the creation of publicly accessible open space adjacent to the sidewalk or paseo in coordination with the Specific Plan in Section 8: Public Open Space and Landscape Design Standards.
 - c. **Electrical Transformers.** To provide clear access for installation, maintenance, and removal of electricity infrastructure located within the Project Site in accordance with Department of Water and Power standards.
 - d. **Common Open Space.** For the creation of common area open space adjacent to the sidewalk or paseo.

C. Fences and Walls. Fences and walls within setbacks are prohibited, except for fences or walls enclosing outdoor dining areas, common open spaces, or private open spaces directly associated with a residential unit(s). The permitted fences and walls shall comply with the following standards:

- a. Fences and walls shall have a maximum height of 42 inches. Height shall be measured relative to the highest adjacent grade.
- b. Fences and walls shall be setback at least 18 inches from the adjacent public right-of-way sidewalk to accommodate planting. The area between the walkway and fence shall be planted with native, climate adaptive, or drought tolerant plants.
- c. Additional height above the allowed maximum 42 inches shall be permitted along tertiary frontages and interior setbacks of up to a height of 72 inches if

the wall portion that exceeds the height limit is at least 75-percent transparent.

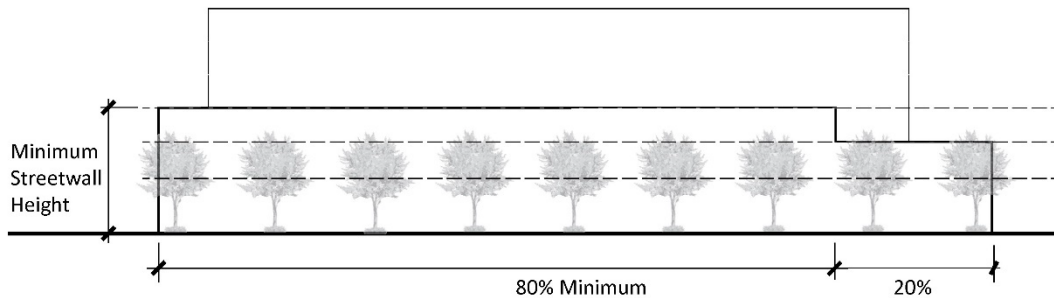
- d. Chain link fencing is not permitted for permanent installation.

7.2.2 Streetwall.

Building Frontages shall have a minimum Streetwall height of 2 stories or 20 feet in height, whichever is less for at least 80% of the length each side of the building facing Primary and Secondary Frontages.

- A. **Calculations.** Portions of the upper floor(s) that are stepped back more than 3 feet from the ground floor shall not be counted toward the minimum Streetwall requirement. See Figure 7-C: Streetwall

Figure 7-C: Streetwall



This figure is provided for illustrative purposes only and is not regulatory.

- B. **Exceptions.** The following exceptions to the streetwall requirements.

- a. Projects that include publicly accessible open space and/or stormwater retention/detention features between the building face and the property line shall be exempt from meeting the Streetwall percentage requirements along the building frontages that these elements are located.

-
- b. Projects within the OSP – Open Space District.

7.2.3 Massing and Building Coverage

- A. **Building Length.** Any horizontal above-grade dimension (width or depth) of a building shall not exceed 250 feet in length.

- B. **Building Articulation.** A building shall have a break in the horizontal and vertical planes approximately every 100 linear feet or less on all building sides.
 - a. A break shall consist of a change in plane that has a minimum depth of 2 feet and a minimum width of 3 feet.
 - b. Angled walls with over 10% from the adjacent wall plan can qualify.
 - c. Balconies and bay windows may be part of an articulation strategy.

- C. **Mid-Block Paseo.** A Paseo shall be provided through a Project Site in the following situations, and shall connect to another street, public open space, or Paseo:
 - a. For Project Sites longer than 250 feet.
 - b. Access to paseos can be secured from dusk until dawn.

7.3 Building Orientation

7.3.1 Pedestrian Entrances

- A. **Number and Location.** At least one pedestrian-oriented connection, including but not limited to lobbies, common area entrances, stairs to the adjacent

sidewalk shall be provided along each street-facing building side that is greater than 150 feet in length.

B. Street Orientation. The primary pedestrian entrance or storefront entrance for commercial tenants and residential uses with a Primary or Secondary Frontage shall be oriented toward and accessed from at least one of those frontages or adjacent corner.

C. Floor Elevation. The primary pedestrian entrance shall be at grade level or within a maximum of 30 inches above the adjacent finished grade and shall be visible from the public right-of-way, unless approved by the Director of Planning or their designee based on documented design challenges including but not limited to grade changes or other buildings. Primary pedestrian entrances below grade level are prohibited.

D. Ground Floor Lobby. Buildings containing multiple uses shall have a separate ground floor entrance to the Residential Uses. Residential and non-residential uses cannot share entrances. Pedestrian entrances to the Commercial Retail Uses and Neighborhood Serving Uses shall be directly accessible from a public street or paseo or adjacent corner, and open during the posted normal business hours.

7.3.2 Ground Floor Design. The ground floor of buildings shall comply with Table 7-E: Ground Floor Activity.

Table 7-D: Ground Floor Activity

Frontage	Street Transparency		Floor to Floor Height Minimum	Vehicle Access
	Min.	Max.		
Primary	60%	90%	14'	No
Secondary	40%	70%	12'	Yes
Tertiary	30%	50%	10'	Yes
Paseos	30%	50%	10'	No

7.4 Architectural Treatment

7.4.1 Windows and Doors

- A. **Materials.** Clear glass shall be used for storefronts (i.e., doors and glazing) and windows along all street-level facades containing commercial and non-residential uses. Tinting, translucent film, and other treatments required to meet Title 24 of the California Code of Regulations, or other similar energy efficiency standards or certifications shall be permissible.
- B. **Security Grilles, Gates, and Bars.** Exterior security grilles and permanently affixed security bars are prohibited. Interior security grilles are permitted for commercial and non-residential uses only, provided they are at least 75% transparent, are retractable, and are designed to be fully screened from view during business hours. Gates and grills shall not be closed during normal business hours.
- C. **Window Detail.** Windows and doors visible from the street shall be recessed at least 2 inches from the building facade; this recess shall not be accomplished by using applied moldings around the window or door. Flush finish window installations are permitted only when a glass curtain wall, spandrel glass, Fry Reglet or other similar design approach is used.

7.4.2 Materials

- A. **Material Diversity.** No single material or cladding shall encompass more than 75-percent of the building envelope. The primary building façade material shall be applied in combination with at least one other material on the facade, not including materials used in windows, doors, balconies, or railings.

-
- B. **Material Types.** Visible exterior surfaces of the proposed structure, fencing, recreational equipment, or outdoor art installations shall be constructed of materials such as, but not limited to, high-performance and/or non-reflective tinted glass (without mirror-like tints or films), pre-cast concrete, fabricated wall surfaces, composite materials, wood, coated metal, and stone to minimize glare and reflected heat.

7.5 Residential Open Space and Landscape Design

7.5.1 Common Open Space

- A. **Outdoor Space.** Exterior open spaces shall be open to the sky except for shade structures, overhangs, solar arrays, and canopies. Those elements shall provide a minimum ten-foot vertical clearance under any projection.
- B. **Accessible.** Common open spaces shall be accessible to all residents of the Project Site.
- C. **Fitness Equipment.** Projects with residential uses shall provide indoor or outdoor fitness equipment that serves residents within the Project Site or be located within 500 feet distance of publicly accessible equipment.
- D. **Playground.** Projects with residential uses, except those projects in which at least 80% of the dwelling units are restricted to residents 55 and older, shall provide a playground that serve residents within the Project Site or be located within 500' distance of a publicly accessible open space with a playground.

7.5.3 Private Open Space

- A. **Outdoor Space.** Private Open Space shall be open to the sky or provide a minimum eight-foot vertical clearance under any projection.

-
- B. **Dimensions.** Private outdoor spaces shall have a minimum dimension of 5 feet in one direction.

7.5.4 Landscape and Hardscape

- A. **Native and Drought-tolerant Plants.** Where Projects include new landscaping, at least 80 percent of the landscaped area shall be planted with native or drought tolerant species of trees, shrubs, and groundcover. If turf is installed, a water-conserving species appropriate for the climate in Los Angeles shall be selected.

7.6 Parking and Services

7.6.1 Vehicle Access

- A. **Driveway Location.** Driveways are permitted from all streets and alleys except those described in Table 7-E Ground Floor Activity.
- B. **Number of Driveways.** Projects are permitted a maximum of one single ingress and egress driveway 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.
- C. **Width of Driveways.** One-way driveways are limited to a maximum on-site drive aisle width of 12 feet and two-way driveways are limited to a maximum on-site drive aisle width of 20 feet unless a greater width is determined necessary by the Director of Planning or their designee in consultation with LADOT and LAFD for transit, refuse, or emergency vehicle access.
- D. **Driveway Distancing.** Projects located on the same block are encouraged to consolidate vehicle access to one shared driveway per block length, meeting the

maximum width provided above. If multiple driveways are necessary on the same block frontage or length, they shall be located no closer than 100 feet from the centerline of one another or the nearest alley.

- E. **Loading and Services.** Dedicated driveways for loading and service access to strictly residential buildings are prohibited; they shall be incorporated with vehicle access to parking facilities. Dedicated driveways for loading and service access to commercial uses may be provided but shall be integrated with vehicle parking access. Size for the loading stall and access shall follow LAMC 12.21-C.6.

7.6.2 Parking Design and Screening

- A. **All Parking Levels.** All structured parking shall contain solid spandrel panels at least 3.5 feet in height, installed at the ramps of the structure to minimize glare.
- B. **Garage Exhaust.** All exhaust vents in parking garages shall be directed away from Residential windows, doors and sidewalks or pedestrian path or be located a minimum of 25 feet away.
- C. **Ground Floor Screening.** Parking and loading areas shall be separated from Primary and Secondary Frontages with habitable floor area which has a minimum depth of 25 feet located between the parking area or loading area and any public right-of-way, except for access pathways and driveways. See Figure 7-F: Ground Floor Parking Liner. Alley-facing Frontages are exempt from this requirement.

Figure 7-E: Ground Floor Parking Liner [to be created]

D. **Upper Floor Screening.** All parking, loading, or vehicular circulation areas located at or above the ground floor shall be screened in any of the following ways:

- Lined with habitable floor area with a minimum depth of 25 feet. Incorporate flat floor levels along with future structural needs and potential floor-to-ceiling heights when designing and engineering parking garages.
- Screened with materials that are substantially similar in appearance and application to those used on habitable portions of the building. Open screening materials such as perforated metal, mesh, green/vegetated screens, or landscape trellis are allowed but solid materials are preferred.
- If a parking structure has a top deck, incorporate green roofs, solar panels, or open space amenities.

E. **Pedestrian Access.** Pedestrian access to parking areas such as stairs, elevators, and walkways shall be adjacent to streets, pedestrian paseos, and outdoor spaces to maximize visibility.

7.7 Utilities, Equipment, and Screening

A. **Exterior Location.** Locate utility meters, electrical battery storage, and refuse enclosures on Tertiary Frontages, accessed from service alleys, within parking garages, or side yards. Exemption: these can be located within the Secondary Frontage if the Project site does not have a Tertiary Frontage.

B. **Interior Location.** Locate mechanical and electrical equipment, fire suppression systems, trash enclosures, and other buildings systems in the parking garage, when possible, to limit visual, olfactory, and auditory impacts on building occupants and outdoor spaces.

C. **Screening.** Screen equipment, services, and utilities that are required to be located within the view of public realm, utilizing a combination of landscape, architecture, and barriers.

D. **Design.** Screening elements shall be designed as integral elements of the building design, using similar materials, colors, and landscape design.












SECTION 8. PUBLIC OPEN SPACE AND LANDSCAPE DESIGN STANDARDS

8.1 Public Open Space Regulation

Map 8-A: Public Open Space Plan

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-  **Public Park**
-  **Plaza**
-  **Youth Sports Field**
-    **Palos Verdes Linear Park**
-  **Harbor Plaza**
-   **Beacon Paseo**
-   **Paseo Plazas**

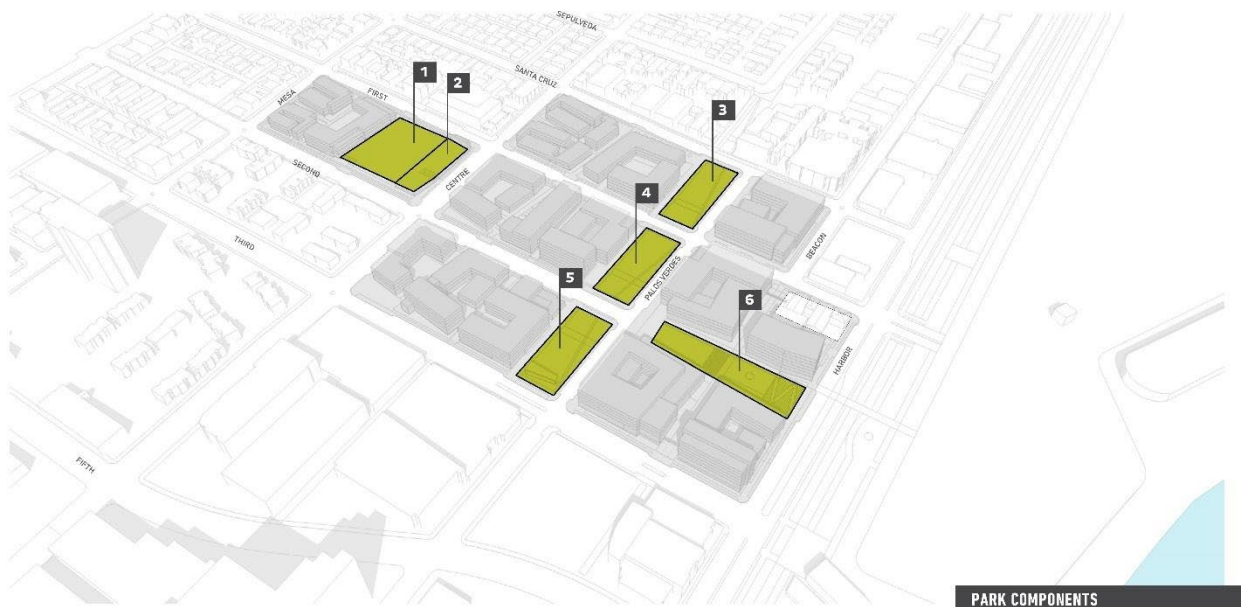
A. **Youth Sports Field.** A minimum of one Public Open Space shall be provided on the west side of the entire block of Centre Street between 1st and 2nd Streets,

measuring a minimum of 70,000 square feet. It shall be open to the public right-of-way on three sides, except where barriers are necessary for safety and ball-protection for sports activities. Portions of the space can be located on the roof of a building if it remains within 20' of the adjacent grade and ADA accessibility is provided from at least two locations.

- B. **Palos Verdes Linear Park North.** A Public Open Space shall be provided on the west side of the entire block of Palos Verdes Street between Santa Cruz and 1st Streets measuring a minimum of 30,000 square feet. It shall be open to the public right-of-way on three sides.
- C. **Palos Verdes Linear Park Central.** A Public Open Space shall be provided on the west side of the entire block of Palos Verdes Street between 1st and 2nd Streets measuring a minimum of 30,000 square feet. It shall be open to the public right-of-way on three sides.
- D. **Palos Verdes Linear Park South.** A Public Open Space shall be provided on the west side of the entire block of Palos Verdes Street between 1st and 2nd Streets measuring a minimum of 30,000 square feet. It shall be open to the public right-of-way on three sides.
- E. **Harbor Plaza.** A minimum 80-foot wide Public Plaza shall be provided within the pedestrianized 2nd Street right-of-way between Harbor Boulevard and Palos Verdes Street. The space shall measure a minimum of 40,000 square feet.
- F. **Beacon Promenade North.** A minimum 40-foot wide publicly accessible pedestrian Paseo shall be provided along the vacated Beacon Street right-of-way between 1st and 2nd Streets. The space shall measure a minimum of 10,000 square feet.

-
- G. **Beacon Promenade Central.** A minimum 40-foot wide publicly accessible pedestrian Paseo shall be provided along the vacated Beacon Street right-of-way between 2nd and 3rd Streets. The space shall measure a minimum of 10,000 square feet.
- H. **Paseo Plaza – North.** A publicly accessible Plaza shall be provided at the Southwest corner of the intersection of Palos Verdes and Santa Cruz Streets measuring a minimum of 5,000 square feet. The space is to be along Santa Cruz, Street connecting the terminus of the Centre Paseo to the intersection with the north extension of Palos Verdes Street.
- I. **Paseo Plaza – South.** A publicly accessible Plaza shall be provided at the Northeast corner of the intersection of Centre and 3rd Streets measuring a minimum of 5,000 square feet. The space is to be along 3rd Street, connecting the terminus of the Centre paseo to the intersection at Centre Street.
- J. **Accessible Times.** Required public open space need not be dedicated to the City as publicly owned property, however it shall be publicly accessible at least between dawn and dusk.
- K. **Approval.** City of Los Angeles Recreation and Park Department shall be consulted as part of the design and programming of each public open space element.

Map 8-B: Public Park Components



1. Centre Street Park
2. Centre Street Community Center
3. Palos Verdes Linear Park – North Block
4. Palos Verdes Linear Park – Center Block
5. Palos Verdes Linear Park – South Block
6. Harbor Plaza

8.2 Public Realm Design Standards

8.2.1 Parks and Publicly Accessible Open Space

- A. **Area.** Parks and Publicly Accessible Open Space (PAOS) shall be at least 2,000 square feet in area with no horizontal dimension less than 15 feet when measured perpendicularly from any point on each of the boundaries.
- B. **Fences or Walls.** Fences or walls enclosing portions of Publicly Accessible Open Space (PAOS) shall be a maximum height of 42 inches and at least 75-percent transparent.

8.2.2 Paseos

-
- A. **Area.** Paseos shall be between 20 and 40 feet wide. The paved portion of required Paseos shall be at least 12 feet wide.
 - B. **Covered.** Required Paseos shall be at least 75 percent open to the sky or covered with translucent material or shade structures. Alternatively, Paseos may be covered with a least a 25-foot height clearance. Not more than 25-percent of the area of the paseo may be covered with habitable space.

8.2.3 Furniture.

Benches or other seating shall be located within 50 feet intersecting sidewalks, Paseos, Parks and Publicly Accessible Open Spaces. Seating shall be durable and oriented towards the pedestrian path of travel so that people can access them at bus stops, within parks, and plazas, and at other locations where shade is provided by trees or structures.

8.3 Urban Forestry Standards

8.3.1 Tree Protection and Replacement

Existing trees shall be preserved, when possible, protected in place through the duration of construction, except as described in the Specific Plan. Replacement trees shall be planted within the Specific Plan Area.

- A. **On-site Significant Tree Replacement.** A significant tree includes any non-protected tree with a cumulative trunk diameter of 8 inches or more at 42 inches above the ground level at the base of the tree. The existing significant tree canopy shall be preserved, when possible, otherwise to be replaced at a one-to-one ratio.
- B. **Street Tree Replacement.** Street trees within the public right-of-way are to be replaced at a one-to-one ratio. Street trees provided beyond those required with

a Project can be credited towards meeting replacement street tree demands of subsequent Projects.

C. **Protected Tree Replacement.** Protected trees as referenced in LAMC 17.02 shall be replaced at a four-to-one ratio.

D. **Tree Protection.** Existing trees to remain shall be protected in place throughout the duration of construction.

8.3.2 Street Trees

Bureau of Street Services Urban Forestry Division will approve the location, caliper at planting, and radial distance at maturity of each tree, as well as the size of tree wells, and the material and porosity of the surface area under the tree, and tree species.

A. **Planting.** The Parkway Zone, defined in Section 9, shall be planted with a tree selected from the Street Tree Map 8-D: Suggested Street Tree Species or a species as otherwise approved by Bureau of Street Services, Urban Forestry Division, at the designated spacing for the selected tree based on the Bureau of Urban Forestry. Once a tree is selected and planted for a particular block that same tree species shall be planted for subsequent Projects that develop within the same block, on both sides of the same street.

B. **Tree Size.** All street trees shall be planted at a minimum size of 24-inch box or size subject for approvals by the Urban Forestry Division.

Map 8-C: Suggested Street Tree Species



STREET TREE LEGEND

		TRISTAINIA CONFERTA
		CASSIA LEPTOPHYLLA
		ULMUS PARVIFOLIA
		PLATANUS RACEMOSA
		LAGERSTROEMIA INDICA

SECTION 9. MOBILITY AND STREET STANDARDS

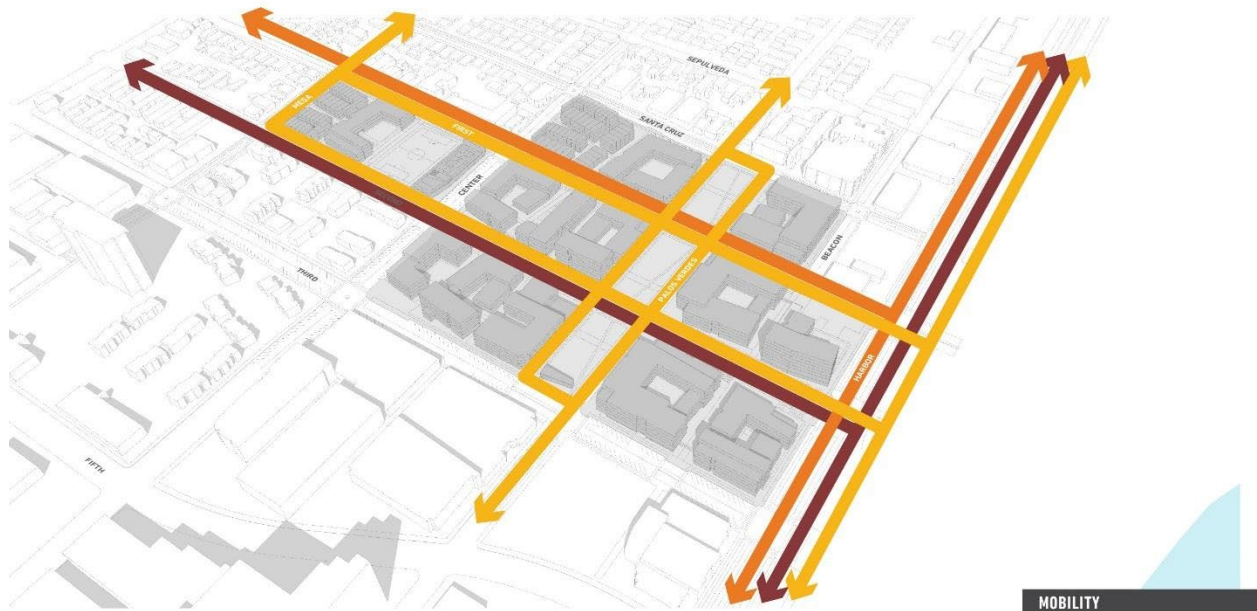
9.1 Overview

9.1.1 Connected Network

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

Most of the streets will largely retain a neighborhood street character, while incorporating enhancements to reduce conflicts, improve accessibility, and support physical and social activity within the public right-of-way. For some of the streets, the public right-of-way shall be reconfigured to better prioritize specific mobility options including transit, biking, and walking as shown in Exhibit 9-A: Mobility Overview. Traffic calming and management strategies will improve safety within the Specific Plan Area while facilitating movement for all pedestrians and vehicles. All proposed improvements shall be coordinated and approved by relevant agencies including but not limited to the Department of Transportation, Bureau of Engineering, Department of Public Works, Metro, and Fire Department.

Exhibit 9-A: Mobility Overview



- ▬ **Pedestrian Priority**
- ▬ **Bicycle Priority**
- ▬ **Transit Priority**

- **Transit Priority Streets.** South Harbor Boulevard and West 1st Street
- **Bicycle Priority Streets.** Harbor Boulevard and West Second Street
- **Pedestrian Priority Streets.** West 1st and 2nd Street Walking Loop, Palos Verdes Linear Park, Beacon Street Promenade, and Harbor Boulevard Promenade

9.1.2 Public Transit

With potential rerouting of local bus routes to be approved by Metro and LADOT the Specific Plan proposes to improve the segments of West 1st Street and South Harbor Blvd adjacent to the project as shown in Map 9-B: Public Transit to support transit operations and rider experience. South Harbor Boulevard’s surplus capacity accommodates transitioning the right-hand vehicle travel lanes to become bus-only lanes between the Vincent Thomas Bridge and San Pedro West Harbor. Curb extensions proposed at transit stops along 1st Street will allow the bus to remain in the travel lane while riders board and disembark, improving operational speed.

A Transit Hub is proposed along West 1st Street between Beacon and Palos Verdes Street establishing a high-quality experience for waiting bus riders. Bus stops with shade and seating shall be located adjacent to the community center on West 1st Street at South Centre Street, and at South Harbor Boulevard at West 3rd Street within the public right-of-way.

Map 9-B: Public Transit





9.1.3 Bicycles and Micro-Mobility

The Specific Plan shall create a multi-layered network for safe and comfortable cycling and Micro-Mobility through the development of dedicated bicycle facilities as depicted in Map 9-C: Bicycle Facilities. Regional backbone bicycle facilities along South Pacific Avenue and South Harbor Boulevard shall be connected by new bicycle facilities along West 2nd Street. The existing northbound bicycle lane along South Harbor Boulevard shall be transitioned into a two-way Class IV protected Cycletrack adjacent to the Harbor Promenade, limiting conflicts between bicycles, vehicles, and pedestrians.

A Class I off-street bicycle path shall be constructed along the Palos Verdes Linear Park to provide location north-south connections through the Specific Plan area. Surplus roadway width on West Santa Cruz Street, South Centre Street, and South Mesa Street shall be set aside to provide climbing Class II bike lanes going uphill and Class III sharrows for the downhill travel lane, while retaining the current traffic and parking lanes.

A variety of secure parking and sharing options for bicycles and Micro-Mobility vehicles shall be provided for residents, visitors, and workers as part of each Project and at strategic locations within the Specific Plan as depicted in Map 9-C. These shall include bicycle racks within the public right-of-way, internal bicycle parking for longer-term use, and secure bicycle and Micro-Mobility parking for residents and employees.

The Specific Plan Area shall include a Bike Hub where the 2nd Street and Harbor Boulevard bikeways intersect, providing secure bicycle parking, showers/lockers, rental, and repair. Bicycle and Micro-Mobility parking and Bike Share Stations are proposed throughout the Specific Plan Area, with smaller secondary Micro-Mobility Hubs formed at the intersection of major bicycle facilities along 2nd Street at Palos Verdes and Pacific Streets.

Map 9-C: Bicycle Facilities





9.1.4 Pedestrians

A Safe Routes to School (SRTS) network shall also be developed along the primary pedestrian streets, with the primary SRTS located along Mesa Street, 2nd Street, and Beacon Street Promenade [see Section 8 – Public Open Space and Landscape Design Standards for additional description] - connecting Barton Hill Elementary School to the Boys and Girls Club, as well as to the Youth Park and Palos Verdes Park along the way.

West 2nd Street between Harbor Boulevard and Palos Verdes Street, and South Beacon Street between 1st and 3rd Streets would be closed for vehicle traffic to create a pedestrian-only plaza and paseo. Consistent with Section 7, additional north-south paseos shall be provided through the blocks between Palos Verdes Linear Park and Centre Street, and between Centre and Mesa Streets to provide pedestrian connections within the residential development.

Map 9-D: Pedestrian Paths



9.1.5 Motor Vehicles

Reconfiguring the public right-of-way focuses on enhanced traffic safety while supporting a range of comfortable and accessible mobility options, as depicted in Map 9-E: Traffic Calming. The intersection of South Harbor Boulevard at West 3rd Street shall be signalized and have enhanced crosswalks installed to create safe, accessible pedestrian connections to the waterfront. Traffic calming enhancements shall be installed at intersections where appropriate - including curb extensions, raised medians, and mini-traffic circles. Improvements include:

A. Curb Extensions:

- Santa Cruz Street at Centre Paseo
- Santa Cruz Street at Palos Verdes Street
- 1st Street at Mesa Street
- 1st Street at Mesa Paseo
- 1st Street at Centre Street
- 1st Street at Centre Paseo
- 1st Street at Palos Verdes Street
- 1st Street at Beacon Street
- 2nd Street at Mesa Paseo
- 2nd Street at Centre Street
- 2nd Street at Centre Paseo
- 2nd Street at Palos Verdes Street
- 2nd Street at Harbor Boulevard
- 3rd Street at Centre Street
- 3rd Street at Centre Paseo
- 3rd Street at Palos Verdes Street
- 3rd Street at Beacon Street

B. Medians:

- Harbor Boulevard between 1st Street and 3rd Street (existing)
- 3rd Street adjacent to Palos Verdes Linear Park (proposed)

C. Mini-Traffic Circles:

- Santa Cruz Street at Centre Paseo
- Santa Cruz Street at Beacon Street
- 2nd Street at Mesa Street
- 2nd Street at Centre Street
- 3rd Street at Centre Street

Map 9-E: Traffic Calming



- Curb Extension**
- Median - Existing**
- Median - Proposed**
- Mini Traffic Circle**

9.2 Street Design Standards

9.2.1 Street Standards

-
- A. OSPSP Street Standards are based on Mobility Plan 2035 except as modified and further described in Map 9-G: Street Classifications and Table 9-H: Street Standards.

Map 9-F: Street Classifications





Table 9-G: Street Standards

			Proposed [dimensions are based on centerline]							
Street	Block Lengths	Current Street Type (1)	Street Type	Right of Way	Road Width (2)	Dedication/ Vacation (3)	W+N Easements	E+S Easements	W+N Sidewalks	E+S Sidewalks
Santa Cruz	Beacon to Palos Verdes	Local	Local	30'	20' [+2']	0	-	2'	-	12'
Santa Cruz	Palos Verdes to Centre	Local	Local	30'	20' [+2']	0	-	2'	-	12'
1st Street	Harbor to Beacon	Avenue II	Collector	33'	20'	-2'	0	0	13'	13'
1st Street	Beacon to Centre	Avenue II	Collector	33'	20'	-2'	0	0	13'	13'
1st Street	Centre to Mesa	Avenue II	Collector	33'	20'	-2'	0	0	13'	13'
2nd Street	Harbor to Palos Verdes	Local	Pedestrian	0	0	-35'	40'	40'		
2nd Street	Palos Verdes to Mesa	Local	Local	30'	25' [+7']	0	7'	7'	12'	12'
3rd Street	Harbor to Centre	Collector	Collector	40' [+7']	29' [+11']	0	4'	-	13'	-
Harbor Boulevard	1st to 3rd	Avenue I	Avenue I	65' [+15']	43' [+8']	0	3'	-	15'	-
Beacon Street	Santa Cruz to 1st	Local	Local	30'	20' [+2']	0	2'	-	12'	-

Beacon Street	1st to 3rd	Local	Pedestrian	0	0	-30'	20'	20'		
Palos Verdes Street	Santa Cruz to 3rd	Local	Local	30'	18'	0	2'	2'	12'	12'
Centre Street	Santa Cruz to 1st	Collector	Collector	33'	20'	+3'	-	3'	-	13'
Centre Street	1st to 2nd	Collector	Collector	33'	33' [+13']	+3'	13'	13'	13'	13'
Centre Street	2nd to 3rd	Collector	Collector	40' [+7']	33' [+13']	0	-	5'	-	13'
Mesa Street	1st to 2nd	Collector	Local	30'	20' [+2']	0	-	2'	-	12'

Noted:

1. Designations are per Mobility Plan 2035.
2. Numbers within brackets represent surplus width of roadway, right-of-way, or sidewalk areas as defined in Mobility Plan 2035.
3. Negative numbers represented vacated width. Positive numbers represent dedication.

9.2.2 Bicycles, Vehicles, and On-street Parking.

A. Traffic Lanes.

- a. Roadbeds shall be marked with the number of traffic lanes that coincide with the standard plans on Navigate LA.
- b. The right-hand traffic lanes of Harbor Boulevard between 22nd Street and Seaside Freeway shall be demarcated as “bus lane only” with associated signage and roadway markings.

B. Bikeways

- a. All Bicycle Priority Streets in the Specific Plan Area shall be improved to include facilities as described in the 2035 Mobility Element and adopted appendices – except as noted in the Specific Plan.
- b. The installation of new or improved bicycle facilities within the Specific Plan Area is to be coordinated with LADOT.

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- c. The existing northbound bicycle lane along South Harbor Boulevard shall be transitioned into a two-way Class IV protected Cycletrack adjacent to the Harbor Promenade.
 - d. A Class I off-street bicycle path shall be constructed along the Palos Verdes Linear Park between Santa Cruz and 3rd Streets.
 - e. Surplus roadway width on West Santa Cruz Street, South Centre Street, and South Mesa Street shall be set aside to provide climbing Class II bike lanes going uphill and Class III sharrows for the downhill travel lane.
 - f. Bicycle sharrow markings shall be installed on all streets within the Specific Plan Area that do not have Class II or Class IV facilities.

C. On-Street Parking

- a. Curbside on-street parking shall be provided in parallel and diagonal configurations as delineated in Map 9-I: On-Street Parking. Existing diagonal parking is located on the north side of 3rd Street from Beacon Street to Center Street, and on the east and west side of Center Street from 3rd Street to 2nd Street.

Map 9-H: On-Street Parking



 **Diagonal Street Parking**

 **Parallel Street Parking**

D. Landscaped Medians

Existing and proposed Landscape Medians as depicted in Map 9-E: Traffic Calming shall meet the following standards.

- a. Landscaped medians shall be planted with mature, drought-tolerant, shade canopy trees and low-maintenance, drought-tolerant ground cover and shrubs based on City of Los Angeles Complete Street Design Guidelines.
- b. The end of the medians shall extend through the crosswalk to provide an accessible, pedestrian area of refuge. A break in the medians shall be provided for ADA accessible path of travel.

- c. Approval for the design, plant selection, and irrigation plans for the landscaped median shall be obtained from the Department of Transportation and the Department of Public Works.

9.2.3 Roadway Realignment/Road Reconfiguration.

One San Pedro shall incorporate street improvements including additional on-street parking, bicycle facilities, and transit enhancements as depicted in the Specific Plan and per the City of Los Angeles standards. This will include widening and narrowing of portions of some streets, or closure of others. Streets shall be modified, where applicable, with a grind and overlay pavement replacement or treatment as specified by Bureau of Engineering. Locations of roadway realignments are provided in Map 9-J: Roadway Realignment

Map 9-I: Roadway Realignment



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-  **Road Closure**
 -  **Road Widening**
 -  **Road Narrowing**

9.3 Sidewalk Design Standards

9.3.1 Sidewalks

- A. Required minimum half right-of-way including half roadway and sidewalk widths for all streets in the Specific Plan Area are included in Table 9-H: Street Standards.
- B. Street furniture, trees, and similar amenities shall be located outside of the path of travel as depicted in Exhibit 9-K: Pedestrian Zones, in the dining or parkway zones.
- C. A minimum 6-foot-wide barrier-free continuous path of travel shall be provided in all Pedestrian Zones.
- D. An additional minimum 5-foot-wide barrier-free continuous path of travel shall be provided parallel to the sidewalk along the north side of 2nd Street, south side of 1st Street, and east side Mesa Street. This additional path shall have a surface of rubberized matt, stabilized decomposed granite, or other material specifically designed for running or hiking.

Exhibit 9-J: Pedestrian Zones



9.3.2 Streetlights

- A. Urban Forestry Division and Bureau of Street Lighting are to review and approve street tree and street lighting plans as part of the Project submittal.
- B. Trees shall be spaced from other elements as required by the Urban Forestry Division, except that trees may be positioned within 10 feet of pedestrian lights. The adjacent property owner or an established association of surrounding property owners shall maintain any tree planted within 10 feet of a pedestrian light so that the lights are accessible for maintenance purposes.
- C. Pedestrian Style Lighting Fixtures either on independent poles or mounted on Streetlight poles shall be installed midway between two streetlights.
- D. Once the Bureau of Street Lighting approves the selected Pedestrian Style Lighting Fixtures, the entirety of the Specific Plan Area shall be designated with that lighting fixture type, or comparable if the manufacturer or model is no longer available.

9.3.3 Special Lighting

- A. Special lighting that is permitted within the public right-of-way adjacent to a proposed Project, so long as it does not interfere with pedestrian movement, vehicular safety, the approved streetlight/street tree spacing pattern, or other required streetscape elements. Proposed special lighting is to be reviewed and approved by the Bureau of Street Lighting as part of the Project submittal.
- B. String lights shall be installed over the roadway of Centre Street between 3rd and 1st Streets, and Palos Verdes Street between 3rd and Santa Cruz Streets, subject to minimum clearances as approved by LADOT.
- C. Other examples of special lighting include accent lighting of landscape and architectural features, and seasonal light displays celebrating holidays or special events.
- D. Special lighting in the public right-of-way may be installed with a revocable permit.
- E. Special lighting shall be maintained by the adjacent property owner or an established association of surrounding property owners.

9.4 Intersection Design Standards

9.4.1 Crosswalks

- A. Decorative pavement treatments shall be installed at the following intersections:
 - 2nd Street and Palos Verdes Linear Park
 - 1st Street and Palos Verdes Linear Park
- B. Decorative pavement treatments is to be designed and installed based on the Los Angeles Supplemental Street Design Guide.
- C. Decorative pavement shall be maintained by the adjacent property owner or an established association of surrounding property owners.
- D. Continental crosswalks shall be installed at all other intersections.

9.4.2 Traffic Control and Calming

- A. Traffic Signals. Traffic signals shall be installed to current City standards at the intersections indicated below and illustrated in Map 9-K: Traffic Controls:
 - a. South Harbor Boulevard at West 3rd Street
- B. Traffic Stop Signs. Traffic stop signs shall be provided to the intersections illustrated on the Map 9-L: Traffic Controls included in this Section.
- C. Traffic Yield Signs. Traffic yield for pedestrian signs shall be provided to the streets and blocks illustrated on the Street Maps 9-L: Traffic Controls included in this Section.

Map 9-K: Traffic Controls



-  **Stop Signs**
-  **Yield Sign**
-  **Proposed Signalized Intersection**
-  **Existing Signalized Intersection**

SECTION 10. ENVIRONMENTAL STANDARDS

10.1. Environmental Review and Applicability.

The environmental standards (Environmental Standards) in Section 12 are included in the Specific Plan to implement the Mitigation & Monitoring Program included as part of the Environmental Impact Report (No. ENV-2021-10633-EIR), certified on XX, 2023. An applicant seeking an approval under this Specific Plan shall comply with all applicable Environmental Standards as set forth in Appendix A, subject to the following rules:

10.1.1 Applicability of Environmental Standards.

A Project does not need to comply with any Environmental Standard that is not relevant to the scope of activities involved with the Project. For example, a Project that proposes only minor façade alterations and no grading, shall not be subject to Environmental Standards that apply to grading activities (such as noise and vibration standards). The Director, in his or her reasonable discretion, shall determine the applicability of Environmental Standards to a Project.

10.1.2 Plans.

Compliance with all applicable Environmental Standards listed in Appendix A shall be demonstrated on the plans (that is, features that are physically built into the project such as an air filtration system), or as operational features listed on a sheet within the plans (that is, features that are carried out either during the construction of the project, or over the life of the Project), or other documentation as may be required by the applicable monitoring or enforcement agency in order to assure implementation of the Environmental Standard .

10.1.3 Specific Plan Approvals.

No approval shall be issued until an applicant has demonstrated substantial compliance with all applicable Environmental Standards or a modification of an Environmental Standards has been approved pursuant to Subsection 10.1.4, below.

Determination of substantial compliance shall be in the reasonable discretion of the Director.

10.1.4 Modification of Environmental Standards.

Minor changes and modifications to the Environmental Standards are permitted but can only be made subject to City approval. The Director, in conjunction with any appropriate agencies or departments, will determine the adequacy of any proposed change or modification. No changes will be permitted unless the Environmental Standards continue to satisfy the requirements of CEQA, as determined by the Director.

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

SECTION 11. SEVERABILITY

If any portion, subsection, sentence, clause, or phrase of this Specific Plan is for any reason held by a court of competent jurisdiction to be invalid, such a decision shall not affect the validity of the remaining portions of this Specific Plan. The City Council hereby declares that it would have passed this Specific Plan and each portion or subsection, sentence, clause, and phrase herein, irrespective of the fact that any one or more portions, subsections, sentences, clauses, or phrases may be declared invalid.

APPENDIX A. MITIGATION MONITORING PROGRAM

APPENDIX B. SPECIFIC PLAN PROGRAM TRACKING SHEET