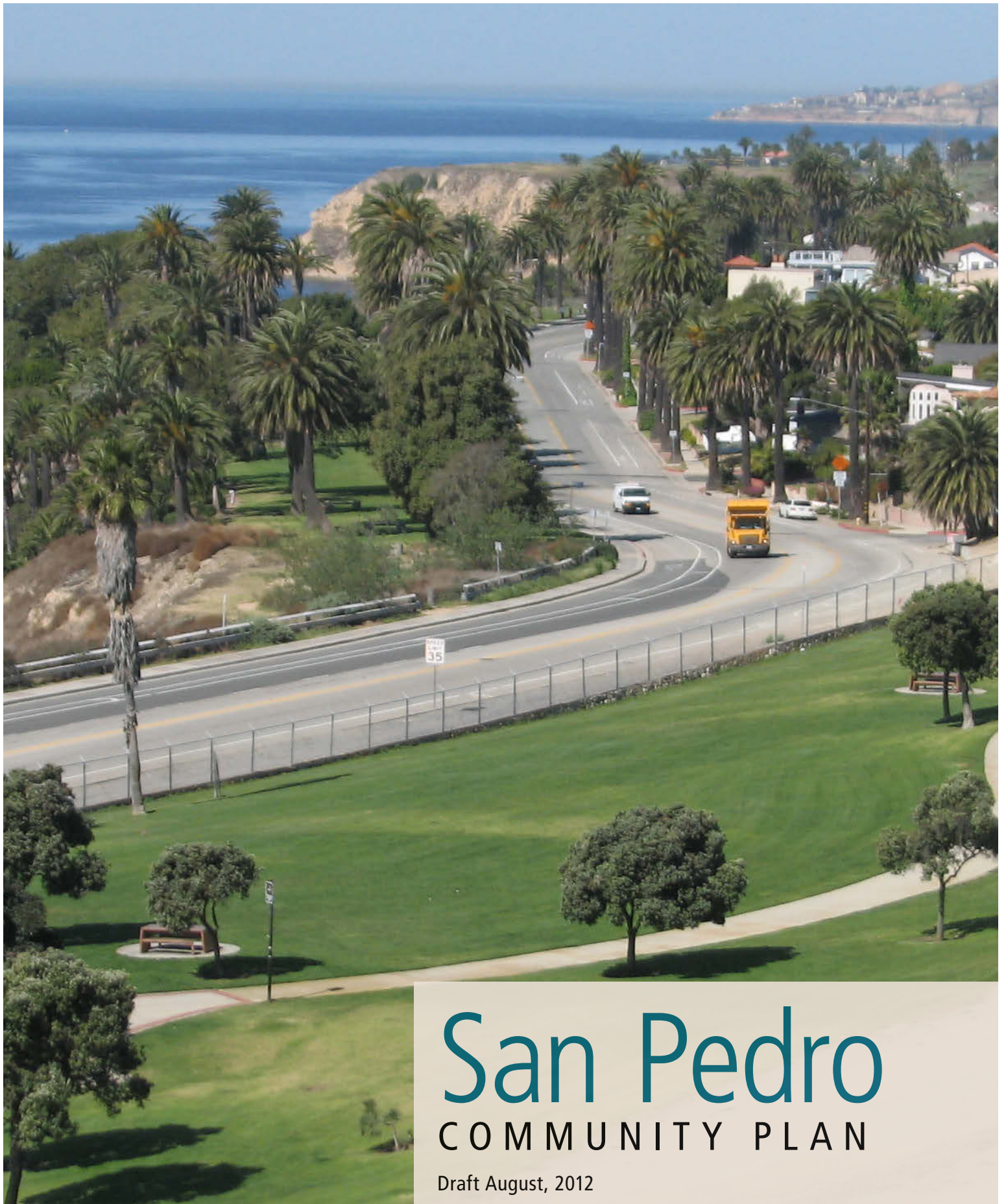


Appendix H

San Pedro Community Plan



San Pedro

COMMUNITY PLAN

Draft August, 2012







Acknowledgements

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Antonio R. Villaraigosa

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5th District	Paul Koretz
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9th District	Jan Perry
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11th District	Bill Rosendahl
12th District	Mitchell Englander
13th District	Eric Garcetti
14th District	Jose Huizar
15th District	Joe Buscaino

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ACKNOWLEDGEMENTS (continued)

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Geographic Information Service Division

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Neighborhood Councils

Northwest San Pedro

Coastal San Pedro

Central San Pedro



FARM

LOCAL HARVEST
**FARMERS
MARKET**
Thanks for your support

Steak
Beef
Sausage
Plate

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Introduction & Orientation

The San Pedro Community Plan Area (CPA) is located on the Palos Verdes Peninsula near the terminus of the Harbor Freeway (I-110) in the southernmost portion of the City of Los Angeles (see Figure 1-1 Community Plan Area). Located adjacent to the Port of Los Angeles, the town of San Pedro was annexed by the City of Los Angeles in 1909 and its harbor developed into a major seaport. The community of San Pedro is characterized by its Mediterranean climate and ocean views, unique commercial districts and residential neighborhoods with a mix of older historic structures and newer architecture, and many natural and cultural amenities.

The climate, combined with the maritime and port-related industries located at the harbor, have historically helped to shape the San Pedro community, attracting working-class immigrants from other regions with strong seafaring ties, including, most notably, Italy and the former Yugoslavia. The San Pedro community of today has many multi-generational families often descended from these early immigrants, and a strong camaraderie among its diverse population.

Many of the community's neighborhoods, including single-family neighborhoods, are well-established and not expected to change significantly as growth in other parts of the community occurs. The San Pedro Community Plan seeks to generally direct growth away from these existing residential neighborhoods towards transit-oriented districts and corridors in commercial centers. Other areas—particularly in downtown—will undergo transformations with increasing residential and commercial activity. The Plan intends to accommodate much of San Pedro's projected population increase in the downtown, offering a unique urban lifestyle in a walkable downtown commercial district featuring restaurants, entertainment, shopping, an arts district, and a variety of waterfront amenities including the waterfront promenade, parks and open spaces.

The San Pedro Community Plan sets a new direction for the future of San Pedro. A collaborative effort between City staff and residents, businesses, developers, design professionals, and property owners, the Community Plan sets forth actions to achieve the community's vision. A wide range of planning topics— including land use and housing, parks and open space, urban design, infrastructure, mobility, arts and culture, and history— are addressed in the Plan, encompassing the full spectrum of issues related to San Pedro's physical development. The San Pedro Community Plan serves several important purposes:

- To outline a vision for the San Pedro Community Plan's long-term physical and economic development and community enhancement;
- To provide strategies and specific implementing actions that will allow this vision to be accomplished;

- To establish a basis for judging whether specific development proposals and public projects are in harmony with Plan policies and standards;
- To direct City departments, other public agencies, and private developers to design projects that enhance the character of the community, taking advantage of its setting and amenities; and
- To provide the basis for establishing and setting priorities for detailed plans and implementing programs, such as the Zoning Ordinance, design overlays, development standards, the Capital Improvements Program, facilities plans, and redevelopment and area plans.

The Community Plan’s importance lies in its ability to shape positive community change, fostering sustainable land use patterns while balancing the unique character of the community with citywide policies and regional initiatives. The process of developing the San Pedro Community Plan was a multi-year collaborative effort in which broad public participation was obtained through a series of meetings and workshops where stakeholders provided input and recommendations. The details of the outreach process are found in Appendix A.

Plan Organization

The San Pedro Community Plan is organized into six chapters. Each chapter is further organized into sections that deal with specific topics, described below.

- **Chapter 1 Introduction and Orientation.** Chapter 1 describes how to use the Community Plan, provides a reader’s guide for understanding the Plan, and reviews the relationship of the Community Plan to the City’s General Plan and other City agencies.
- **Chapter 2 Community Background.** Chapter 2 provides a detailed description of the historical development of the community; describes its relationship to adjoining communities, its physical setting, and its existing land uses; and identifies population, housing, and employment trends and projections.
- **Chapter 3 Land Use and Urban Design.** The Land Use and Urban Design chapter expresses the community’s vision for the future, describes the community’s land uses, and specifies goals and policies that address residential, commercial, and industrial development; urban design improvements; economic development; jobs/housing balance, historic preservation, diversity of housing choices, and environmental justice.
- **Chapter 4 Mobility.** This Chapter defines goals and policies for the community’s circulation system, focusing on enhancing mobility and access for all users. Each mode of transportation is discussed, including walking, bicycling, public transit, and driving.

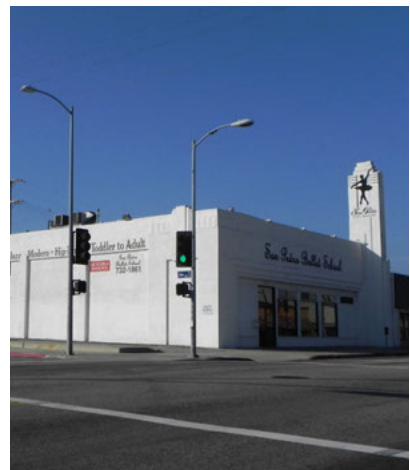
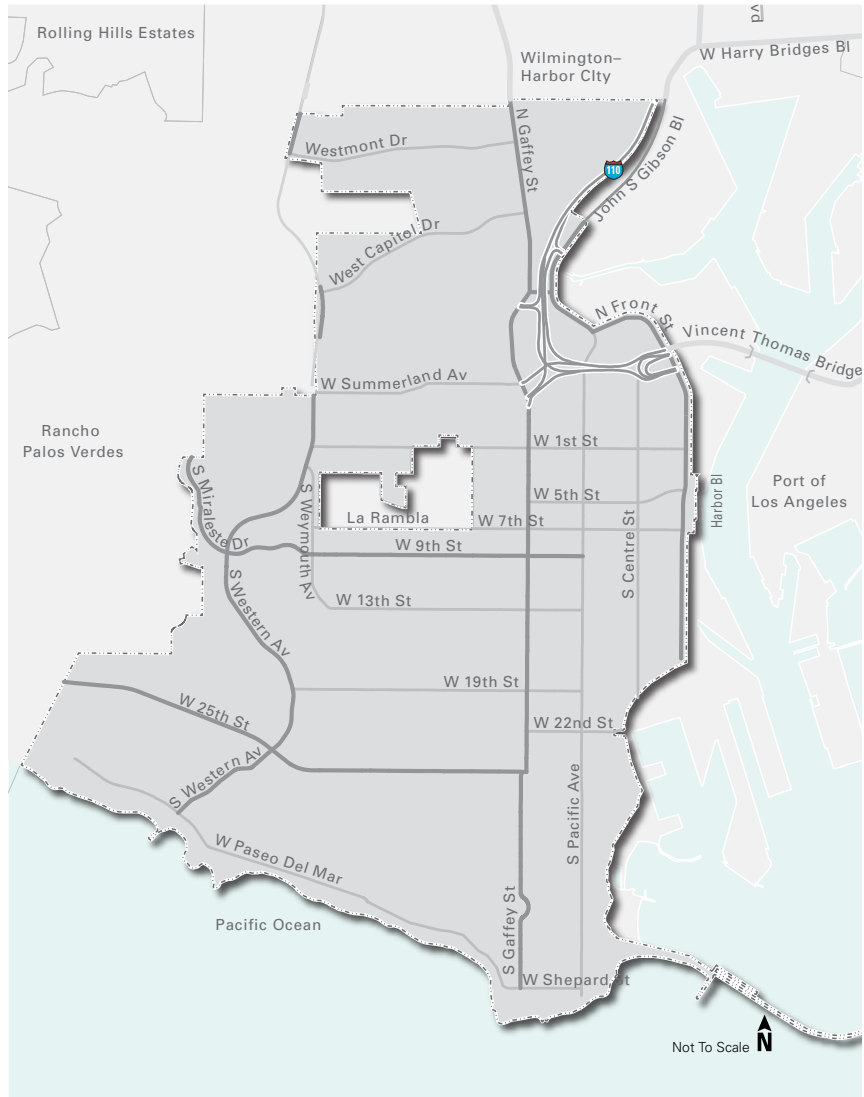


Figure 1-1
San Pedro
Community Plan Area



- **Chapter 5 Community Facilities and Infrastructure.** Chapter 5 describes key public services and infrastructure, including police, fire and emergency services, libraries, parks, open space, the urban forest, schools, water, wastewater, solid waste, power (energy) and street lighting. The service provider, existing facilities and service levels, issues and future needs are identified for each of these facilities or services. The goals and policies in this chapter address the need for improvements to or development of new facilities based on the projected growth of the Community Plan.
- **Chapter 6 Implementation.** Chapter 6 describes how the Community Plan will be implemented. Each in Chapters 3, 4, and 5 is implemented by one or more programs. This chapter describes these implementation programs and identifies the responsible City department or agency.

How to Use the Plan

The San Pedro Community Plan is intended for use by all members of the community, including residents, Neighborhood Councils, business owners, developers, and public officials. The Plan is organized to allow the user to easily find information most relevant to his or her interest, without perusing the entire document. However, it is important to note that the Plan's policies, guidelines, and implementation programs were not created in isolation, but rather, developed collectively to address community issues in a comprehensive manner.

For residents and Neighborhood Councils, the Community Plan identifies the type and scale of land uses permitted, describes changes that may affect neighborhoods, and explains the policies, design guidelines, and implementation programs that guide decisions about future development.

For businesses, the Community Plan identifies land use measures that support businesses and encourage future success. The Plan includes policies to support and enhance commercial and industrial development. The Plan also discusses land use strategies to attract new investment in commercial centers and corridors.

For developers, the Community Plan introduces the community and provides background information. Developers should review all maps, policies, design guidelines, and implementation programs throughout this document to better understand what type of development may occur, and where.

For public officials, the Community Plan is a part of the citywide General Plan, which is the basis for land use decisions by the City Planning Commissions, other boards and commissions, and the City Council.

For public agencies, the Community Plan is intended to help agencies contemplate future actions in the City, such as transportation infrastructure improvements, parks, and schools. The policies located throughout the Plan are interrelated and should be examined comprehensively when making planning decisions.



Readers' Guide

While the Plan's narrative text and maps frame the key concepts and proposals of the Community Plan, the essence of the plan lies in its goals, policies, design guidelines, and implementation programs. These declarative statements set forth the City's approach to various issues. Goals, policies, design guidelines, and implementation programs are described below.

Goals

A goal is a statement that describes a desired future condition or "end" state. Goals are change and outcome oriented, achievable over time, though not driven by funding. Each goal in the Community Plan begins with an abbreviated chapter title followed by the number of the goal (i.e., LU1).

Policies

A policy is a clear statement that guides a specific course of action for decision-makers to achieve a desired goal. Policies may refer to existing programs or call for establishment of new ones. Each policy in the Plan is labeled with the abbreviated chapter title, the goal they refer to, and a unique number (i.e., LU1.1). Each policy is preceded by a key word or phrase alerting the reader to its main purpose.

Implementation Programs

An implementation program is an action, procedure, program, or technique that carries out Community Plan goals and policies. Implementation programs are comprehensive in nature, encompassing amendments of existing and preparation of new plans, ordinances, and development and design standards; modification of City procedures and development review and approval processes; and interagency coordination. Chapter 6 contains a list of all the Plan's implementation programs. They are grouped by general topic and individually numbered (i.e., P1).

Relationship to the General Plan

California state law requires that cities prepare and adopt a comprehensive, integrated, long-term General Plan to direct future growth and development. The General Plan is the fundamental document of a city. It defines how a city's physical and economic resources are to be managed and utilized over time. Decisions by a city with regard to the use of its land, design and character of buildings and open spaces, conservation of existing and provision of new housing, provision of supporting infrastructure and public and human services, and protection of residents from natural and man-caused hazards are guided by the General Plan.

State law requires that the General Plan contain seven elements: land use, transportation, housing, conservation, open space, noise, and safety. Cities may also choose to incorporate additional elements to more directly address other locally significant issues. There must be internal consistency among the elements. In Los Angeles, thirty-five Community Plans, including the San Pedro Community Plan, comprise the City's land use element (refer to Figure 1-2, City of Los Angeles Community Plan Areas). In addition, the City has adopted the "Framework Element," discussed below.

The City's General Plan Framework Element is the citywide plan that establishes how Los Angeles will grow in the future. Adopted in 1996, the Framework Element is a strategy for long-range growth and development, setting a citywide context for the update of Community Plans and citywide elements. The Framework Element responds to State and Federal mandates to plan for the future by providing goals, policies, and objectives on a variety of topics, such as land use, housing, urban form, open space, transportation, infrastructure, and public services. Many of the Framework Element's key guiding principles, summarized as follows can be advanced at the community level via Community Plans.

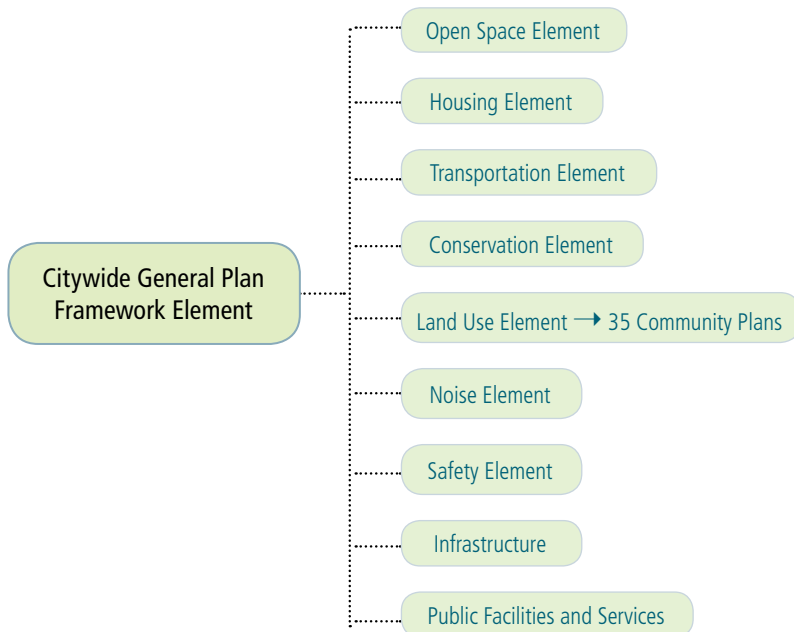




Figure 1-2
City of Los Angeles
Community Plan Areas
San Pedro Community Plan Area

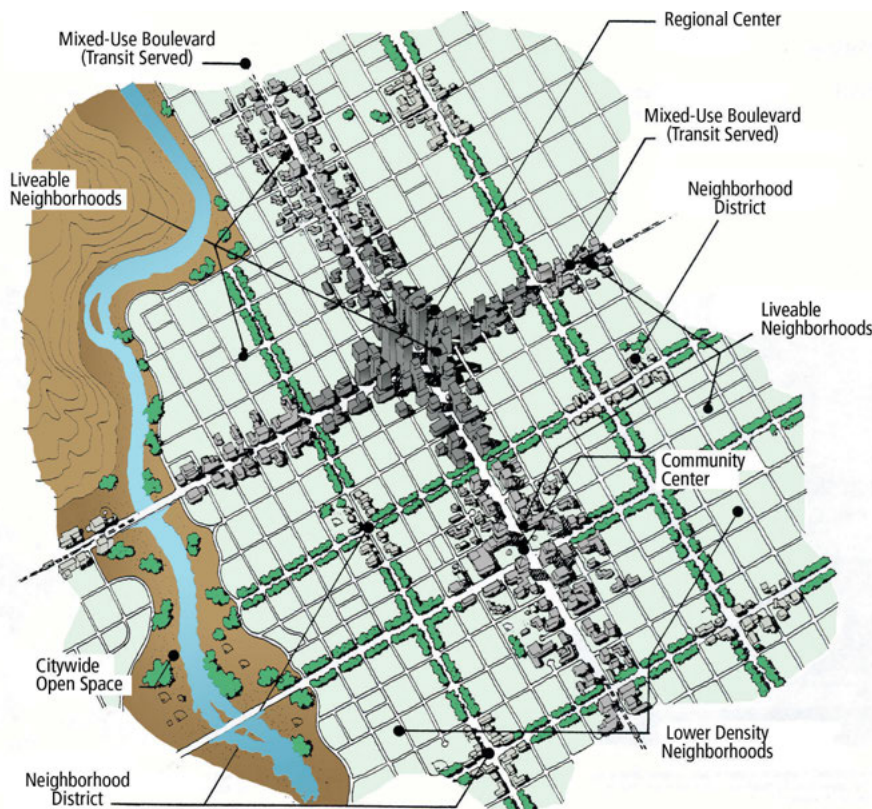
This is an information map provided for reference purposes only. It is not adopted as a part of the Community Plan.

Framework Element Guiding Principles

Grow strategically. Should the City's population continue to grow, as is forecasted by the Southern California Association of Governments (SCAG), the region's metropolitan planning organization, growth should be focused in a number of higher-intensity commercial and mixed-use districts, centers, and boulevards, particularly in proximity to transportation corridors and transit stations. This type of focused growth links development with available infrastructure and encourages more walkable, transit-friendly neighborhoods, helping to ease our reliance on the automobile, and minimize the need for new, costly infrastructure.

Conserve existing residential neighborhoods. By focusing much of the City's growth in centers and along commercial corridors, the City can better protect the existing scale and character of its single- and multi-family neighborhoods. The elements that contribute to the unique character of different residential neighborhoods should be identified and preserved whenever possible.

Balance the distribution of land uses. Maintaining a variety of land uses is crucial to the long-term sustainability of the City. Commercial and industrial uses contribute to a diverse local economy, while residential uses provide necessary housing for the community. Integrating these uses within smaller geographical areas can better allow for a diversity of housing types, jobs, services, and amenities.

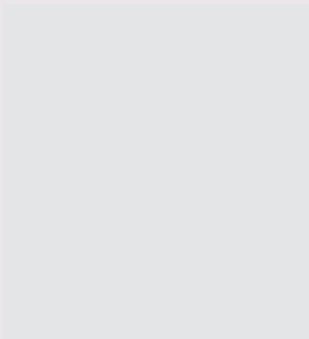


Framework Element Hierarchy



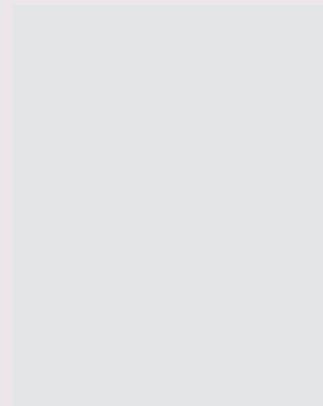
Neighborhood District. A Neighborhood District is a focal point for surrounding residential neighborhoods and contains a diversity of land uses that serve the daily needs of these residents and employees. Local businesses and services often include restaurants, retail outlets, grocery stores, child care facilities, small professional offices, community meeting rooms, pharmacies, religious facilities and other similar services. The clustering of these types of uses and the frequency of their location near neighborhoods are intended to encourage walking and bicycling to and from adjacent neighborhoods, minimizing the need for automobile trip-making. Neighborhood Districts are often characterized by smaller-scaled development and a pedestrian oriented character. They may also be nodes of higher density along Mixed-Use Boulevards (described below).

Community Center Community Centers differ from Neighborhood Districts in their size and intensity of business and social activity. While they typically include the types of businesses and services found in Neighborhood Districts, they also contain uses that serve the larger community, such as hotels or motels, small offices, cultural and entertainment facilities, and schools and libraries. Generally, Community Centers are medium-scaled, although this varies depending on the character of the surrounding area. Community Centers are often served by small shuttles, local and rapid buses, or rail.



Regional Center. A Regional Center is a hub of regional commerce and activity and contains a diversity of uses such as corporate and professional offices, residential buildings, retail commercial malls, government buildings, major health facilities, major entertainment and cultural facilities, and supporting services. Regional Centers cater to many neighborhoods and communities and serve a much larger population than either Community Centers or Neighborhood Districts. They are generally high-density places whose physical form is substantially differentiated from the lower-density neighborhoods of the City. They typically provide a significant number of jobs, but are also non-work destinations as well. As a result of their densities and functions, Regional Centers are usually located near major transportation hubs or along major transportation corridors.

Mixed-Use Boulevard. Mixed-Use Boulevards serve as “connecting spaces,” linking Neighborhood Districts, Community Centers, and Regional Centers with one another. The scale, density, and height of development along designated Mixed-Use Boulevards vary throughout the City, but are intended to be compatible with adjacent residential neighborhoods. The term “mixed-use” connotes a variety of uses occurring within the boulevard, but also the potential for mixing uses within individual structures, such as commercial on the ground floor and residential above. Mixed-Use Boulevards should provide community and neighborhood commercial uses, public services, cultural facilities, school classrooms, and similar facilities to residents and employees within walking distance of surrounding residential neighborhoods and accessible from the boulevard’s public transit. (There are no Mixed-Use Boulevards identified in the San Pedro Community Plan.)



Framework Element Guiding Principles

Enhance neighborhood character through better development standards. Better development standards will improve both the maintenance and enhancement of existing neighborhood character, and ensure a high level of design quality in new development. These standards are needed for all types of development— residential, commercial, industrial uses, and public facilities.

Improve the connection of public and private space through good urban design. Good urban design improves the relationship between private development and the public realm. The placement of architectural features, windows, entrances, walkways, street trees, landscaping, and lighting all help to establish either a positive or negative interaction between a building and its surroundings. Good urban design practices help to create successful public and private spaces where people feel comfortable and that foster a sense of community. In 2011, Citywide, Commercial, Residential and Industrial Design Guidelines were adopted to help improve the design quality of projects reviewed by Planning Staff and the City Planning Commission.

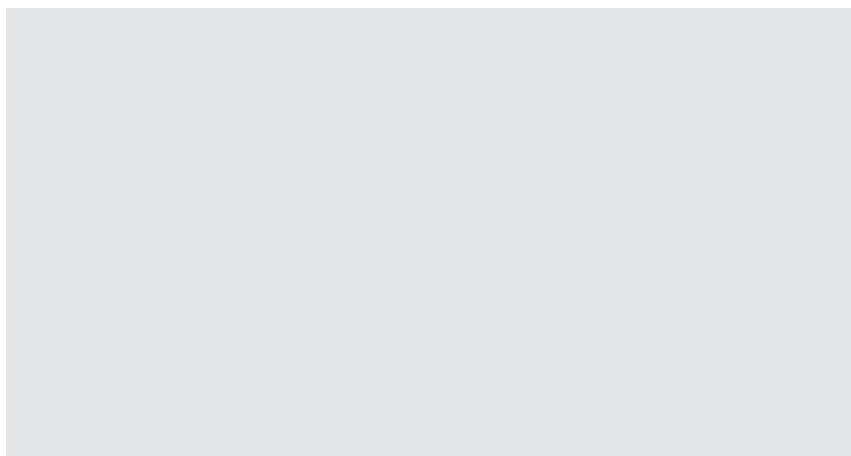
Create more small parks, pedestrian districts, and public plazas. While regional parks and green networks are an important component of the City's open space strategy, more small-scale, urban open spaces must be developed as well, as they are crucial to the quality of life of the City's residents. There are many opportunities at the community level to create public "pocket" or mini parks as part of new developments, to enhance pedestrian orientation in key commercial areas, and to build well-designed public plazas.

Improve mobility and access. The City's transportation network should provide adequate access to jobs, services, amenities, open space, and entertainment, and maintain acceptable levels of mobility for all those who live, work, travel, or move goods in Los Angeles. Attainment of this goal necessitates a comprehensive program of physical infrastructure improvements, traffic systems and traffic demand management techniques, and land use and behavioral changes that reduce vehicle trips. An emphasis should be placed on providing for and supporting a variety of travel modes, including walking, bicycling, public transit, and driving.

Identify a hierarchy of commercial Districts and Centers. The Framework Element provides an overall structure and hierarchy for the City's commercial areas. This hierarchy, described in more detail below, helps us better understand the functions of different types of commercial areas within our communities so that we can better foster their unique characteristics. Our City's commercial areas serve a variety of roles and functions, from small neighborhood gathering places with local cafes and shops to major job centers and entertainment hubs. Although these areas are typically designated for commercial use, they often contain residential and mixed-use buildings as well. Commercial areas are grouped into four general categories:

Relationship to Other Agency Plans

A variety of agencies and organizations influence development and land use decision-making in the CPA. In each case, the plans and use of property by other agencies must be consistent with the Community Plan. This required consistency holds true for redevelopment and capital improvement programs, development entitlements, and other actions pertaining to the City's physical development. Relevant agencies and plans (see Fig 1-3 Other Agencies & Relevant Plans) in the San Pedro CPA include:



Community Redevelopment Agency of Los Angeles. The Community Redevelopment Agency (CRA/LA) is a public agency that was established in 1948 pursuant to California State Law (Code Section 33000) in order to attract private investment into economically depressed communities. However, in 2012, the CRA/LA was eliminated by the State Legislature, resulting in a change in the implementation of Redevelopment Project Areas and accompanying plans. The intent of the plans is to foster job creation, maintain and increase the supply of housing for low- and- moderate income households, and renovate, remove or replace deteriorated structures. The existing Redevelopment Project Area plans will be retained, while the implementation of such plans may become the responsibility of a Successor Agency or ultimately reside with DCP. In Los Angeles, there are 32 redevelopment areas, two of which are in San Pedro:

Beacon Street Redevelopment Project Area. The Beacon Street Redevelopment Project Area, established in 1969, lies adjacent to the Pacific Avenue Corridor project area and contains approximately 60 acres of land between downtown San Pedro and the main channel of the Los Angeles Harbor. The Beacon Street Project Area is generally bounded by Second Street, Centre Street, Harbor Boulevard, 7th Street, Centre Street, 5th Street and Mesa Street. The project is intended to provide a revitalized San Pedro downtown (designated in the plan as a Regional Commercial Center) with a hotel, office building, housing, theaters and improved infrastructure. The redevelopment authority in this area concludes in 2012.

Pacific Avenue Corridor Redevelopment Project Area. The Pacific Avenue Corridor Redevelopment Project Area was initiated in 2002. It contains approximately 693 acres of commercial and residential uses. This project area is generally bounded by North Capitol Drive, Gaffey Street, 22nd Street, and Harbor Boulevard. The project area exists to improve the economic vitality and appearance of the area, including the commercial districts along Pacific Avenue and Gaffey Street, the Downtown and industrial portions of North Gaffey. The project area includes significant sections of the Community and Regional Commercial Centers in the CPA, as well as a small portion designated Limited Industrial.

Harbor Enterprise Zone. The Harbor Enterprise zone includes the North Gaffey Industrial area. Enterprise zones are specific geographic areas designated by City Council resolution to receive various economic incentives for the purpose of stimulating local investment and employment, in addition to other state level incentives. Projects located within enterprise zones may have reduced parking requirements for commercial office, retail and other uses, thus increasing the buildable area of small parcels.

Los Angeles Unified School District (LAUSD). LAUSD currently operates several K-12 schools in the San Pedro CPA, including three high schools. In addition, LAUSD operates early childhood education centers, adult schools and several magnet programs within the San Pedro CPA. The LAUSD develops an annual Planning and Development Branch Strategic Execution Plan, which describes goals and progress for school site planning. However, City Planning review and approval are not required prior to LAUSD obtaining necessary permits.

California Coastal Commission. Portions of San Pedro are located within the California Coastal Zone. The Coastal Commission, in partnership with coastal cities and counties, plans and regulates the use of land and water in the coastal zone. The Coastal Act of 1976 declared that the California Coastal Zone is a distinct and valuable resource of vital and enduring interest to all the people and exists as a delicately balanced ecosystem. In order to protect, maintain and where feasible, enhance and restore the overall quality of this ecosystem, the Coastal Act requires that local government prepare a Local Coastal Program for those parts of the Coastal Zone within its jurisdiction. The San Pedro Local Coastal Program (LCP) identifies key issues of access, housing, hazards, new development and visual resources. The San Pedro Specific Plan was adopted in 1986 and amended in 1990 as the implementation portion of the LCP, see Figure 1-3 for Coastal Zone and Specific Plan boundary).

Fort MacArthur (USAF). Three large sections or reservations of the United States Air Force (USAF) Fort MacArthur military base are located within the San Pedro Coastal Zone: White Point, the Middle Reservation and the Upper Reservation. Only the Middle Reservation is still an active military facility. White Point and the Upper Reservation have been identified as surplus properties by the federal government, and have been deeded to the City for use as recreation areas, school sites and other public uses. The deeds, however, include a reversion clause that allows the federal government to repossess the reservations or parts of them for purposes of national defense.





Port of Los Angeles (POLA). Although not a part of the San Pedro Community Plan area (it is a distinct Community Plan Area) the Port of Los Angeles cannot easily be separated from San Pedro; in most respects the prosperity of San Pedro is directly tied to the prosperity of the Port. The San Pedro Community Plan recognizes that the primary function of the harbor is to promote “commerce, navigation, and fisheries”, with a secondary emphasis on providing water-oriented recreational opportunities. The San Pedro Community Plan seeks to coordinate harbor- related land uses and the circulation system with those of adjoining areas by providing adequate buffers and transitional uses between the harbor and the rest of the Community.

The Port of Los Angeles Community Plan designates the northern and western portions of the Harbor, including the West Basin, as Commercial/Industrial land uses, which are further classified as General/Bulk Cargo and Commercial/Industrial Uses/ Non-Hazardous uses. General Cargo includes container and passenger facilities. Commercial uses include restaurants and tourist attractions, offices, retail facilities, and related uses. Industrial uses include light manufacturing/industrial activities, ocean-resource industries, and related uses.

County of Los Angeles. Located in the middle of San Pedro is unincorporated County land known as “La Rambla.” Although it is located geographically within the San Pedro Community Plan area, the land uses in this area are regulated by the Los Angeles County General Plan. The area includes residential uses, medical services, and is the location of the Providence Little Company of Mary Medical Center.

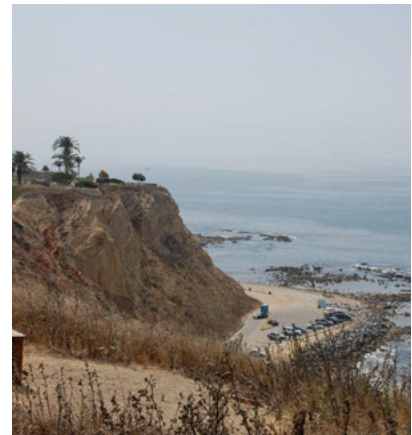


Special Districts

One of the primary methods of implementing the Community Plan is through zoning regulations. Special districts or overlays allow zoning regulations to be tailored specifically to the community, taking into account geographic features, architecture, history and unique character or design features. Several such districts or overlays that influence decision-making in the CPA include:

San Pedro Specific Plan

The San Pedro Specific Plan is the implementing ordinance of the Local Coastal Program for that portion of the San Pedro community within the Coastal Zone. It was adopted in 1990 in compliance with the Coastal Protection Act of 1976, to protect the scenic and visual quality of coastal areas, preserve beach access and recreation areas, and promote a sense of community consistent with San Pedro’s maritime heritage.



Downtown San Pedro Community Design Overlay

The Downtown San Pedro Community Design Overlay (CDO) District was adopted in 2008 and provides guidelines and standards for development projects, including new development and improvements to existing properties, within Downtown San Pedro. The intent of the Downtown San Pedro CDO is to provide design guidance and direction to enhance its identity and to improve the walkability and appearance of the Downtown. The CDO covers both sides of Pacific Avenue generally between 4th Street and 9th Street and extends east to Harbor Boulevard. Along Harbor Boulevard, the boundary extends north to Swinford Street between Beacon Street and Harbor Boulevard. The CDO encompasses approximately 100 acres, or about 0.16 square miles.



Vinegar Hill Historic Preservation Overlay Zone (HPOZ)

The Vinegar Hill Historic Preservation Overlay Zone was adopted in 2001 and covers several blocks south of Downtown San Pedro. The regulations of HPOZs ensure that the rehabilitation of historic houses takes place in a manner that respects the historic integrity of the structures and the neighborhood. New development is also reviewed to assure that the character of the historic neighborhood is maintained. This plan update expands the district to include additional blocks south of Downtown San Pedro.



Legend:

California Coastal Commission

San Pedro Specific Plan

Community Design Overlay District

County of Los Angeles

Fort MacArthur Reservations

Los Angeles Housing Authority

Redevelopment Project Area

Beacon Street

Pacific Corridor

Vinegar Hill HPOZ

Other

Community Plan Boundary

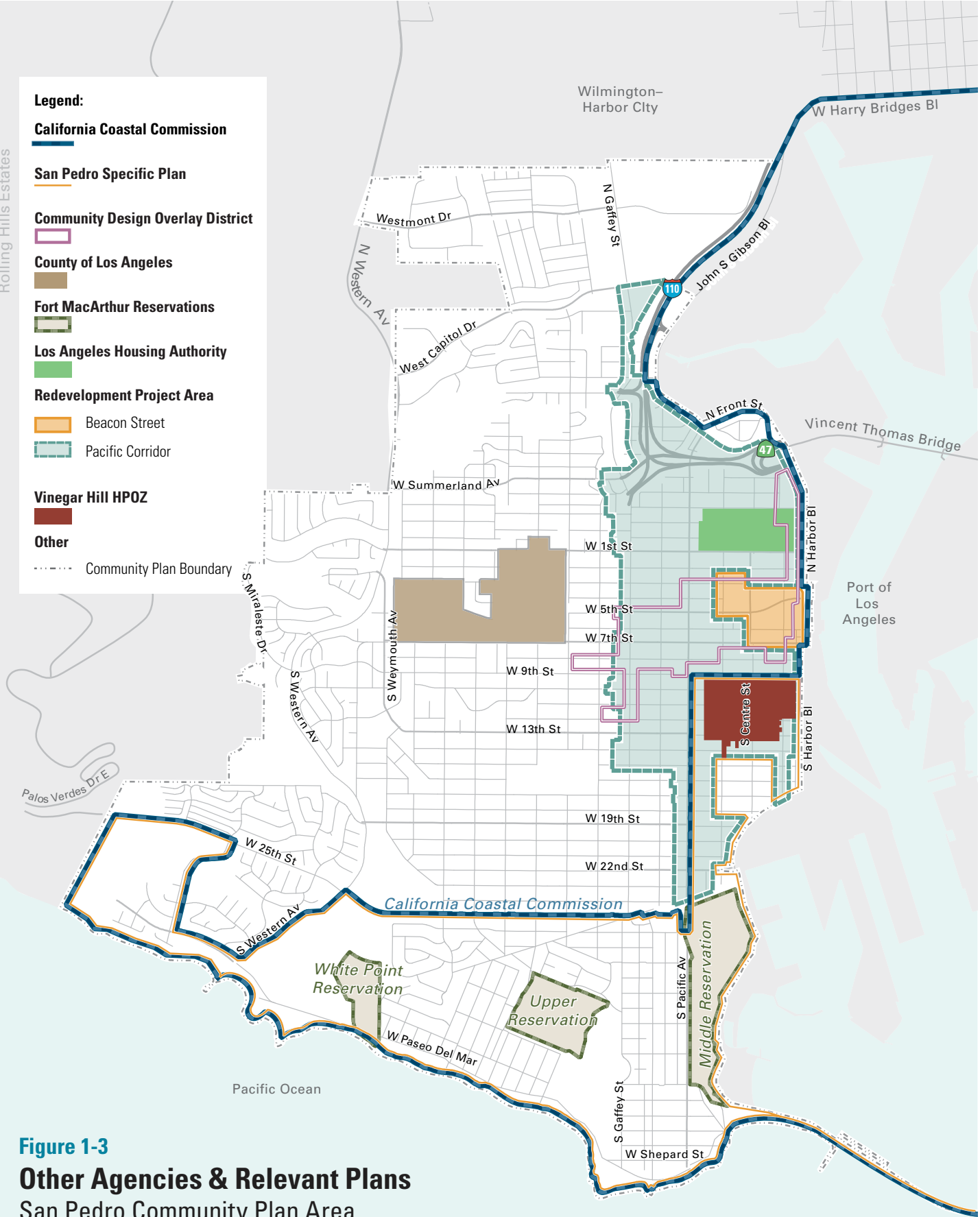
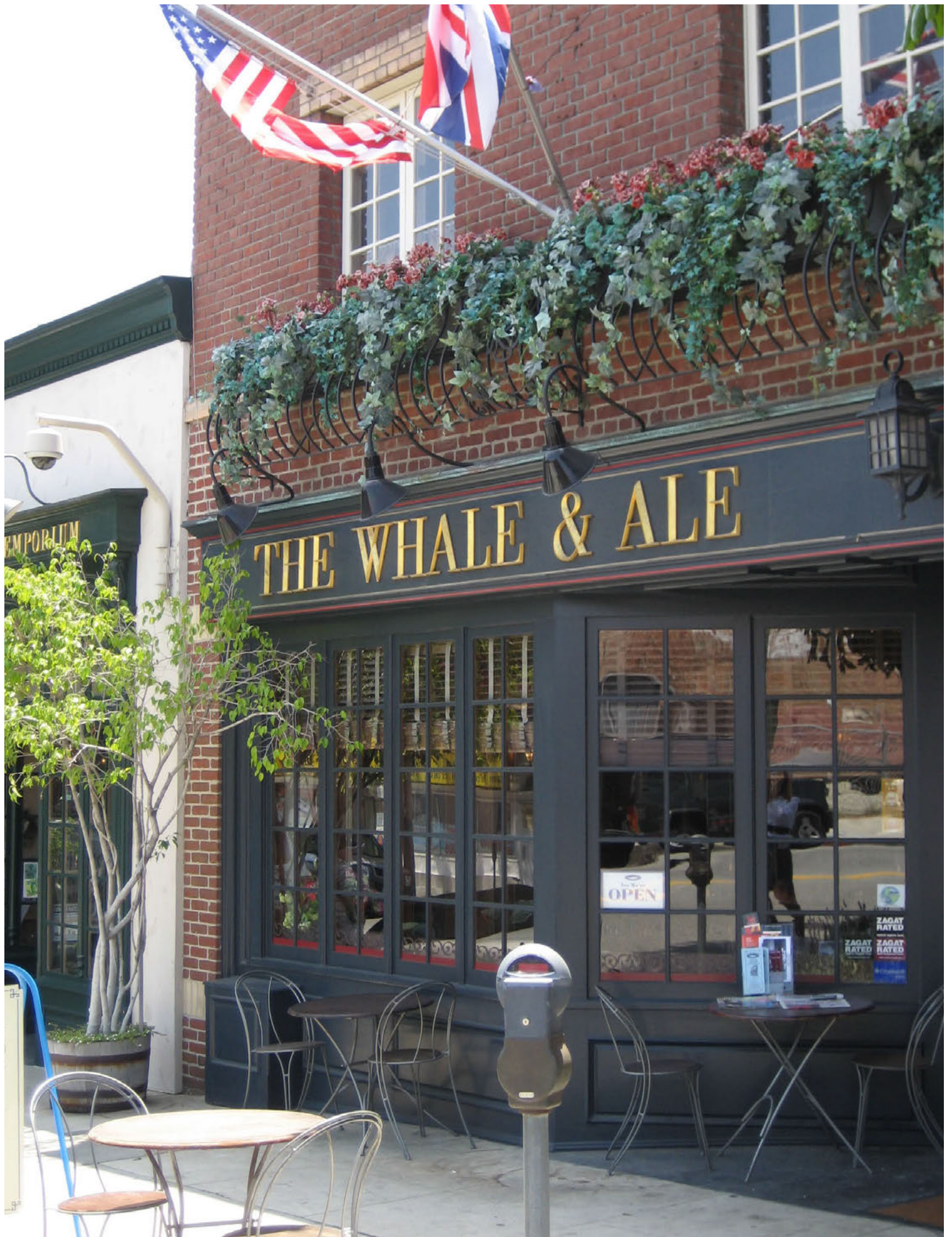


Figure 1-3
Other Agencies & Relevant Plans
San Pedro Community Plan Area

This is an informational map provided for reference purposes only. It is not adopted as part of the San Pedro Community Plan.





Community Background

The last comprehensive update of the San Pedro Community Plan was in 1999. Since that time, significant changes have occurred, new issues have emerged and new community objectives, aiming to balance new development with community preservation, have evolved. It is necessary to update the Community Plan to reflect current conditions and at the same time plan for future changes. Many changes occurring in San Pedro are caused by larger forces beyond the community's direct control, such as demographic trends, advances in technology, climate change, economic conditions, and rising energy costs. Planning for upcoming changes is the most effective and beneficial way for the community to accommodate evolving needs.



In order to understand the cultural as well as the economic evolution of San Pedro over time, it is necessary to view the community in the context of its setting. Located adjacent to the Port of Los Angeles, San Pedro has a long maritime history. The town of San Pedro was annexed by the City of Los Angeles in 1909 and evolved into a major seaport, its harbor becoming the busiest port in the nation. Today, the Port of Los Angeles handles almost 190 million metric revenue tons of cargo annually.



The town of San Pedro was laid out in 1882, one of approximately 100 other towns in Los Angeles established as a result of the Southern California real estate boom in the mid 1880s. While the majority remained paper towns, San Pedro developed as a result of the public and private investments in harbor infrastructure beginning in 1871, and new industries dependent on the Port attracted foreign immigrants and domestic migrants mainly from the Midwest and East Coast. Fishing, canneries, oil drilling and shipbuilding began emerging in and around the Port in the early 1900s, and became major industries that generated jobs and commerce for San Pedro and the region.

By 1912, the dredging and widening of the main channel enabled the Port to accommodate larger vessels. These efforts, combined with significant investments in rail infrastructure, proved effective once the Panama Canal opened in 1914. This gave the Port of Los Angeles a unique strategic position for international trade and a clear advantage over northern West Coast ports as a hub for east-to-west seaborne trade. In 1917, an extensive railroad was established for transporting goods from the Harbor throughout the U.S.



In the 1920s, the fishing industry had become the major user of the harbor. Fishermen, including immigrants from around the world, were attracted to the rich fishing areas off the coast, eventually making San Pedro the largest American supplier of canned fish. San Pedro is still home to both commercial and sport fishing fleets, reflecting its early fishing industry prominence.

San Pedro's maritime history directly correlates to its rich cultural heritage of ethnic diversity. This includes Japanese immigrants who helped establish a viable fishing

industry in San Pedro as well as seafarers and fishermen from Europe's Dalmatia region. San Pedro became a melting pot of Italians, Portuguese, Serbo-Croatian, Scandinavian, Greeks and Japanese immigrants. The San Pedro of today is the heart of the Croatian community in Los Angeles, and home to a diverse population, including a large Italian-American community and many Latino- and African-American residents.

Historic Development Patterns

San Pedro has transformed over the past hundred years from mudflats and steep cliffs to an urbanized community supporting a highly industrialized world port. Yet, much of the San Pedro community retains the same grid pattern of streets, blocks, and alleys established when San Pedro was laid out in 1882. The historic district of Vinegar Hill (see Figure 2-1) contains a significant concentration of historic structures, many built in the boom of the late 1800s.

During the 1880s, San Pedro and surrounding communities experienced a land boom, which led to the San Pedro's incorporation in 1888. Comprising 650 acres, the town of San Pedro was bounded by First Street and Fort MacArthur. Early developments in San Pedro included Nob Hill, near 1st Street and Harbor Boulevard, where town leaders lived, and the Gold Coast on Timm's Point, a bluff overlooking Timm's Landing.

Among the first purchasers of land in San Pedro was George H. Peck, Jr., a conductor for the Southern Pacific Rail Road who settled in San Pedro in 1886. Other early town settlers included descendants of the Sepulveda family; John T. Gaffey, an Irish newspaper editor for the Los Angeles Herald who became a major landowner and a civic leader as a City Councilman; and S.A. Cline, a Civil War veteran from New York who migrated to California and settled in San Pedro by 1888.

Residential development continued through the next three decades resulting in residential neighborhoods closest to the waterfront housing the expanding harbor related workforce. By 1940, initial development and infill of the original neighborhoods were completed. A lull in new housing construction followed, caused by a shortage of materials during World War II. Notable exceptions to this were Federal housing projects built for shipyard workers in 1942 that included Rancho San Pedro, which exists today as a City of Los Angeles Housing Authority project, and Channel



Legend:

Commercial Areas

- Neighborhood Districts
- Community Centers
- Downtown Regional Center

Industrial District

- Industrial Services
- Employment Centers

Other

- Vinegar Hill Historic District
- Waterfront
- San Pedro Municipal Building
- Harbor Area Police Station
- Hospital
- San Pedro Library
- Korean Bell of Friendship
- USS Iowa
- Community Gateway
- Downtown San Pedro
- Parks & Open Space
- Freeways
- Community Plan Boundary

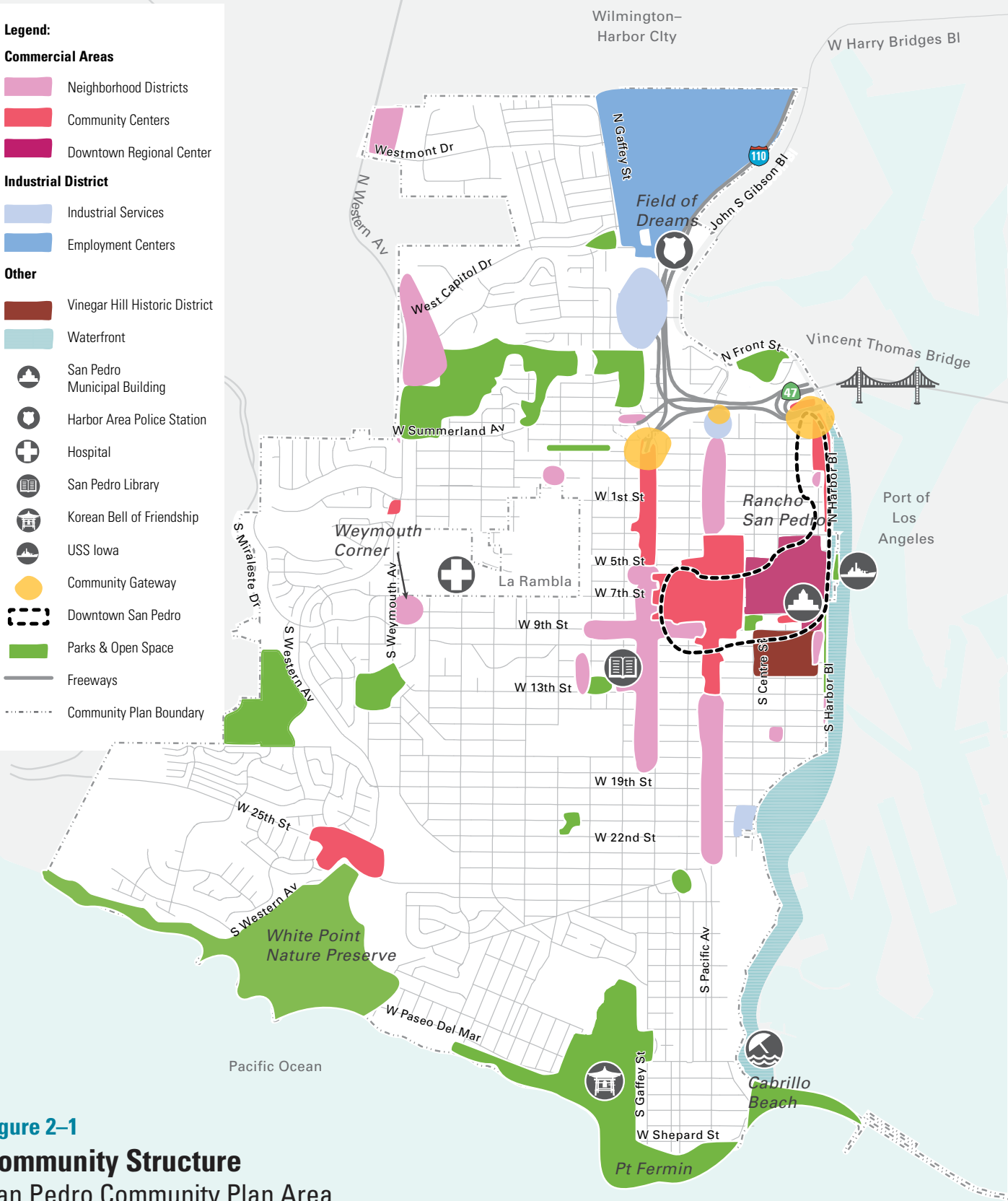


Figure 2-1
Community Structure
 San Pedro Community Plan Area

This is an informational map provided for reference purposes only. It is not adopted as part of the San Pedro Community Plan

Heights, built by renowned modern architect Richard Joseph Neutra in the vicinity of Western and Park Western Avenues, but later demolished. Figure 2-1 Community Structure highlights key points of interest in and around San Pedro.

After the war ended, another significant housing boom occurred, expanding beyond the original city boundaries to the north and west. Architecture during this period was distinctly different from earlier styles, including the introduction of mid-century modern and ranch styles that still predominate in many areas of San Pedro. Coastal and central neighborhoods such as Point Fermin, the Palisades and Vista del Oro were essentially built-out by the mid 1960s. The northwest portion of the CPA was the last to be developed, with much of the single-family residential homes in this area built between 1960 and 1980. This was followed by a number of large condominium developments constructed during the late 1980s and early 1990s.

During the last decade, with much of the original housing stock now over 50 years old, the focus of activity shifted to infill development, renovation and redevelopment. In the single-family zones, this trend has been largely manifest in the remodeling and enlargement of original tract homes. Actual growth in terms of residential units has been primarily in the downtown, where several new and adaptive reuse loft-style condominium developments have been completed.



Existing Land Uses

San Pedro has a unique physical setting with many natural, cultural and economic resources that have influenced the type and form of land uses within the community. The CPA is developed with a mixture of multi- and single-family residential, commercial, industrial, civic, recreational and open space uses, encompassing about 3,674 acres.

Residential uses comprise the largest portion of land uses within San Pedro, with 2,355 acres or about 65 percent of the CPA. Single-family residential is primarily located in the southern and western portions of the community, while multi-family residential is concentrated in the central and eastern portions. A mobile home park is located in the southwest corner in a gated senior community.

Most of the housing is over 40 years old, with the oldest neighborhoods located close to the waterfront in the central portion of the community. This early development is characterized by traditional street grid-based neighborhoods that include a mix of single-family and multi-family housing, located within proximity to the Downtown and harbor. The Vinegar Hill Historic Preservation Overlay Zone (HPOZ) is located in this region. Further south between the Middle and Upper Reservations of Fort MacArthur is the Point Fermin neighborhood, where a beach influence is reflected in the California Craftsman and Bungalow architecture. Most other single-family neighborhoods in the CPA were developed after World War II, but laid out earlier and thus retain a traditional grid-pattern. Architecture in these neighborhoods is predominantly characterized by modern and ranch style single-family homes on larger lots.

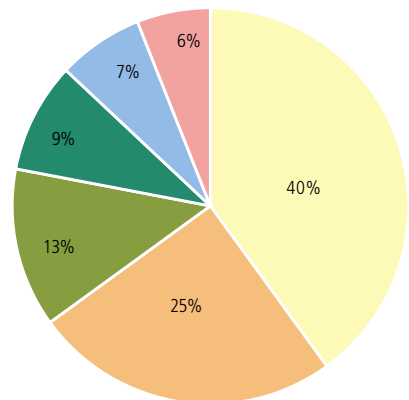


CHART 2.1
Existing Land Use
Distribution (2010)

Single-family Residential	40%
Multi-family Residential	25%
Open Space	13%
Public Facilities	9%
Industrial	7%
Commercial	6%

Source: City of Los Angeles, Department of City Planning, 2010.



About 224 acres, or 6 percent of the land area in the CPA is designated Commercial, mostly found in and near the Downtown and along the commercial corridors of Gaffey Street and Pacific Avenue. The uses located along these corridors contain a mix of retail, office, services and other commercial uses, along with apartment and condominium buildings. Several small neighborhood serving shopping centers, such as Weymouth Corners, are located throughout the plan area, while larger commercial centers are found along Gaffey Street, Western Avenue, and at the intersection of 25th and Western.

The CPA has many small medical and professional offices, many situated in proximity to the Little Company of Mary Hospital on 7th Street in the unincorporated County area known as “La Rambla.” A few large office/hotel buildings, such as the former Northrop Grumman office and Crowne Plaza Hotel buildings, exist in the Downtown regional center. The Downtown offers civic and cultural facilities, office, entertainment, and mixed-use residential developments in addition to many unique retail establishments. The 15-story Harbor Tower senior housing and 17-story Vue residential buildings are also located in the Downtown.



Industrial land use comprises about 255 acres, amounting to 7 percent of the land in the CPA. Industrial uses are primarily concentrated in the northern portion of the community between North Gaffey Street and the Harbor Freeway (110). A major distribution facility, business park, construction and home repair businesses are also located here. A smaller collection of industrial-zoned properties can be found Downtown, currently used for gallery and retail spaces and as far south as 22nd Street with maritime and auto-related uses among the most common in these areas. A community garden and play field, the Field of Dreams, are also situated along North Gaffey Street.

Open Space comprises 494 acres or 13 percent of the CPA. It includes a variety of different types of parks that meet different needs and have different functions, including urban plazas, sports facilities, playgrounds, nature preserves, passive green spaces, beaches, and cultural facilities. A large portion of the area located within the Los Angeles Air Force Base military family housing developments, Pacific Heights and Pacific Crest, is zoned as Open Space, but contains single- and multi-family type housing units. A detailed discussion of park facilities in San Pedro is included in Chapter 5 Community Facilities and Infrastructure.



Undeveloped open space uses also exist in the plan area, primarily located along the coastal bluffs and scattered in small pockets of unimproved public space throughout the CPA. The White Point Nature Preserve is a notable undeveloped open space in the southern portion of the CPA. In 2011, a landslide destroyed a 600-foot-long section of Paseo del Mar adjacent to the White Point Nature Preserve. An area now well known as “Sunken City” was once the fully developed 600 block of Paseo del Mar before beginning to slide into the sea in 1929. Most of the existing homes were successfully saved and moved, but remnants of roads still remain. Although this area is geologically unsafe and public access prohibited, Sunken City is a distinctive site in the community with abundant views of the ocean.

The public facility system in San Pedro includes schools, fire and police stations, utilities, highways, military reservations and a library. Combined, such uses currently make up 346 acres, or 9 percent of the total land area. A detailed discussion of public facilities in San Pedro is included in Chapter 5 Community Facilities and Infrastructure.

Economic Relationship of San Pedro and the Port of Los Angeles

As of 2007, about 43,398 jobs are directly generated by activities at the marine terminals owned by the Port of Los Angeles and about 13 percent of the direct job holders reside in San Pedro. (Footnote 2) The employment generated by maritime cargo activity at the marine terminals can be categorized into trucking, International Longshore and Warehouse Union (ILWU), freight forwarders/customs house brokers, warehousing, steamship agents, chandlers, surveyors, and others.

The Port of Los Angeles is one of the leading cruise homeports on the West Coast of the United States. The World Cruise Center, located at Pier 93 along the San Pedro waterfront, was renovated and expanded in 2002. Cruise ships contribute to the local and regional economies by providing employment and income to individuals, tax revenues to local and state governments, and revenue to businesses.

Associated industries that benefit from the cruise industry include tourism-related businesses and firms engaged in supplying services and materials cruise ships, as well as firms that supply services to cruise passengers staying in hotels before and after the cruise, and those purchasing food and retail items prior to or after the cruise. Cruise passengers patronizing local businesses also directly infuse the local economy. Of the economic benefits related to the cruise industry, the Harbor area (comprising San Pedro and Wilmington) is home to up to 52 percent of the jobs and captures 42 percent of the revenue generated by activities directly and indirectly supporting the cruise industry (Footnote 2).

Relationship to Adjacent Communities

In addition to being located directly south of the Los Angeles community plan area of Wilmington-Harbor City, San Pedro lies directly east of the incorporated cities of Rancho Palos Verdes and Rolling Hills. A narrow strip of land, the Harbor Gateway community of Los Angeles, connects the harbor-area communities of San Pedro, Wilmington and Harbor City physically with the rest of Los Angeles. Nearby South Bay communities, such as Torrance, Lomita, Long Beach and as far north as El Segundo, provide retail, entertainment, and employment opportunities not found locally, such as the aerospace industry centered in El Segundo that employs many civilians and Air Force personnel who reside in San Pedro. Physically, San Pedro shares the peninsula with Rancho Palos Verdes, Rolling Hills, and Palos Verdes Estates, and the harbor with Wilmington and Long Beach. Those commuting through San Pedro primarily come from these neighboring communities. San Pedro also shares much of its early history, Los Angeles identity and ethnic heritage with Wilmington.



Population, Housing, and Employment

SCAG’s 2030 demographic and socio-economic forecasts for Los Angeles are based on historic and recent growth trends. The Department of City Planning (DCP) refines the population and housing allocations within the City’s 35 communities so that projected growth is directed to regional and commercial centers, consistent with the Framework Element and other City policies. The San Pedro Community Plan is designed to accommodate the population, housing, and employment projections for 2030. The capacity of this plan to accommodate the projections is based on assumptions about the level of development that can reasonably be expected to occur during the life of the plan, given the plan’s land use designations and policies. Estimates for population, housing units and employment in the San Pedro Community Plan are shown in Table 2-1.

Past building data demonstrates that not all sites will be built to the maximum densities permitted by the plan for a variety of reasons, including economic conditions and market trends, financial lending practices, and construction and land acquisition costs, physical site constraints, and other General Plan policies or regulations. The reasonable expectations about the level of future development determine the Plan’s capacity to absorb any increase in population, housing, and employment. A more detailed discussion of population, housing, and employment projections and capacity is included in the Environmental Impact Report (EIR) for the San Pedro Community Plan.

The state of California requires that cities plan for changes in population, housing, and employment; if growth is projected, each city must accommodate a share of the region’s anticipated growth. These projections are prepared by the Southern California Association of Governments (SCAG), which forecasts population and job growth for the cities and counties in the six-county Southern California region. The City accommodates, or creates, the “capacity” for, these projected levels of population, housing, and employment through its Community Plans. This section describes the San Pedro Community Plan’s population, housing, and employment projections, as well as other influencing factors that may impact these estimates. In addition, recent state legislation, including two important climate change bills, is discussed.

Other Influencing Factors

In any planning effort, population projections and estimates are prepared in an attempt to anticipate, predict, and forecast population trends over a planning period. Understanding population change is necessary to predict future demand for housing units, transportation, community facilities, and natural resources within the Plan area. It needs to be recognized, however, that these figures are only best estimates and are derived from regional data disaggregated to the city and community level. The intensity of development is affected by many factors, and the rate at which population, jobs, and housing grow may be faster or slower than anticipated. External factors, such as global economic trends, demographic changes, immigration and migration rates, global warming, and water rights may also influence community development.

TABLE 2-2
Population, Housing, and Employment for San Pedro

	Existing (2005 Estimate) ¹	2030 Projection ²	Plan Capacity
Population (persons)	82,112	83,152	83,354
Housing (dwelling units)	29,911	34,647	34,731
Employment (jobs)	13,307	19,917	19,074

¹ Southern California Association of Governments (SCAG), 2005 estimate.

² City of Los Angeles Department of City Planning, adjusted SCAG projection.

State Legislation

At the state level, senate and assembly bills are often adopted that influence local planning policy. The San Pedro Community Plan includes new policies and programs that address these important objectives. For example, legislation calls for greater local emphasis on greenhouse gas reductions as well as better integration of transportation and land use planning:

Global Warming Solutions Act of 2006 (Assembly Bill 32). This bill required California to reduce its greenhouse gas emissions to 1990 levels by no later than 2020. The California Air Resources Board (CARB), as the State’s lead air pollution control agency, was assigned primary responsibility for coordinating development of those measures needed to achieve the required emissions reductions.

Complete Streets Act of 2007 (Assembly Bill 1358) requires cities when updating General Plans, to identify how the jurisdiction will provide for the routine accommodation of all users of the roadway including motorists, pedestrians, bicyclists, individuals with disabilities, seniors, and users of public transportation.

Landmark Land Use and Greenhouse Gas State Law of 2008 (Senate Bill 375). This bill helped to implement Assembly Bill 32’s greenhouse gas reduction goals by targeting transportation-related emissions through better integration of land use and transportation planning. Regions must adopt a “Sustainable Communities Strategy” which demonstrates that their housing and transportation plans reduce greenhouse gas emissions.



From 508
Behind The Scenes
Grace O Malley
Old Basics
Bridgeman Jewelers
Shiraz Accellence
Delightful Dixie Wear
461

Shop
Dine
Relax
SAN PEDRO
CALIFORNIA





Land Use and Urban Design

Chapter 3 of the Plan contains the Goals and Policies for each of the Plan’s land use designations, such as residential, commercial, and industrial, as well as special study and opportunity areas. The Department of City Planning is the primary department responsible for overseeing the goals and policies, and coordinating with other departments and agencies. Land use objectives are also addressed through mobility and public facilities goals and policies found in Chapters 4 and 5, respectively. The programs to implement these interrelated policies are included in Chapter 6. While policies addressing residential uses are included in this chapter, more specific housing policies and programs are developed on a citywide level and are maintained in the separate Housing Element, which is updated regularly on a five-year cycle.



San Pedro Vision Statement

To achieve the goal of a sustainable future with a high quality of life, the San Pedro Community Plan includes the following Vision Statement that describes what the community seeks to become – how it will look, function, and how it might be better or different in the future. The Vision Statement gives the plan a purpose and provides a basis for its development. The Vision Statement is unique to the San Pedro Community Plan, and provides a foundation for change that is shared by community members, homeowners, developers, business owners, elected officials, and City departments.

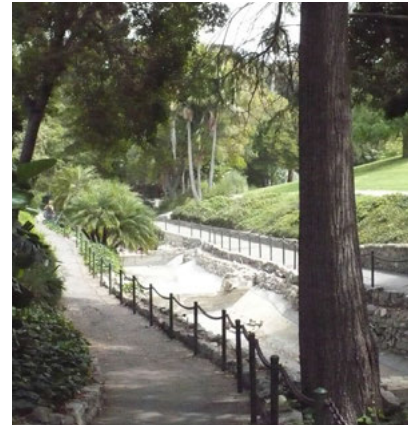
Vision Statement

The heart of the Community Plan, the Vision Statement describes what the community seeks to become; it gives the Plan a purpose and provides a foundation for change that is shared by community members homeowners, developers, business owners, elected officials, and City departments.

The vision for San Pedro is a stable community that provides a high quality of life for its residents: one that builds upon its distinct natural beauty, rich cultural heritage, and proximity to the Port and waterfront, while retaining the community’s small town feel for multiple generations of San Pedrans. The community will be characterized by the following:

- A variety of attractive residential neighborhoods with a range of housing options.
- Functional, well-designed, and economically vibrant commercial corridors and industrial areas.
- Attractive high quality development that reflects a mix of both newer and traditional architectural design.
- New development located near transit corridors, which is integrated with established local businesses.
- Clean industrial development that provides jobs and bolsters the community’s economic and physical condition.

- Maritime roots and the continuing vitality of the local fishing and shipping industry.
- The rich and diverse cultural heritage of its residents.
- Abundant open space, greenery, trees and parks that give a sense of openness. The beauty of its natural amenities and setting, which include sea cliffs, shoreline, tide pools, the silhouette of the Palos Verdes hills, ancient marine terraces, and spectacular views.
- A Mediterranean-type climate and clean, fresh air.
- A distinctive downtown that:
 - serves as the community's core;
 - is safe and comfortable;
 - is easily accessible and provides sufficient parking;
 - reflects the city's rich maritime and diverse ethnic culture;
 - provides entertainment, shopping and recreation; and
 - welcomes artists and artistic contributions.
- A synergistic connection to the waterfront and Port of Los Angeles.
- An identity as a destination place, rather than a place where people pass through a home to residents and visitors alike.





General Plan Land Use

The 35 Community Plans, which constitute the Land Use Element of the General Plan, guide the location and intensity of private and public uses of land; direct the arrangement of land uses, streets, and services; and encourage the economic, social, and physical health, safety, welfare, and convenience of people who live and work in the community. Land uses are organized into general classifications—residential, commercial, and industrial, public facilities, and open space—which are further defined by use, intensity, and density (refer to Table 3-1). Each land use category includes a list of permitted zones, which delineate the types of uses, densities, intensities, and heights permitted on a particular parcel. The General Plan Land Use Map (Figure 3-1) is a graphic representation of the location of the Community’s land use classifications that reflects the policies contained in the Community Plan.

Urban Form – Building Heights

While land use designations are governed by the General Plan, the urban form or how the physical community is developed is also influenced by other factors such as building heights and architectural design. The Community Plan does not specify maximum heights but does indicate where development should be more or less intense. Related to the intensity of development is the height of buildings. Heights of structures are regulated by the City’s Zoning Code. Figure 3-2 shows the general distribution of height districts in the CPA, which regulate the height of development as identified by zoning designations 1XL, 1VL, 1L and 1 and 2 (generally 30, 45, 75 feet, and unlimited stories respectively).



The prevailing height district in San Pedro is 1XL, which represents a maximum height of 30 feet. Height is further restricted to 26 feet in most of the coastal area of San Pedro (as regulated by the San Pedro Specific Plan). Downtown San Pedro is envisioned as a commercial hub for the community, a portion of which allows the tallest structures in the community; with corresponding Plan designation of Regional Commercial and Height District 2 zoning. A general description of predominant building heights in San Pedro is found in each of the Residential, Commercial and Industrial Land Use sections of this Chapter.

TABLE 3-1
General Plan Land Use

	Corresponding Zones	Net Acres	% of Area	Total Net Acres	Total % of Area
Total				3,674	
Residential				2,321	63.2%
Single-Family Neighborhoods				1,393	37.9%
Low II	R1	1,393	37.9%		
Multi-Family Neighborhoods				928	25.3%
Low Medium I Residential	R2, RD3	263	7.2%		
Low Medium II Residential	RD1.5, RD2	635	17.3%		
Medium Residential	R3	24	0.6%		
High Medium Residential	R4	6	0.2%		
Commercial				230	6.3%
Neighborhood Commercial	C1	106	2.9%		
Community Commercial	C2, RAS3, R4	90	2.5%		
Regional Commercial	C2, R4	34	0.9%		
Industrial				243	6.6%
Limited Industrial	M1, MR1	82	2.2%		
Light Industrial	M2	80	2.2%		
Heavy Industrial	M3	76	2.1%		
Hybrid Industrial	CM	5	0.1%		
Other				881	24.0%
Open Space	OS, A1	482	13.1%		
Public Facilities	PF	399	10.9%		

Rolling Hills Estates

Legend:

Residential

- Low II
- Low Medium I
- Low Medium II
- Medium
- High Medium

Commercial

- Neighborhood
- Community
- Regional

Industrial

- Limited
- Light
- Heavy

Open Space

-

Public Facilities

-

Other

- Hybrid Industrial
- Community Plan Boundary

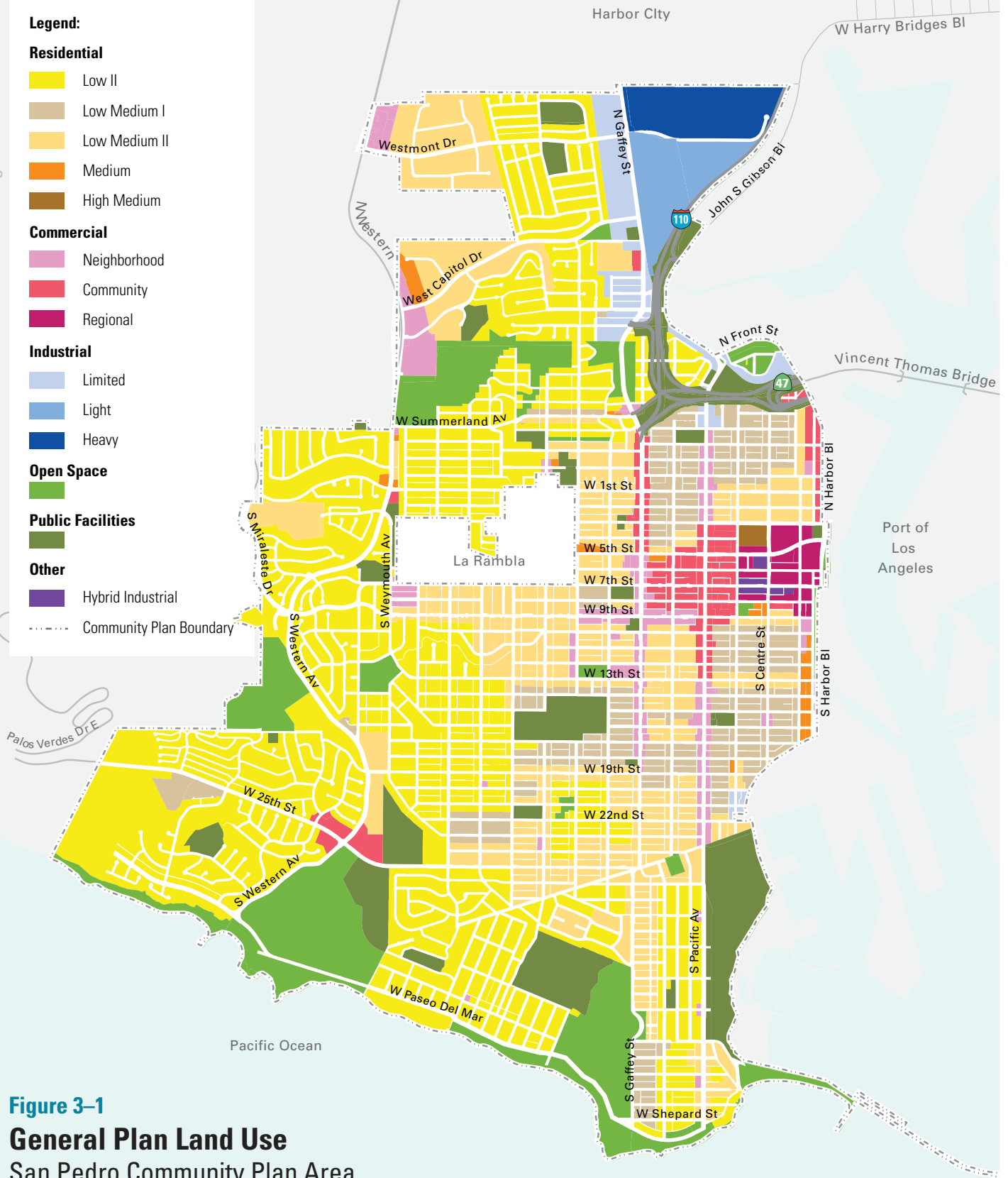


Figure 3-1
General Plan Land Use
San Pedro Community Plan Area

This is an informational map provided for reference purposes only. It is not adopted as part of the San Pedro Community Plan.

Community Themes

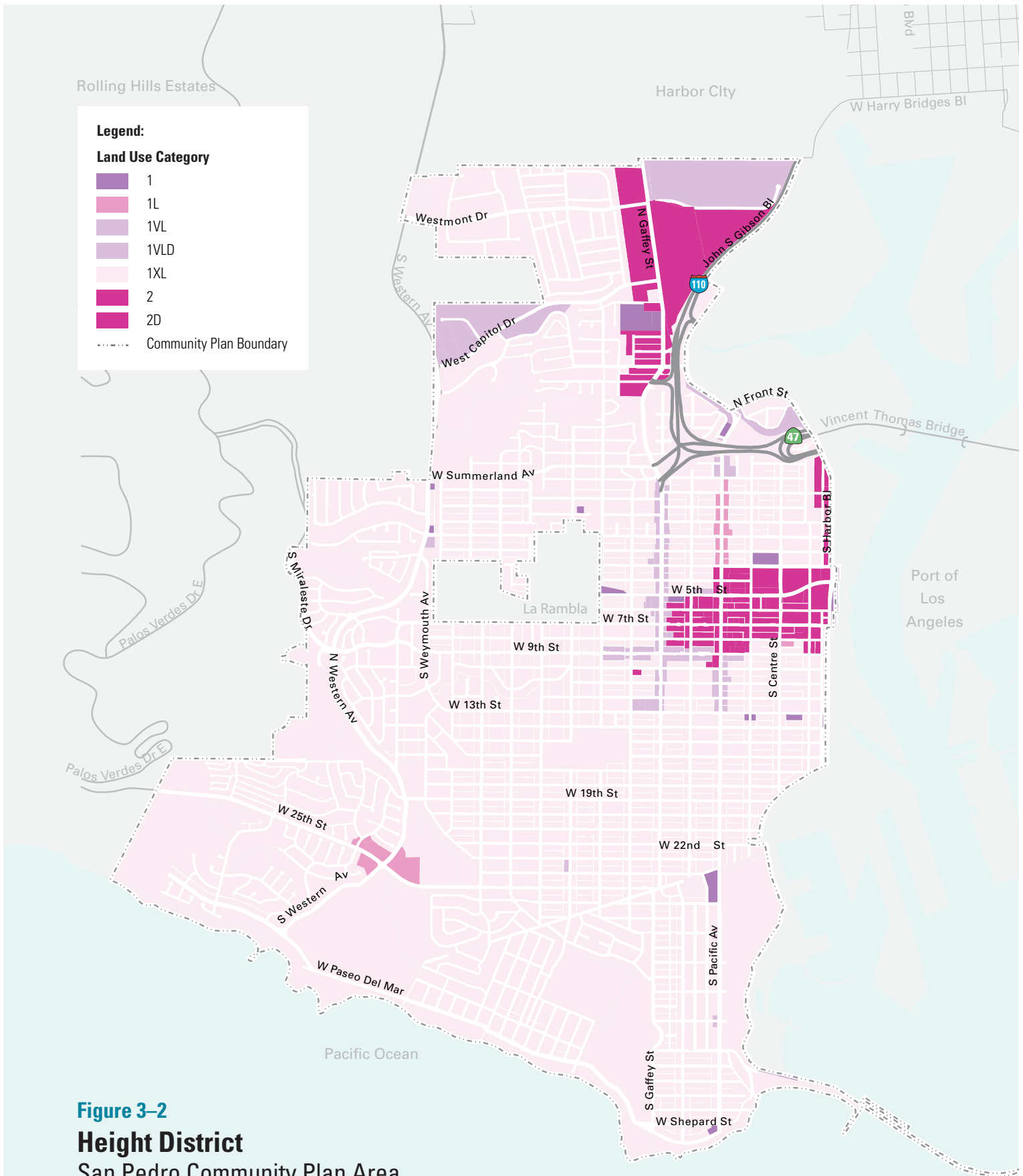
As discussed in Chapter 1, the General Plan Framework Element establishes guiding principles for growth and development citywide. While all community plans implement these guiding principles, Los Angeles is a city of diverse neighborhoods and communities and with that comes many varied and localized issues. The San Pedro Community Plan carries out the General Plan Framework Element guiding principles through its land use designations, policies, and specific community focused themes. The community themes provide more detailed expression of the community’s vision statement and lay the foundation for the Community Plan’s goals, policies, and implementation programs that will achieve the vision. They build on major points of agreement that emerged from community discussions about the valued qualities of San Pedro, hopes and aspirations for the future, and strategies for achieving the vision. The Community Themes are:

Enhance Distinct Neighborhoods, Districts, and Centers

The establishment of lively and walkable commercial districts is a key goal of the Community Plan to retain elements of San Pedro’s small town environment. Community input received during the outreach process reflected a strong need for shopping and other community services within walking distance of neighborhoods. Additionally, input indicated a desire to preserve the unique and varied neighborhoods of San Pedro. The Community Plan aims to support the creation and maintenance of distinctive neighborhoods, districts, and centers that provide visual diversity, varying intensities of residential and commercial activity that are appropriate to their location, and plentiful opportunities for social interaction.

The plan identifies districts and centers that reflect a defined local character, scale, and relationship to adjacent neighborhoods and provide a full complement of uses with easy access to parks, stores, and other amenities of everyday living. Development intensities are designed to retain low-scale residential neighborhoods, concentrate more intense development in specific locations, and maximize accessibility to amenities, while providing transition in scale and height to lower-density neighborhoods.





Legend:

Land Use Category

- 1
- 1L
- 1VL
- 1VLD
- 1XL
- 2
- 2D
- Community Plan Boundary

Figure 3-2
Height District
San Pedro Community Plan Area

This is an informational map provided for reference purposes only. It is not adopted as part of the San Pedro Community Plan.

Not To Scale

Promote Downtown as the Commercial “Heart” of San Pedro

The outreach process for the Community Plan indicated that many San Pedro residents and businesses want to see the downtown become the “heart” of San Pedro as it was in the past. The new Community Plan enhances and enlivens downtown by encouraging more housing and employment-generating uses there, while ensuring a pedestrian-friendly environment by requiring ground floor commercial and implementing design controls. The Plan also supports the creation of an Arts, Cultural and Entertainment District (“ACE District”).

Expand Housing Opportunities

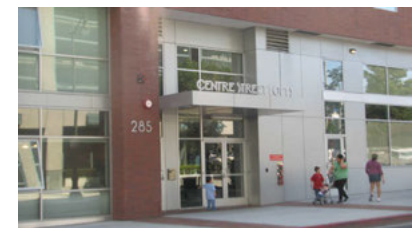
The Community Plan creates new housing options, mostly downtown and in areas identified for mixed-use, in accordance with Framework policies guiding to focus growth in higher-intensity commercial centers close to transportation and services. Many of the community’s neighborhoods, including single-family neighborhoods, are established and not expected to change significantly as growth in other parts of the community occurs. The Plan preserves the character of existing single-family and lower density neighborhoods by maintaining lower density land use designations and limiting the allowed residential density of some neighborhood commercial areas. The San Pedro Community Plan seeks to direct growth away from these existing residential neighborhoods towards transit-oriented districts and corridors in commercial centers. Other areas—particularly in the downtown—will undergo major transformations with increasing residential and commercial activity.

Strengthen the Community’s Connection to the Waterfront

San Pedro’s relationship with the harbor and the ocean is one of the key elements that contribute to its unique character and identity. The Community Plan coordinates development of the San Pedro community with development at the Port to create a seamless interface, and provides for more public access and view corridors to the harbor. It creates potential opportunities for additional open space with views of the harbor, new public spaces along the waterfront, and includes policies to promote future public recreational use of sections of the former Fort MacArthur property near the harbor and ocean.

Expand Recreational Amenities and Opportunities

The Community Plan expands San Pedro’s recreational opportunities and facilities through policies that support the establishment of a new park on Knoll Hill, and coordination with the Port’s Waterfront development planning to create more waterfront-oriented recreational amenities and improve the community’s access to them. Also included are policies to incorporate more public recreation opportunities on former military sites in San Pedro.



Preserve Industrial Areas for Local Jobs

Industrial uses, particularly specialty firms that are solely allowed in industrial zones, are disappearing. Industrial districts are increasingly being compromised by their conversion into commercial and residential uses. A renewed commitment to the preservation of industrial zones for jobs in San Pedro can improve the jobs/housing balance, diversify the heavily port-dependent economy and help ensure appropriately located land suitable to accommodate existing, new and relocating industrial firms, including space for small-scale or niche manufacturing and emerging green technologies. The North Gaffey Street industrial district is an important economic and employment area serving the South Bay region and the Port of Los Angeles. The Community Plan retains the industrial land use designation and zoning in this area to incentivize and promote green and clean technology.

Develop a Sustainable Community

The basic concept of sustainability is defined as meeting the needs of current generations without compromising the ability of future generations to meet their own needs. Good land use planning is at the core of any sustainable community because it provides the ability for people to share space efficiently, to walk or bike to their destinations, to have access to public open space and recreational opportunities, and to assure that land is available near residential neighborhoods for viable businesses and employment. Sustainability goals and policies are woven throughout this community plan to help encourage a healthy local economy, protect the environment, and improve the quality of life of all residents, now and in the future. Recognizing the significance of sustainability, the California State legislature also has mandated more sustainable land use planning to improve air quality, reduce greenhouse gases, and integrate transportation and land use planning. This legislation is discussed in Chapter 2.

Foster a Healthy Community

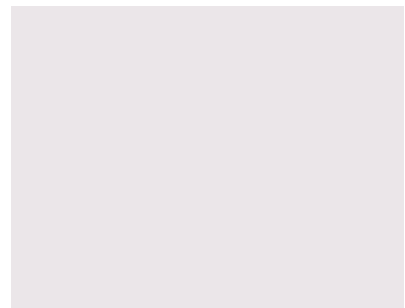
Healthy communities are ones that link the design of the built environment to public health, recognizing that patterns of land use, density, intensity, transportation choices, and street design have an impact on chronic diseases and health disparities. The Community Plan takes several steps to make community health a priority by developing regular channels of communication and collaboration between local health officials and planners; supporting safe, convenient opportunities to purchase fresh fruits and vegetables by ensuring that sources of healthy foods are accessible in all neighborhoods; developing land use and development strategies that encourage walking, bicycling and crime prevention through environmental design; and supporting an active, inclusive, and responsive community where healthy habits are encouraged rather than discouraged by the environments we build.



Sustainable Development

Sustainable development encompasses established principles of good planning by meeting the needs of current generations without compromising the ability of future generations to meet their own needs. Sustainable development can be further defined as promoting the “three E’s:” environment, economy, and equity. For example, a decision or action aimed at promoting economic development should not result in social inequity or decreased environmental quality.

What does sustainable development look like on the ground? In a community that is developing sustainably, the neighborhood is the basic building block of urban design and is characterized by walkability, mixed-use development, and mixed-income housing. Walkability is a function of compactness and density. Attention to streetscape and public spaces is a key design element in creating desirable places to live. Such neighborhoods are more likely to support efficient transit systems. This approach to planning, from the neighborhood to the regional level, is often referred to as “smart growth.”



Healthy Communities

A growing body of research has shown that there are connections between development patterns, community design and health outcomes. Crafting a more health-friendly Community Plan is critical to the overall health of a community. Healthy communities are characterized by equitable access to recreation facilities such as parks and community centers to promote physical activity; grocery stores and healthy foods; safe, active transportation options such as biking and walking; health services; affordable housing; economic development opportunities; healthy environmental quality; and safe public spaces.

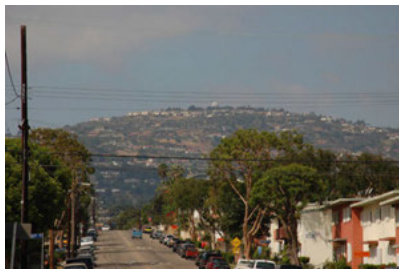




Residential Neighborhoods

Issues and Opportunities

Throughout the San Pedro community plan update process, opportunities were provided for San Pedro community members to comment on the proposed plan changes at a variety of public workshops and presentations. As a result of public input and staff research, issues and opportunity areas were identified. Goals and policies were updated to specifically address these areas, and are included in this section. A primary concern was the preservation of residential neighborhood character and the need for neighborhood services. The key residential neighborhood issues and opportunity areas include the following:



- While some previous periods of development have resulted in structures that are inconsistent with the scale and character of established neighborhoods, new development projects can be better regulated to guide compatible design, scale, and massing.
- Preserving small neighborhood-serving amenities within residential areas serves the larger goal of reducing vehicle trips by making walking or bicycling more viable options for simple conveniences.
- Inconsistent zoning and development patterns over several decades have created inappropriate or abrupt transitions in use, scale and massing from multi-family areas and commercial boulevards to adjacent residential single-family neighborhoods. Future development has the opportunity to greatly improve the transition and connectivity between residential, commercial and industrial land uses.
- The need for affordable senior housing and assisted living facilities is a key concern due to demographic and economic trends and projections. In San Pedro, such facilities would increase the opportunities for those “empty nest seniors” looking to downsize from large single-family homes while remaining within the community and the reach of supportive social, cultural and family networks.
- San Pedro’s unique neighborhoods, with incredible views of the ocean, harbor and hills of Palos Verdes, require sensitive development. Natural, scenic, recreational, historic, and cultural resources all contribute to the high-quality residential environment which should be protected for the enjoyment and economic prosperity of present and future generations.

Residential Areas

The majority of San Pedro has been designated for residential purposes, with single-family the predominant land use. Single-family neighborhoods are located in the southern and western portion of the Community (refer to Figure 3-3). About 45 percent of the dwelling units were built prior to 1960. The predominant zoning height limit for single- and multiple-family residential areas is 30 feet (refer to Figure 3-2).

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.

Policies

- LU1.1 **Neighborhood character.** Maintain the distinguishing characteristics of San Pedro’s residential neighborhoods with respect to lot size, topography, housing scale and landscaping, to protect the character of existing stable neighborhoods from new, out-of-scale development.
- 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.
- LU1.3 **Neighborhood transitions.** Assure smooth transitions in scale, form, and character, by regulating the setback, stepbacks, rear elevations, and backyard landscaping of new development where neighborhoods of differing housing type and density abut one another.
- LU1.4 **Hillside development.** Limit the intensity and density in hillside areas to that which can be reasonably accommodated by infrastructure and natural topography. Development should be integrated with and be visually subordinate to natural features and terrain.
- LU1.5 **Slope density.** Condition the approval of lot line adjustments, where either lot is subject to the Slope Density Ordinance prior to the lot adjustment, to document existing average natural slopes for the entire parcel and maintaining overall density restrictions pursuant to the intent of the slope density formula of Section 17.05C.
- LU1.6 **Alleys.** Maintain and improve existing neighborhood alleys as an alternative, safe, well maintained vehicular access to homes that reduces curb cuts, driveways, and associated pedestrian automobile conflicts along sidewalks.
- LU1.7 **Build Green.** Developments should be sustainable and attractive, and incorporate green building design, systems and materials to the greatest extent feasible.
- LU1.8 **Front yard character.** Discourage parking between the street and the front of the structure on surfaces that are not part of required driveways.



Legend:

Single Family

- Low II

Multi-Family

- Low Medium I
- Low Medium II
- Medium
- High Medium

Other

- Opportunity Areas
- Community Plan Boundary

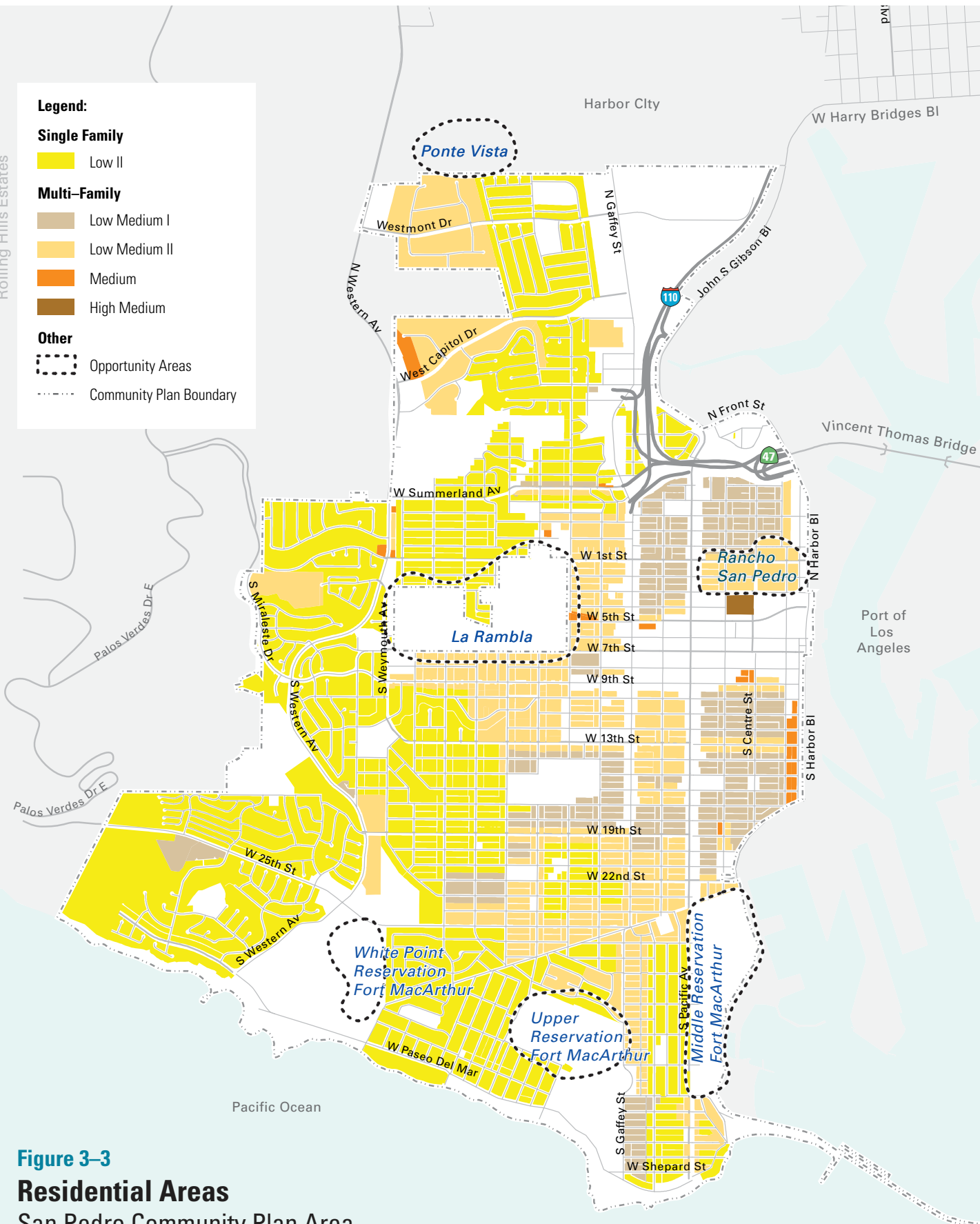


Figure 3-3
Residential Areas
San Pedro Community Plan Area

This is an informational map provided for reference purposes only. It is not adopted as part of the San Pedro Community Plan.

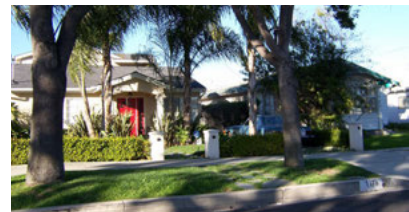
Single-Family Residential

San Pedro's single-family neighborhoods are important to the community's sense of character and identity. The plan preserves the character of existing lower-density neighborhoods by maintaining lower-density land use designations.

Goal LU2: Single-family neighborhoods throughout San Pedro that provide safe, secure and high quality residential environments for all economic, physical ability, age and ethnic segments of the community and are maintained at the distinct scale, character and identity that has long characterized these neighborhoods.

Policies

- LU2.1 **Preserve neighborhood character.** Maintain single-family and lower-density neighborhood character through the use of lower density land use designations, Low II and Low Medium I.
- LU2.2 **Height transitions.** Provide height transitions between established single-family neighborhoods and adjacent multi-family, commercial, and industrial areas.



Multi-Family Residential

Neighborhoods designated for multi-family use are predominantly located in the central and eastern portions of San Pedro and contain duplexes, bungalow apartments, 3 to 4 story apartment buildings, and condominium complexes, as well as single-family homes. These neighborhoods are also among the oldest in the community, with many developments dating back 60 to 100 years.

One significant exception exists in the relatively modern residential area located in northwest San Pedro between the Western Avenue commercial corridor and the single-family residential neighborhood centered along Taper Avenue. Developments in this area, built mostly after 1960, are typically condominiums or townhomes, with a combination of rental and ownership units.

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.

Policies

- LU3.1 **Neighborhood stability.** Stabilize and improve existing multi-family residential neighborhoods, allowing for growth in areas where there are sufficient public infrastructure and services and where quality of life can be maintained or improved.
- LU3.2 **Key locations.** Incorporate multi-family housing in areas targeted for mixed use and in the Regional Center.





- 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.
- 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.
- LU3.5 **Compatibility.** Ensure that the new development of multi-family, duplex, small lot subdivisions or lower density units located in or adjacent to single-family neighborhoods maintains the visual and physical character of single-family housing and be designed to respect and complement the architectural and building patterns of surrounding existing residential development.
- 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.
- LU3.7 **Senior housing.** Develop senior housing in neighborhoods that are accessible to public transit, commercial services, recreational and health and community facilities, especially within or adjacent to designated Community Centers.
- LU3.8 **Special needs housing.** Maintain and improve developments that serve homeless, transitional needs and special needs populations. Support the retention of residential hotels and Single-Room Occupancy (SROs) to provide housing for extremely low and very-low income residents.
- LU3.9 **Small lot development.** Small lot subdivisions are required to follow the Department of City Planning’s “Small Lot Guidelines.” In addition, projects in San Pedro must comply with the following:
- Monotonous appearance of garage doors facing street frontage is not permitted.
 - Hillside small lots must provide view corridors through the subdivision.
 - Emphasize sustainable site practices such as permeable common driveways.
 - Adaptive reuse of signature San Pedro bungalow or courtyard housing into Small Lot subdivisions is desirable and encouraged. The Advisory Agency may support such subdivisions without requiring additional parking provided the project is consistent with the parking permitted at the time the bungalow/courtyard housing was initially constructed.

Opportunity Areas

Residential and residential/commercial mixed areas that have the potential to accommodate growth or that are in transition, or under consideration for future improvements/change are identified in this section. Refer to Figure 3-3, Residential Areas.

Rancho San Pedro Housing Project

The Rancho San Pedro Housing Authority facilities, originally built in 1942 as work-force housing by the Defense Department with 284 units on 12.5 acres, and the Rancho San Pedro Extension, built in 1952 with 191 units on 8.7 acres, are directly north of the Downtown San Pedro Regional Center.

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

Policies

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.

LU4.2 Public private partnerships. Support and encourage public/private partnerships and other efforts to revitalize Rancho San Pedro, including those available to the City of Los Angeles Housing Authority.

Fort MacArthur Upper, Middle and White Point Reservations (Los Angeles Air Force Base Housing Sites)

The historic military reservation at Fort MacArthur was transferred to the Air Force in 1982, and now serves as a supportive housing and administrative facility for the United States Air Force (USAF) Los Angeles Air Force Base (AFB) located in El Segundo. Additional housing sites were later developed on 25th Street just east of Western Avenue on former military reservation and City parkland. These include Pacific Crest, located on the north side of 25th at the former site of Bogdonovich Park, and Pacific Heights II, located south of 25th Street in the northwest corner of the White Point reservation.



The Middle Reservation is part of a long-term lease with the USAF. As part of a larger housing privatization initiative, the Air Force signed a 50 year lease in 2007 with Actus Lend Lease to develop, build, renovate, finance and maintain all housing for Los Angeles AFB, now part of the “Tierra Vista Communities.” The Community Plan views this area as appropriate for open space recreation if the site is ever found to be surplus by the federal government. Only the Middle Reservation is still an active military facility.

The White Point Reservation is under the jurisdiction of City of Los Angeles, Department of Recreation and Parks (RAP), and must be used for park and recreation purposes only. Currently it is being used as passive open space in joint use with the Palos Verdes Land Conservancy. The Community Plan views this area as appropriate for a regional park. The most northwestern portion is developed with single-family homes.

The Upper Reservation, consisting of both Angels Gate Park and LAUSD properties, is a 64-acre former military reservation deeded to the City of Los Angeles in the 1970s expressly for cultural use. The park acreage is under the jurisdiction of R, and includes the Korean Bell Monument. The City turned the Upper Reservation into a city park in 1982. In 2012 the South Region High School No. 15 was completed by the Los Angeles Unified School District (LAUSD) on 50 acres of the fort’s Upper Reservation.

LU4.3 Integrate Reservation sites. When redevelopment of the Fort MacArthur sites is planned, such development should be:

- designed to provide a mix of housing types for a range of incomes;
- compatible with a Low Medium I density designation on average;
- open and integrated into the community (not gated); and
- developed with accessible public open space, community facilities and other public amenities.

La Rambla (County of Los Angeles)

This 135-acre, unincorporated portion of Los Angeles County is situated in the center of San Pedro and completely surrounded by the CPA. An irregularly shaped “island” roughly bounded by Weymouth Avenue, Meyler Street, 1st, 3rd and 7th Streets, this area currently includes single and multi-family residential uses, a significant medical office node anchored by Providence Little Company of Mary Medical Center, a private hospital, and a YMCA. Being geographically situated within the CPA the La Rambla area has a direct bearing on the San Pedro Community with respect to economic and land use decisions.

LU4.4 Annex La Rambla. Annex the unincorporated Los Angeles County land generally known as La Rambla, to the City of Los Angeles.

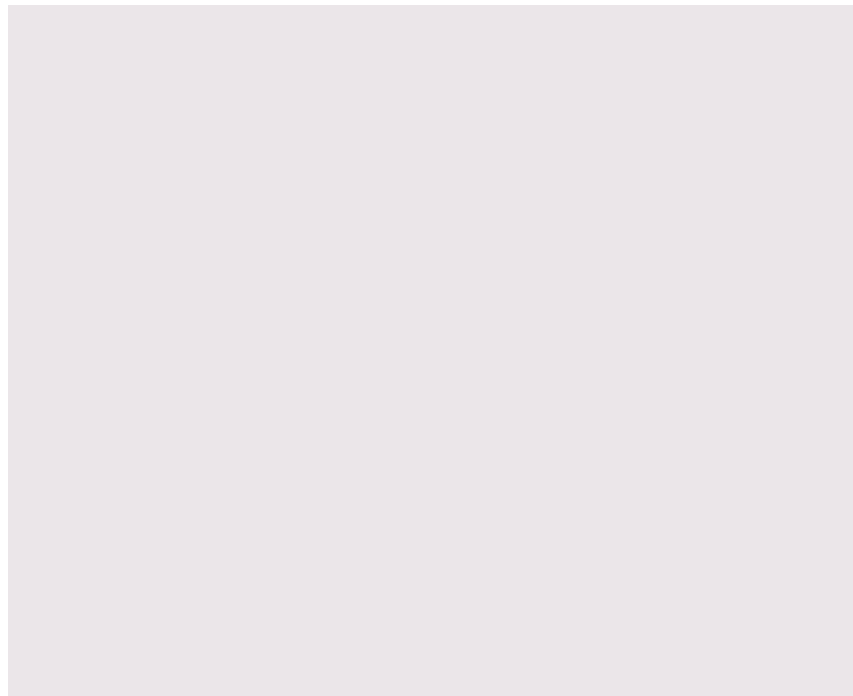


Ponte Vista (former Naval Housing Site on Western Avenue)

While located just outside and north of the San Pedro Community Plan Area, this approximately 60-acre site presents an opportunity for an integrated mixed use and mixed density neighborhood. Its size and proximity to San Pedro calls for a development that is physically connected to the San Pedro community and provides public facilities and amenities that serve neighboring residents.

LU4.5 **Integrate Ponte Vista.** New development at Ponte Vista should include a mix of uses and densities, a range of housing types, neighborhood services and amenities, compatible with and integrated into the adjacent San Pedro community. Development of the Ponte Vista site should be:

- designed to provide a mix of housing types for a range of incomes;
- compatible with a Low Medium density designation;
- open and accessible to the community, and not developed as a gated-community; and developed with accessible public open space, community facilities and other public amenities.





Commercial

Issues and Opportunities

As a result of public input and staff research, issues and opportunity areas were identified. Goals and policies were then developed to specifically address these areas, and are included in this section. A primary theme is the retention of local businesses and the desire for pedestrian-oriented commercial districts. The key commercial issues and opportunity areas include the following:



- Residents desire the convenience of neighborhood-serving commercial uses and “small town” retail establishments within walking distance of neighborhoods. Such establishments provide economic opportunities for small business owners and local jobs, promote healthy neighborhood activity, and help reduce vehicle trips. Thus, it is desirable to preserve and protect those that remain.
- A concern throughout the community is that there are too many pawn shops, liquor stores and bars. Low property values, low asking rents, and permissive zoning make these types of uses attractive to property owners. Zoning and design regulations can be used to incentivize more desirable uses.
- Mixed-use structures that combine jobs and housing are desirable to reduce automobile trips. By directing mixed-use development to Community and Regional Commercial Centers, existing neighborhood commercial development can be enhanced and established neighborhoods can be protected from excessive development.
- It is desirable to attract major retail stores, including grocery stores and boutique retailers in the Downtown, and in neighborhood and community commercial areas. While new retail stores are desired, existing locally-owned establishments, such as “Mom and Pop” stores, should be retained. Downtown, in particular, needs neighborhood and community gathering areas, such as a civic center or community plaza. New development should be required to include well-designed, vibrant public open space.
- More entertainment-related uses, such as movie theaters, and those that cater to all ages and families are needed. Removing onerous development restrictions in Downtown may entice private investment in these types of attractions.
- The Downtown’s proximity to the Port of Los Angeles offers unique opportunities for an enhanced commercial and entertainment district. Incentives should be provided to attract and cater to visitors and capitalize on the tourism resulting from the cruise ship terminal and port activities.



Commercial Districts

Commercial land use in the San Pedro Community Plan area is in transition due to demographic and economic trends. The primary commercial district is Downtown San Pedro, comprised of a Regional Center and adjacent Community Center. Commercial land use policies reflect the need to locate new and retain existing commercial uses in the community to facilitate convenient shopping and access to professional services. Redevelopment of existing commercial corridors and areas, and conversion of existing structures to more appropriate uses should result in the physical and aesthetic upgrading of these areas. Plan policies support the development of single or aggregated parcels for commercial, mixed use and residential development.

Mixed-use structures generally incorporate retail, office, professional services or community facilities on lower floors, and residential units on upper floors. The intent is to provide housing in close proximity to jobs and services, to reduce vehicular trips and air pollution, to assure adequate sites for housing, and to stimulate pedestrian oriented areas to enhance the quality of life in San Pedro. The new plan encourages mixed use projects in certain commercially designated areas, located along transit corridors, and in pedestrian oriented districts.

The Land Use Map shows the general boundaries of commercial land use designated for the San Pedro CPA. These are generalized locations where commercial projects appropriate for each type of district are encouraged. The Land Use map indicates areas where new commercial development is anticipated and should be planned for according to the goals and policies of each district.

Figure 3-4 shows commercial districts within San Pedro. The maximum height limit for Neighborhood Commercial Districts is two stories. In the Community Commercial areas, up to 6 stories are allowed. The most permissive heights are allowed in Downtown San Pedro, where in a targeted area buildings can be as high as 20 stories, with required transitions between more intense uses and adjoining lower-scale commercial and residential neighborhoods.

Redevelopment in San Pedro

In 2012, the CRA/LA was eliminated by the State Legislature resulting in a change in the implementation of Redevelopment Project Areas and accompanying plans. The implementation of such plans may become the responsibility of a Successor Agency or ultimately reside with DCP. Two Redevelopment Areas previously administered by the Community Redevelopment Agency of Los Angeles currently exist in San Pedro (refer to Fig 1-3). Together, they contain San Pedro's primary commercial centers and boulevards, including Gaffey Street, Pacific Avenue and Harbor Boulevard. Redevelopment goals include elimination of blight and creation of a healthy local economy; production of housing for low- to moderate-income families; removal of structurally substandard buildings; changes in land use to facilitate new water-oriented commercial development; provision of new public facilities; and expansion of economic and employment opportunities.



Legend:

- Neighborhood
- Community
- Regional

Other

- Opportunity Areas
- Community Plan Boundary

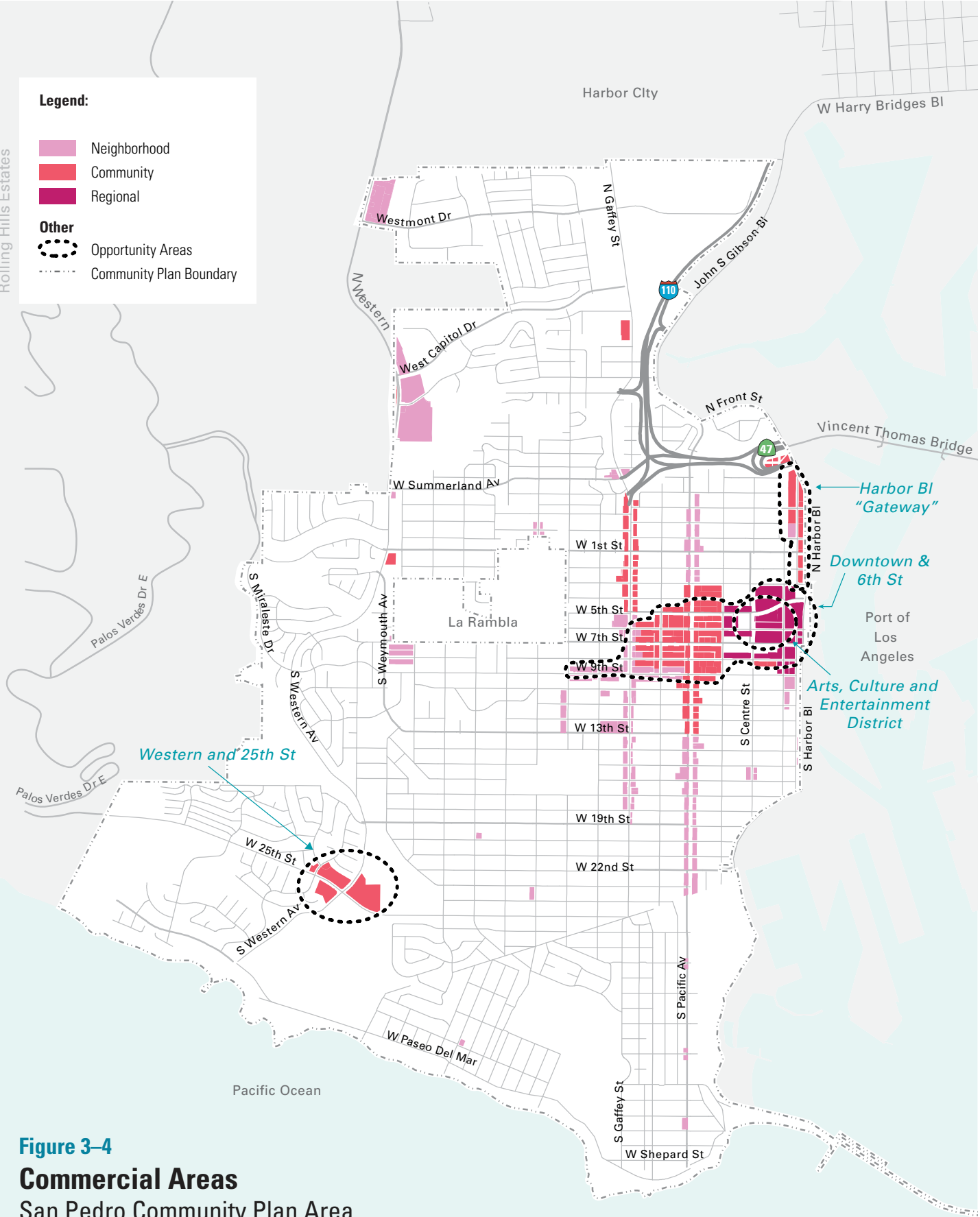


Figure 3-4
Commercial Areas
San Pedro Community Plan Area

This is an informational map provided for reference purposes only. It is not adopted as part of the San Pedro Community Plan.

The Pacific Avenue Corridor Redevelopment Project Area was initiated in 2002. The goal for the project area is to reverse the physical and economic decline in this area and identify revitalization strategies for the downtown San Pedro including Pacific Avenue and Gaffey Street commercial corridors.

The Beacon Street Redevelopment Project Area, established in 1969, lies adjacent to the Pacific Avenue Corridor project area. However, the redevelopment authority in this area concludes in 2012.

Downtown San Pedro Community Design Overlay

The Downtown San Pedro Community Design Overlay (CDO) District provides guidelines and standards for development projects, including new development and improvements to existing properties, within Downtown San Pedro. The intent of the Downtown San Pedro CDO is to provide design guidance and direction to enhance the visual identity and to improve the walkability and appearance of the Downtown.

Community Commercial Districts

Community commercial districts typically include neighborhood-serving types of businesses and services, but also include those that serve the larger community, such as lodging, small offices, cultural and entertainment facilities, schools and libraries. The height for structures in these districts ranges from 20 to 45 feet (refer to Figure 3-2).

Goal LU5: **Strong and competitive commercial districts that are aesthetically appealing, pedestrian-oriented, easily accessible and serve the needs of the community while preserving the unique commercial and cultural character of the community.**

Policies

- LU5.1 **Investment.** Conserve, strengthen and encourage investment in San Pedro's existing commercial districts.
- LU5.2 **Mix of uses.** Encourage the vertical and horizontal integration of a complementary mix of commercial, service and other nonresidential uses that address the needs of families and other household types living in urban neighborhoods. Such uses may include daycare and school facilities, retail and services, and parks, plazas, and open spaces.
- LU5.3 **Limit specific uses.** Discourage the following types of uses in all neighborhood commercial districts, and, require a CUP in other districts: auto parts stores, auto repair garages, auto sales offices, auto trailer parks, unenclosed automobile service stations, unenclosed drive-in establishments and used car lots.
- LU5.4 **Appropriate transitions.** New development should respect and complement the architectural and building patterns of surrounding existing residential areas. New buildings that abut residential zones or are adjacent





to residential neighborhoods that have lower development intensities and building heights should ease the scale of transition through use of downsizing scale, massing, heights, or setbacks.

LU5.5 **Complementary residential uses.** Residential uses in commercial areas should complement and enhance commercial districts with compatible design, entrances, scale, massing and continuation of the streetwall.

LU5.6 **High-quality development.** Design commercial development, including infill development, redevelopment, rehabilitation, and reuse efforts, to produce a high-quality built environment, with distinctive character, and compatibility with existing and adjacent development, that reflect San Pedro’s unique historic, environmental, and architectural context, creating memorable places that enrich community life.

LU5.7 **Strategically locate new large projects.** Allow large projects in appropriate locations, and provided that projects do not interrupt community fabric, the street grid, designated public views, or the viability of commercial areas, and that those facilities are designed to be compatible in scale and character with surrounding uses.

LU5.8 **Spaces for people.** Integrate pedestrian amenities, traffic-calming features, plazas and public areas, attractive streetscapes and signage, lighting, shade trees, outdoor dining and open spaces to create destinations for area residents to shop and gather.

LU5.9 **Enhanced pedestrian street activity.** Incorporate retail and service-oriented commercial uses on the first floor street frontage of structures, including mixed-use projects and parking structures.

LU5.10 **Build Green.** Developments should be sustainable, attractive and incorporate green building design and materials to the greatest extent feasible.

LU5.11 **Buildings that engage the street.** Require buildings to be oriented to and actively engage the public realm through such features as building orientation, build-to and setback lines, façade articulation, ground-floor transparency, and location of parking.

LU5.12 **Retail streetscapes.** Maintain and, where deficient, improve street trees, plantings, furniture (such as benches, trash receptacles, news racks, and drinking fountains), signage, public art, and other amenities that promote pedestrian activity in retail commercial districts.

LU5.13 **Improve design.** Promote quality site, architectural and landscape design that incorporates walkable blocks, distinctive parks and open spaces, tree-lined streets, and varied architectural styles.

LU5.14 **Safety.** Create and promote environments that enhance safety and are more conducive to walking through the use of design guidelines and standards. Encourage outdoor areas to be lighted for night use, safety and comfort.

- LU5.15 **Well-designed parking.** Provide adequate employee and public parking for all commercial facilities that is complementary to adjacent uses, separating it from residential uses. Where possible, replace surface parking with structured parking, replace parking area drive aisles with pedestrian-friendly walkways, and infill parking areas with multi-story mixed-use buildings.
- LU5.16 **Minimize parking impacts.** Reduce the visual prominence of parking within the public realm by requiring off-street parking to be located behind or within structures or otherwise fully or partially screened from public view.
- LU5.17 **Public spaces.** Develop connecting public plazas and paseos to encourage outdoor activity and public gathering places.
- LU5.18 **Promote sustainability.** Support efforts that promote healthy eating, strengthen regional agriculture and food security, and reduce the environmental and financial costs of long distance shipping. Encourage the cultivation and sale of locally sourced produce.
- LU5.19 **Co-location of services.** Promote the joint location of health services and social services facilities in schools, community centers, senior centers and other public facilities, and locate near transit whenever feasible.

Neighborhood Commercial Districts

Several neighborhood commercial districts are located throughout the community providing daily convenience services to people living in nearby residential areas. Typical establishments found in these areas include markets, barber and beauty shops, laundromats and dry cleaners, restaurants, convenience stores, coffee shops and small professional offices. These districts contain mostly small-scaled, 1 to 2 story buildings with local businesses that provide goods and services to the adjacent neighborhoods and community at large. Neighborhood commercial districts include the following:

- Gaffey Street between 5th and 19th Streets
- 9th Street between Gaffey Street and Pacific Avenue
- Pacific Avenue
- Weymouth Corners
- Park Plaza and Harbor Cove

Gaffey Street between 5th and 19th Streets

Gaffey Street between 5th and 13th Streets is a crossing where both heavy commuter traffic travels north and south from the 110 Freeway and school-age pedestrians walk east and west from the dense residential neighborhoods to the middle and high schools located between 15th and 17th Streets just west of Gaffey. The commercial establishments include a grocery store and smaller retail and convenience stores, as well as take-out and delivery oriented restaurants. Commercial uses are interspersed between multi-family residential, corner shopping centers and older street-fronting buildings.





9th Street between Gaffey Street and Pacific Avenue

A two block length of 9th Street between Gaffey and PacificAvenues is a Neighborhood District that includes a handful of older multi- and single-family residential parcels along with small, generally street-fronting commercial buildings. Commercial uses are predominantly medical or office, with a few retail shops and restaurants. The District is also recognized as a cultural node for the Croatian-American community in San Pedro, which is one of the largest in the United States. The Croatian American Hall is located on 9th Street, and in 2003, the Los Angeles City Council voted to rename the one-block length of 9th Street between Gaffey Street and Grand Avenue as “Croatian Place” in recognition of the community’s significant historic influence in San Pedro.

Pacific Avenue

Pacific Avenue between 9th and 25th Streets is a mixed-use area with street-fronting retail, restaurants, bars, banks and auto-related uses. A prevailing two- to three-story street wall at 9th Street gradually loses consistency as it heads away from the Downtown Core, with several corner shopping malls, parking lots and auto repair businesses located between 14th Street and 19th Street. The district also includes a public elementary school and some multi-family residential uses.



Weymouth Corners

Weymouth Corners is a two block length of 8th Street between Weymouth and Averill Avenues, populated by one- and two-story buildings containing street-fronting retail shops, professional offices, restaurants, a church and preschool, dance and music studio and a postal annex. The tree-lined street is pedestrian friendly, with diagonal street parking, wide sidewalks, and vehicles limited to travel in one direction.



Park Plaza and Harbor Cove

The Park Plaza shopping center on Western Avenue contains drug stores, apparel stores, banks, a supermarket, bakery, and restaurants. Separated by Park Western Drive, another adjacent shopping center contains a supermarket, restaurants, beauty supply and similar retail establishments. Further north at the corner of Western Avenue and Capitol Drive is the Harbor Cove shopping center. It has retail uses that include a mix of neighborhood-serving uses, such as restaurants, dry cleaners and other service businesses.



The following goals and policies emphasize the importance of preserving the small-town orientation of these centers while enhancing their pedestrian and aesthetic appeal.

Goal LU6: Attractive, pedestrian-friendly neighborhood districts that serve surrounding neighborhoods and businesses as local gathering places where people shop and socialize.

Policies

- LU6.1 **Neighborhood services.** Encourage the retention of existing and the development of new commercial uses that are primarily oriented to the residents of adjacent neighborhoods and promote the inclusion of community services (e.g., childcare and community meeting rooms).
- LU6.2 **Mix of uses.** Encourage the vertical and horizontal integration of a complementary mix of commercial, service and other non-residential uses that address the needs of households living in urban neighborhoods. Such uses may include retail and services, entertainment, childcare facilities, daycare and school facilities, public meeting rooms, recreation, cultural facilities, and public open spaces, which enhance neighborhood activity.
- LU6.3 **Promote neighborhood activity centers.** Encourage the owners of existing commercial shopping centers that contain chain grocery or drug stores to include additional uses, such as restaurants, entertainment, childcare facilities, public meeting rooms, recreation, cultural facilities, and public open spaces, which enhance neighborhood activity.
- LU6.4 **Protect neighborhood uses.** Compatible “non-conforming uses” that are a recognized part of a neighborhood (e.g., “Mom and Pop” neighborhood stores), should be allowed to continue in accordance with applicable provisions of the Municipal Code.
- LU6.5 **Limit new stand-alone residential uses.** Discourage new residential only uses in Neighborhood Commercial designated areas to maintain an adequate level of neighborhood commercial services.



Community Centers

Community Centers typically provide multiple types of services and businesses catering to the needs of residents, employees, visitors and businesses within the Community Plan Area. Structures in these community-serving areas are low to medium in scale, mostly 3-4 stories. Few structures exceed six stories. Community Centers in San Pedro include the following:

- Gaffey Street from Harbor (110) Freeway to 5th Street
- Downtown San Pedro and Harbor Boulevard “Welcome Gateway”
- Pacific Avenue
- Western Avenue and 25th Street

Gaffey Street “Welcome Gateway” from Harbor (I-110) Freeway to 5th Street

The plan designates Gaffey Street north of 5th Street to the Harbor Freeway for Community Commercial uses such as hotels, restaurants, and commercial stores serving the larger community. Services located in this area include motels, restaurants and coffee shops, fast food drive-ins, liquor stores, gas stations, and other similar convenience goods and services. This area is a primary entryway into the community of San Pedro from the other communities of Los Angeles and South Bay cities and features a pedestrian bridge and Welcome Park with signage marking the entrance to San Pedro.

Downtown San Pedro and Harbor Boulevard “Welcome Gateway”

The Downtown Community Center is found directly west of the Regional Center between Fourth Street, Mesa Street, Eighth Street, and Gaffey Street (refer to Figure 3-4). This area contains low-rise office buildings and a variety of retail uses, such as boutiques and locally-owned services and restaurants. Sixth Street has a “Main Street” feel and features the historic Warner Grand Theater and the more than century-old William’s Bookstore. In addition, 5th and 7th Streets are also walkable and form the Downtown core. The commercial area along Pacific Avenue consists of retail and commercial services, community facilities, a school, offices, coastal/recreational uses such as sporting goods, marine supply and repair, and other similar uses that serve the community. New automobile sales, repair, and service uses are restricted in the Downtown and on certain sections of Pacific Avenue. The “Welcome Gateway” area is located along Harbor Boulevard directly north of the regional center north of 4th Street.

Pacific Avenue “Welcome Gateway”

The commercial area along Pacific Avenue consists of retail and commercial services, community facilities, a school, offices, coastal/recreational uses such as sporting goods, marine supply and repair, and other similar uses that serve the community. This area is also one of the primary entry points from north of San Pedro as well as Long Beach into the community. Thus, this area provides an opportunity to better identify a key entry way into San Pedro beginning at Front Street and extending into downtown

Western Avenue and 25th Street

This area consists of four distinct shopping centers and a small medical office building located at 25th Street and Moray Avenue. Two of these centers are anchored by a supermarket and bank, while the other two are corner shopping center style commercial developments that include restaurants, stationery, apparel, gift retailers, and gas stations, as well as services such as animal hospitals, dry cleaners, hair salons and shoe repair. Other than one three-story building on the northwest corner of Western Avenue and 25th Street and the medical office building, all other buildings in this Center are single-story.

Goal LU7: **Distinct, well-designed community centers that are efficiently served by transit, provide medium-density and urban housing opportunities, and serve as centers of civic, cultural, and economic life for San Pedro.**

Policies

- LU7.1 **Revitalize Downtown.** Revitalize and strengthen the Downtown San Pedro commercial area as the historic commercial center of the community, to provide shopping, civic, social, and recreational activities.
- LU7.2 **Mixed-Use projects.** Promote mixed-use projects and higher density developments along transit priority streets, and in Community Commercial and Regional Commercial areas. Redevelop existing commercial centers into dynamic mixed-use centers.
- LU7.3 **Community serving uses and activity centers.** Ensure uses that address community needs are included in Community Commercial centers by encouraging the inclusion of public service uses, such as day and elder care, community meeting rooms, recreational facilities, school classrooms, cultural facilities, museums, libraries, and similar uses in mixed use development.
- LU7.4 **View preservation.** Avoid creating a “wall of development” along Harbor Boulevard by requiring the use of stepbacks, variation in massing and heights, and preservation of view corridors for new development projects.
- LU7.5 **Discourage AGFs.** Above ground facilities (AGF) should not be located in the Specific Plan area or on scenic highways. AGFs should be located below grade or out of public view when sited along scenic highways or in proximity to view corridors, vista points, community design overlays or other public scenic access points.



Commercial Opportunity Areas

The establishment of lively and walkable commercial districts is a key goal of this plan. Commercial areas that have the potential to accommodate growth or that are in transition, planned, or under discussion for future improvements or change are identified in this section. Refer to Figure 3-4, Commercial Areas.

Western and 25th Street Commercial Center

As the only designated Community Commercial center in the southwest area of San Pedro, this district provides valuable retail and professional services for the surrounding single-family residential neighborhoods and neighboring Rancho Palos Verdes. Existing development is predominantly single-story with a significant portion of land dedicated to surface parking. As the area evolves, there is an opportunity to create a more compact node with additional housing to take advantage of retail and services located in a central location.

Goal LU8: A community commercial center that serves the southern-most portion of San Pedro with a mix of uses that promote shopping, walking and public gathering spaces.

Policies

LU8.1 **Vibrant Community Center.** The Community Commercial center at Western Avenue and 25th when redeveloped, should be:

- designed to include a mixed-use center to serve the surrounding community with services and retail opportunities
- developed with a mix of housing types for a range of incomes
- designed with buildings of varied heights to maximize existing and new public views to the ocean
- developed with parking below ground level if feasible; and
- integrated with public plazas and other public gathering spaces.

Downtown

The Downtown Community Center has an existing pedestrian orientation and “main street” ambiance. This is exemplified on 6th and 7th Streets, and to a lesser extent on 5th Street between Pacific Avenue and Harbor Boulevard. 6th Street is often closed to vehicular traffic for events, such as a weekly farmer’s market and monthly art walk, but such events attract temporary crowds and do not provide sustained economic activity. In addition to 6th Street, 5th and 7th Streets also draw foot traffic and are part of the Downtown core. Restaurants, artist studios and galleries, and union halls are among the businesses found along 7th Street, while 5th Street has the Port Administration building and high school, restaurants and housing. The Plan aims to enhance and enliven downtown by encouraging more housing, while ensuring a pedestrian-friendly environment by requiring ground floor commercial uses and implementing design controls. The Plan also encourages employment generating uses to ensure the community benefits from a balanced downtown center.



Goal LU9: A revitalized Downtown Community Center that serves as the heart of San Pedro and is attractive to residents and visitors.

Policies

LU9.1 **Active Downtown.** Develop 6th Street between Harbor Boulevard and Pacific Avenue into a pedestrian priority street, with sidewalk dining, pedestrian-oriented commercial uses, improved streetscape and landscape amenities, public art spaces and water features.

LU9.2 **Waterfront connections.** Strengthen the connection between downtown and the waterfront by providing for extension of the Red Car line through downtown and coordinating with the Port’s Waterfront project.



LU9.3 **Maintain parking options.** Maintain public parking lots so that pedestrians can easily access restaurants and other entertainment uses.

LU9.4 **Discourage AGFs.** Above ground facilities (AGF) should not be located in the Downtown area or on scenic highways. AGFs should be located below grade or out of public view when sited along scenic highways or in proximity to view corridors, vista points, community design overlays or other public scenic access points.

Harbor Boulevard “Welcome Gateway”

Harbor Boulevard north of 4th Street provides a physical gateway to Downtown San Pedro as the major thoroughfare from other parts of the region. The boulevard is the most direct route from the freeway to ferry and cruise ship terminals, the waterfront, the Downtown and Cabrillo Marina facilities. As such, it serves as a key welcome portal to San Pedro for many tourists and regional visitors. Harbor Boulevard currently exhibits a mix of uses ranging from industrial to residential, and new infill development has the opportunity to achieve cohesive urban design and identity. The Harbor Boulevard surface parking lot (currently owned by CalTrans) presents an opportunity to redevelop the site with a signature building and use. The area is planned to attract new development that features quality architecture and provides a unique “signature” welcoming entry way into San Pedro and the Port of Los Angeles.

Goal LU10: An enhanced entry at key gateways to the city through public improvements and private development projects that reflect the vision of San Pedro.

Policies

LU10.1 **Downtown and Waterfront connections.** Continue to coordinate with the Port of Los Angeles and Public Works to implement design improvements that provide physical design connections between the Waterfront and downtown San Pedro. These should include but not be limited to street trees, landscaping, lighting, paving, wayfinding signage and gateway signage.

LU10.2 **Harbor Boulevard “Welcome Gateway”.** New development within the vicinity of Front/O’Farrell Streets should exhibit high- quality architecture, integrate public parking, and public plazas if feasible, and also mark the entrance to Downtown San Pedro in a significant manner. The development should have prominent pedestrian-oriented design at the ground floor and if a mid- to high-rise structure, be developed as a slim tower to both mark the entrance to San Pedro and retain public views of the waterfront consistent with the Downtown San Pedro CDO guidelines.

LU10.3 **Gaffey Street and Pacific Avenue “Welcome Gateways”.** Implement design improvements that provide physical design enhancements welcoming residents and visitors to San Pedro. These should include but not be limited to street trees, landscaping, lighting, paving, wayfinding signage and gateway signage that is scaled to be prominent, yet stylish.



LU10.4 **Attractive design.** New development along Harbor Boulevard should be high quality, with well designed signature architecture that invites and welcomes people to San Pedro. This development should complement and benefit from the POLA promenade improvements such as the Welcome Water Fountain. Developments should have: prominent pedestrian-oriented design at the ground floor with a mix of uses; individual entrances for limited ground floor residential; abundant landscaping; and structures that are designed to retain public views to the waterfront per the Downtown San Pedro CDO guidelines.



LU10.5 **Expand visitor-serving opportunities.** Encourage a variety of shopping, dining, entertainment, lodging and visitor-oriented activities to increase tourism and enhance economic activity in San Pedro.

Regional Center

A Regional Commercial Center contains the community’s concentration of business, civic and cultural activities, creating conditions that facilitate community interaction and engagement and serve as the focal point of social and economic life in the community. The Regional Center in Downtown San Pedro is located between Third Street, Harbor Boulevard, Eighth Street and Mesa Street. It features institutional uses such as the San Pedro Municipal Building, the Superior Court, the Harbor Department Headquarters, the Port Police Headquarters and Port of Los Angeles High School, as well as a major hotel, office uses, restaurants, theaters and several newer residential and mixed use buildings. While a mix of low to medium scale structures are located here—the area is envisioned to accommodate medium to high rise structures.



Goal LU11: A distinct, mixed-use, transit and pedestrian-oriented Regional Center that serves as a civic, cultural and entertainment destination for the city, and provides a vibrant mix of retail, employment, entertainment, and residential uses that are a complement to, and extension of waterfront attractions.

Policies



LU11.1 **Commerce and jobs.** Develop regional shopping and office projects in the Regional and Community centers that provide shopping and jobs for both San Pedro residents and those of nearby communities.

LU11.2 **Urban vitality.** Promote housing and employment uses in San Pedro’s existing Regional Center as a means of enhancing retail viability, establishing pedestrian-oriented shopping districts, creating more attractive buildings and public spaces, supporting transit viability, and reducing vehicle trips.

LU11.3 **Urban core.** Foster development of the Regional Center into a compact high intensity office and employment hub of downtown, with a strong government, financial, commercial, and visitor-serving orientation, while permitting residential development to provide vitality during non-work hours.

- LU11.4 **Expand visitor-serving opportunities.** Encourage a variety of shopping, dining, entertainment, lodging and visitor-oriented activities to increase tourism and enhance economic activity in San Pedro.
- LU11.5 **Regional Center emphasis.** Generally direct higher-intensity land uses and taller buildings to major intersections along arterial roads to facilitate access, enhance transit service, and promote physical differentiation between the Downtown Regional Center and adjacent Community Commercial Center along Pacific Avenue and Gaffey Street.
- LU11.6 **Downtown revitalization.** Revitalize and strengthen Downtown San Pedro as the historic commercial center of the community, to provide shopping, civic, social, and recreational activities.
- LU11.7 **Develop a multi-modal center.** Develop a multi-modal transportation center (Multi-modal transportation considers various modes such as walking, cycling, automobile, public transit, etc.) in or near Downtown San Pedro.
- LU 11.8 **Large-scale development.** Major new developments should be designed to integrate pedestrian-oriented features and connections, abundant landscaping, paseos and alleys; and to retain public views to the waterfront per the Downtown San Pedro CDO guidelines. "Superblocks" should be discouraged. Where development fronts on multiple streets, its design should include architectural features on all street frontages.
- LU11.9 **Discourage AGFs.** Above ground facilities (AGF) should not be located on scenic highways. AGFs should be located below grade or out of public view when sited along scenic highways or in proximity to view corridors, vista points, community design overlays or other public scenic access points.



Special Districts

Arts Culture and Entertainment District

In San Pedro, the arts and the waterfront are key contributors to the ongoing revitalization of the area and provide physical, social, cultural, and economic benefits that strengthen and enliven the community. Many artists, and arts/cultural organizations have found a home in San Pedro, becoming integral to the community with their events offering significant economic benefits to local businesses such as restaurants, cafes, and shops.

The Downtown Arts Culture and Entertainment (ACE) District Plan was created by the Chamber of Commerce to halt the loss of artists and art galleries brought about by rising rents in Downtown San Pedro, refer to Figure 2-1 for boundaries. The ACE District Plan is a marketing strategy administered by the Chamber of Commerce to help make the area more business and permit-friendly to working artists, performing arts venues, art galleries, restaurants and merchants thereby preserving Downtown's historic and pedestrian-friendly environment.



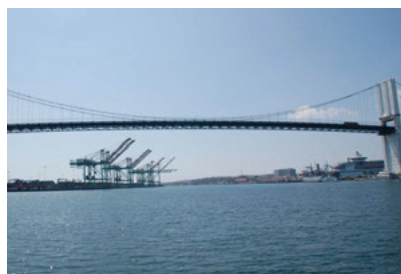


Policies

Goal LU12: A downtown district that sustains and promotes cultural and economic vitality through activities, access and infrastructure designed to stimulate commerce and sustainability in all sectors of the arts, culture and entertainment.

- LU12.1 **Cultural facilities.** Actively support the development of arts, cultural and entertainment facilities and events in Downtown San Pedro to attract visitors and establish a unique identity for this district.
- LU12.2 **Celebrate artists.** Encourage the development of individual offices, studios, galleries and live/work units for artists, architects, landscape architects, interior designers, craftsmen, and other design-oriented professionals in Downtown San Pedro.
- LU12.3 **Public art display.** Develop accessible locations and public spaces for display of public art, featuring both permanent and temporary installations.
- LU12.4 **Historic resource preservation.** Support the preservation of culturally and historically significant sites and structures in Downtown.

Port of Los Angeles



The harbor and Port of Los Angeles influence the character and identity of San Pedro. The proximity of the Port to Downtown and other parts of San Pedro create opportunities for commerce, recreation, tourism, maritime activities, scenic views and other benefits. Tourism and recreation will play an increasingly important role in the future economic vitality of San Pedro. The Downtown’s proximity to the World Cruise Center, the Promenade, marinas, Ports O’ Call and Cabrillo Beach should be used to the mutual benefit of the Port and San Pedro community.

While the Port of Los Angeles planning area is separate from the San Pedro CPA, this Plan coordinates development in both plan areas to create a seamless interface, and provides for more public access and view corridors to the harbor. The Plan also anticipates the potential extension of the Red Car Line into downtown San Pedro.



Although there are many benefits, activities at the Port of Los Angeles often affect San Pedro and surrounding communities. Issues for nearby residential neighborhoods include air and water pollution, truck traffic, light, and noise related to port operations.

Goal LU13: A safer, greener port neighbor for San Pedro that provides jobs, commerce, and coastal recreational access for residents, and together with Downtown San Pedro, provides a regional destination.

Policies

- LU13.1 **Governmental coordination.** Strengthen governmental inter-agency coordination in the planning and implementation of Port projects in order to better serve the interests of the San Pedro Community, including

recreation, quality of life and jobs. In particular, coordinate with POLA's Waterfront development planning to create more waterfront-oriented recreational amenities and improve the community's access to them.

LU13.2 **Capitalize on synergies.** Capitalize on Port improvements to the waterfront promenade and Ports O'Call to develop Downtown San Pedro and the Port waterfront into a desirable center of commerce, recreation and tourism.

LU13.3 **Green the Port.** Support efforts to "Green the Ports," including measures that improve air and water quality, reduce vehicle emissions, and enhance coastal resources.

LU13.4 **Reduce impacts.** Utilize Port of Los Angeles resources to reduce local impacts where appropriate.



Industrial

Issues and Opportunities

As a result of public input and staff research, issues and opportunity areas concerning industrial districts were identified. Goals and policies were then developed to specifically address these areas, and are included in this section. A primary theme is the retention of land designated for industrial use to ensure a strong economic and employment base for the community. The key industrial issues and opportunity areas include the following:

- Small entrepreneurial manufacturers, repair businesses, and specialty firms that are solely allowed in industrial zones are vital to the area in terms of their services and jobs provided. The industrial districts in which these businesses can locate are increasingly being compromised by their conversion into commercial and residential uses. A renewed commitment to the preservation of industrial zones in San Pedro can improve the jobs/housing balance, diversify the heavily port-dependent economy and help ensure, city-wide, appropriately located land suitable to accommodate existing, new and relocating industrial firms, including space for small-scale or niche manufacturing and emerging green technologies.
- Associated industries that benefit from the maritime industry include, but are not limited to, ship repair companies, petroleum refining, and customs house brokers. These businesses contribute to the local port-related employment and economic base and should be provided for in industrial areas.
- Tank farms and boat storage are unsightly for residential neighborhoods and businesses. Some industrial uses are incompatible with adjacent commercial and residential neighborhoods and need appropriate buffers, but may provide valuable goods and services to the residential, business and maritime community. Buffers can be created through establishment of transitional zones of less intensive or light industrial uses and requiring improved urban design techniques for new industrial developments and districts.

- Live/work units in new and adaptive reuse developments are often not affordable for the artists whom they were originally intended when allowed to accommodate commercial enterprises. Maintaining industrial designations and restrictions on non-industrial uses helps to preserve artists' live/work spaces in Downtown San Pedro, where artists and artisans have historically been welcomed.

Industrial Areas

The Framework Element establishes City policy to preserve industrial lands for the retention and expansion of the City's industrial job base. Today's "industrial" jobs are not just traditional 20th century manufacturing and warehousing jobs, but also include jobs in "clean tech" and "green" companies, research and development corporations, food production, artisan industries, media production, and more. The City seeks to increase employment in these sectors to provide improved employment opportunities for City residents, maintain the City's jobs-housing ratio, reduce the need of City residents to commute to remote work locations, and to help maintain the City's fiscal health.

Most of the Industrial land use designations in the San Pedro Community Plan Area are located along N. Gaffey Street. Among the largest industrial parcels in this area are a port distribution center, a butane storage facility, and a business park with mix of light industrial services and retailers. Smaller pockets of industrial uses can be found in Downtown San Pedro and along Mesa Avenue between 20th and 22nd Streets. A two-block group of properties along 7th Street in Downtown accommodate artist uses such as galleries, live/work units and artist studios. Refer to Figure 3-5 for the location of industrially designated land in San Pedro.

The adjacent Port of Los Angeles has over 4,000 acres of commercial/industrial zoning, and port property is mandated by the State Lands Commission for maritime-related uses. While uses in San Pedro industrial areas similarly include those related to marine and distribution industries, these districts within San Pedro also provide limited opportunity areas for needed services such as plumbing and heating, ironworks, auto repair and other specialty companies. These types of uses are concentrated along the North Gaffey Street corridor, particularly between Miraflores and Capitol Drive.

Industrial Land Use

Industrial land use is a valuable commodity that must be maintained due to the city- and community-wide economic benefits and the employment opportunities generated. While predominant uses in San Pedro include light industrial and those that support Port industries, policies encourage new green technology industries in areas designated for industrial land use. The predominant height of structures in Industrial districts is 1 to 2 stories or 15 to 30 feet, with a maximum of 45 feet, or 55 feet with bonus allowed (refer to Figure 3-2).

Goal LU14: Industrial uses that provide job opportunities, particularly for residents, and minimize environmental and visual impacts to the community.

Policies

- LU14.1 **Preserve employment base.** Retain industrial land use designations to maintain the industrial employment base for existing and new businesses that provide higher-skilled and high wage manufacturing and research/development jobs, particularly those in port-related and maritime industries.
- LU14.2 **Retain industrial land.** Large industrial designated parcels located in predominantly industrial areas shall not be developed with other uses that do not support the industrial base of the City and community.
- LU14.3 **Sustain the arts.** Encourage artisan, artisanal and craft industries in light industrial zones, particularly in adaptive reuse of obsolete industrial buildings.
- LU14.4 **Improve safety and jobs.** Ensure that industrial land uses are safe for human health and the environment and that they provide a robust source of employment.
- LU14.5 **Encourage sustainable industry.** Incentivize development opportunities for businesses that are oriented towards green or clean technologies, and employ green building practices and processes.
- LU14.6 **Build green.** Developments should be sustainable, attractive and incorporate green building design and materials to the greatest extent feasible.

Goal LU15: Land use compatibility between industrial, residential and commercial uses, improving the aesthetic quality and design of industrial areas.

Policies

- LU15.1 **Transitions.** Require transitions for industrial uses, from intensive uses to less intensive uses, in those areas in close proximity to residential neighborhoods.
- LU15.2 **Enhanced design.** Require design techniques, such as appropriate building orientation and scale, landscaping, buffering, noise insulation and increased setbacks, in the development of new industrial properties to improve land use compatibility with adjacent uses and to enhance the physical environment.
- LU15.3 **Street beautification.** Encourage streetscape improvements such as street trees, sidewalks, landscaping, lighting, and undergrounding of utilities.
- LU15.4 **Adequate parking.** Require adequate customer and employee parking be provided for all types of industrial and manufacturing facilities, and that truck traffic and parking be restricted from residential areas.
- LU15.5 **Hazardous materials.** Promote the phasing out or relocation of facilities used for the storage, processing, or distribution of potentially hazardous petroleum or chemical compounds, and discourage any further expansion of existing facilities.



Legend:

- Limited
- Light
- Heavy

Other

- Opportunity Areas
- Hybrid Industrial
- Community Plan Boundary

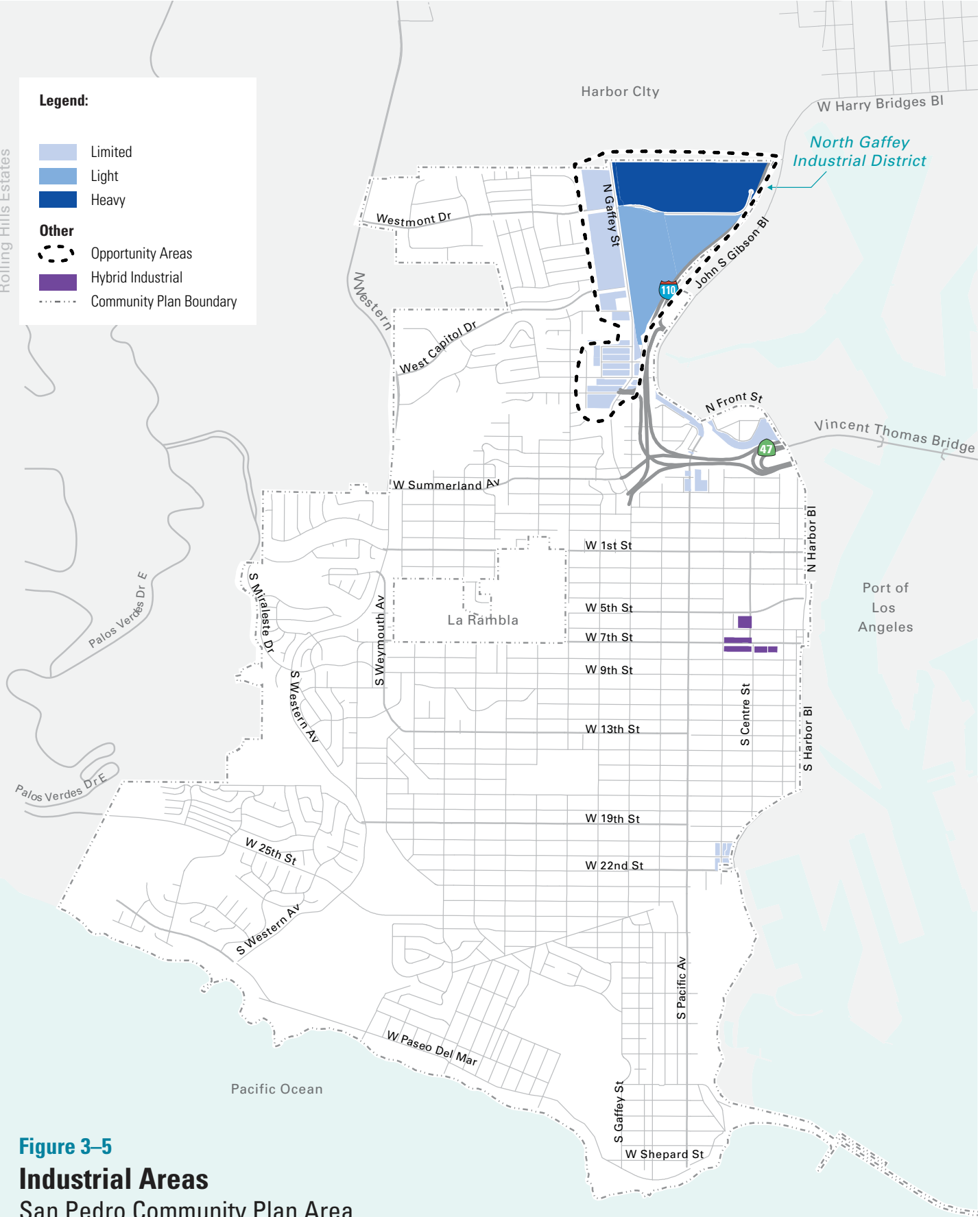


Figure 3-5
Industrial Areas
 San Pedro Community Plan Area

This is an informational map provided for reference purposes only. It is not adopted as part of the San Pedro Community Plan.

Industrial Opportunity Area

North Gaffey Street Industrial District

North Gaffey Street is particularly well-situated to support harbor and maritime related industries, as well as industries in the growing fields of green manufacturing and transportation. With large parcels and a few vacant sites, North Gaffey Street may be attractive for future businesses engaged in research and development, green product design and similar entrepreneurial ventures. Businesses that locate there may be eligible for incentives such as financial assistance. For instance, the Foreign-Trade Zones Act of 1934 was designed to lower costs for businesses engaged in international trade through tariff and tax relief.

Goal LU16: A sustainably designed, light industrial district that features developments and firms of all sizes engaged in clean, port-related and/or environmental/green technologies and services that provide skilled employment opportunities to local residents and that capitalize on the competitive advantages of port adjacency and water, rail and road transportation infrastructure.

Policies

- LU16.1 **Create an Industrial sanctuary.** Prohibit commercial and residential uses in the North Gaffey Industrial District to limit the displacement of industrial uses that serve the community and to stabilize land values for industrial job producing uses.
- LU16.2 **Encourage green industries.** Plan for and facilitate the location of industries and businesses that develop or utilize clean and green technologies and capitalize on Los Angeles' competitive advantages; incentives should be available for such uses.
- LU16.3 **Encourage sustainable industry.** Industries that are environmentally sustainable businesses, and employ green or clean technologies, building practices, and processes and provide jobs for San Pedro's residents should be encouraged to locate in this district.
- LU16.4 **Industrial services.** Encourage retention of locally serving light industrial businesses that not only provide products and services that support the maritime industry and other port uses, but those needed by others who live or work nearby, such as plumbing and heating, ironworks, and auto repair. Retain and attract businesses through the use of incentives and/or the prohibition of new commercial uses in the area of North Gaffey Street allocated for this industrial use.
- LU16.5 **Build Green.** Developments should be sustainable, attractive, and incorporate green building design and materials to the greatest extent feasible.





LU16.6 **Sustain commerce.** Encourage industries to locate in this district that can apply for and benefit from foreign trade zone status.

LU16.7 **Enhance design.** Improve the aesthetic quality of North Gaffey Street, including sidewalks, trees, lighting, and signage; eliminate blight and detrimental visual impacts on residential areas, and establish a stable environment for quality industrial development.

Historic and Cultural Resources

Citywide preservation policies have been established through the Cultural Heritage Master Plan, the Conservation Element of the General Plan, the work program of the Department of City Planning’s Office of Historic Resources, and the Los Angeles Historic Resources Survey (SurveyLA). The San Pedro Community Plan Area has a rich history, with key buildings and places that have become significant for their notable architecture or association with the social and cultural history of the community. The preservation of historic and cultural resources protects this built legacy, ensuring continuity and the retention of the community’s collective memory. Historic preservation also offers economic benefits, as communities throughout the nation have used preservation as a successful tool to promote revitalization and economic development.



Vinegar Hill Historic Preservation Overlay Zone

The Vinegar Hill Historic Preservation Overlay Zone covers several blocks south of Downtown San Pedro, extending from 9th Street on the north to roughly 12th Street on the south and to the rear property lines of Pacific Avenue on the west, and to Harbor Boulevard to the east. The regulations of historic preservation overlay zones ensure that the rehabilitation of historic houses takes place in a manner that respects the historic integrity of the structures and the neighborhood. New development is also reviewed to assure that the character of the historic neighborhood is maintained.

Goal LU17: Preservation and restoration of cultural resources, neighborhoods, and landmarks which have historical and/or cultural significance.

Policies

LU17.1 **Celebrate history.** Protect, preserve and enhance San Pedro’s historically significant resources. Support the completion of SurveyLA within the San Pedro Community Plan Area.

LU17.2 **Retain historic elements.** Protect, preserve and enhance the historic characteristics of distinctive historic neighborhoods such as Old San Pedro/ Downtown, Vinegar Hill HPOZ and study the possible expansion of the HPOZas well as Averill Park and the Cabrillo/27th/Gaffey neighborhood.

LU17.3 **Incentivize preservation.** Encourage and promote the use of incentives for private owners of historic properties/resources to conserve the integrity of such resources.



- LU17.4 **Identify partnerships for funding.** Coordinate with other agencies to identify new financial resources for rehabilitation grants and loans to low- and moderate-income owners of historic homes.
- LU17.5 **Maintain character.** Support the study of overlay districts for neighborhoods that retain a cohesive community character but are not eligible to become Historic Preservation Overlay Zones.
- LU17.6 **Retain neighborhood scale.** Retain existing neighborhood scale and characteristics in the area bounded by O'Farrell Street, Hanford Avenue, Third Street, Walker Avenue, the westerly extension of Fourth Street, and Harbor View Avenue, by discouraging lot consolidation in this area.



San Pedro Local Coastal Program Specific Plan

Development in the Coastal Zone is subject to the provisions of the California Coastal Act of 1976, which declared the California coastal zone a distinct and valuable resource of vital and enduring interest to all people. San Pedro has a Specific Plan and an approved Coastal Land Use Plan (LUP) which guide development in the Coastal Zone. The San Pedro Specific Plan is the implementing ordinance of the Local Coastal Program for that portion of the San Pedro community within the Coastal Zone. It was enacted in compliance with the Coastal Protection Act of 1976, to protect the scenic and visual quality of coastal areas, preserve beach access and recreation areas, and promote a sense of community consistent with San Pedro's maritime heritage. The boundaries of the San Pedro Specific Plan are generally the western City boundary, 25th Street, Anchovy Avenue, Paseo del Mar, Western Avenue, Pacific Avenue, 9th Street, Harbor Boulevard, and Crescent Avenue. Refer to Figure 1-3.

Goal LU18: **Preservation of the scenic and visual quality of coastal areas.**

Policies

- LU18.1 **Maintain visual resources.** Protect the scenic and visual qualities of San Pedro as a local and regional resource, with permitted development sited and designed to: protect public views to and along the ocean, harbor, and scenic coastal areas; minimize the alteration of natural landform; be visually compatible with the character of the surrounding area; and prevent the blockage of existing public views for designated public scenic view areas and Scenic Highways.
- LU18.2 **Preserve access to coastal views.** Ensure public visual access to coastal views by means of appropriately located scenic overlooks, turnouts, view spots and other areas for limited vehicular parking, especially along designated Scenic Highways and Bikeways.



LU18.3 **Protect public views from Scenic Highways.** Preserve existing public scenic views of the ocean and harbor from designated Scenic Highways, and designated scenic view sites. Development adjacent to a Scenic Highway shall protect public views to the ocean to the maximum extent feasible, be adequately landscaped to soften the visual impact of the development, and, where appropriate, provide hiking or biking trails, a turnout, vista points and other complementary public facilities.

LU18.4 **Paseo del Mar.** Turn-out and view site areas from Paseo del Mar shall provide unobstructed views of the ocean. All development seaward of the turn-out and viewsite areas of Paseo del Mar and Shepard Street should be sited, designed and constructed so that public views to and along the ocean are protected to the maximum extent feasible. All development in this area, including public recreation and public works, shall be subordinate to their setting and minimize in height and bulk to the maximum extent feasible to accomplish view protection.

LU18.5 **Preserve Public View Sites.** The Osgood/Farley Battery, Lookout Point, and the Korean Bell sites shall be designated as public view sites and development that obstructs views from these sites shall be restricted.

LU18.6 **Discourage AGFs.** Above ground facilities (AGF) should not be located in the Specific Plan area or on scenic highways. AGFs should be located below grade or out of public view when sited along scenic highways or in proximity to view corridors, vista points, community design overlays or other public scenic access points.

Goal LU19: Maximized public access and recreational opportunities to and within the Coastal Zone consistent with sound resource conservation principles and in balance with the rights of private property owners.

Policies

LU19.1 **Maintain coastal resources.** Protect coastal resources from environmental hazards, such as impacts associated with offshore oil drilling and erosion of coastal bluffs.

LU19.2 **Coastal-oriented recreation.** Maintain, develop and expand existing coastal-oriented recreational facilities where needed, including but not limited to trails, such as the California Coastal Trail, and paths, to provide local and regional access to San Pedro’s coastal resources while maintaining their unique characteristics and natural terrain.

LU19.3 **Affordable recreational opportunities.** Protect existing, public, low-cost visitor and recreational facilities and encourage their expansion, modernization and prioritization of additional resources.

- LU19.4 **Encourage public-serving uses.** On suitable private land, prioritize visitor-serving, commercial recreational uses designed to enhance opportunities for coastal recreation and ensure private residential, general industrial, or general commercial developments do not compromise coastal-dependent industry.
- LU19.5 **Require development to provide access.** Require that developments in proximity to coastal resources provide access to public recreational opportunities to the extent legally permissible.
- LU19.6 **Develop trails.** Require all trails, paths and bikeways to be indicated by appropriate signs.
- LU19.7 **Utilize parking resources.** Maintain public parking areas serving recreational facilities along the coast to avoid spill-over parking into residential areas.

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Mobility and Public Health

Physical inactivity is increasingly recognized as a public health problem due to the associated increases in obesity, diabetes, cancer, stroke, and heart disease in our communities. A 2007 study by Los Angeles County Public Health found that the communities of San Pedro, Wilmington-Harbor City, and Harbor Gateway have a 27% prevalence of childhood obesity. The ability to efficiently, safely, and enjoyably walk or bicycle in one's community can have a significant impact on individual activity levels. This Plan promotes active living through pedestrian and bicycling improvements, increased access to parks and green spaces, and supporting safe routes to school.

Source: "Preventing childhood obesity: the need to create healthy places. A City and Communities Health Report" Los Angeles County Public Health, 2007.

Mobility

Whether walking, riding a bike, taking public transit or driving a car, community members need to find efficient, safe and enjoyable modes of transportation to reach their destinations. "Mobility" is the ability to quickly, comfortably travel within the community and region using one or several modes of transportation. One's mobility is enhanced if a range of practical and affordable travel options are available.

The San Pedro Community Plan recognizes that land use and mobility goals and policies are interdependent. Mobility objectives cannot be achieved without the support of appropriate and complementary development; at the same time, land use and urban design objectives can be undermined by conflicting mobility policies. Therefore, the mobility goals and policies in this chapter enhance and reinforce the land use and urban design policies discussed in Chapter Three, while integrating citywide mobility goals, including those established in the Framework and Transportation Elements. These citywide goals include:

Support a first-class, multi-modal transportation system in which jobs, services and amenities are easily accessible to all residents and visitors, which respects the City's unique communities and neighborhoods, and which reduces the City's dependence on automobiles.

Improve air quality, public health, and quality of life through continued investment in rail, transit, bicycle, pedestrian, and trail infrastructure.

Create a street network that balances the needs of all roadway users, including pedestrians, bicyclists, transit riders, and motorists; and which values streets as public open spaces.

This chapter introduces the concept of "complete streets," the basis for San Pedro's multi-modal approach to mobility. Official street standards, which govern street dimensions, and refinements to these dimensions, are also described. In addition, the Plan introduces the concept of Priority Streets initiated by the Transportation Element and suggests certain streets for selected priority modes. San Pedro's mobility goals and policies are organized into the following eight sections:

- Community-wide Goals and Policies
- Walking
- Bicycling
- Public Transit
- Motorized Vehicles
- Goods Movement
- Parking Management
- Recreation and Scenic Highways

Streets

Streets serve many different roles within a community. They are a means to get people to places they need to go via various modes such as bus, light rail, car, motorcycle, scooter, bicycle, on foot, and more; as well as being places to gather, recreate, shop, exercise, and socialize. They are the backbone of a healthy community and an indicator of a neighborhood's culture and values. Streets must provide mobility for our businesses, which often rely on the timely delivery of merchandise to their stores or the ability to deliver services in customers' homes or offices. Furthermore, streets accommodate utility and sewer lines and collect and transport water on rainy days.

Simply stated, daily life demands a great deal from our streets; thus, the sustainable future of neighborhoods depends on a network of roadways that balance the needs of these multiple interests and functions. Currently, most of the City's streets are devoted primarily to moving vehicular traffic; however, overdependence on motor vehicles puts communities in a vulnerable economic position and diminishes quality of life. Therefore, this Plan encourages a more balanced, multi-modal approach to mobility in which the community's streets are more equitably shared by all users, termed "complete streets" by the California Complete Streets Act of 2007.

Street Designations and Standards

The City's streets are organized by official standard street designations or classifications, established in the Transportation Element, and standard street dimensions depicted in the Department of Public Works Standard Street Plan. The purpose of these dimensions is to assign appropriate street right-of-way widths, composed of space for sidewalks, street parking, travel lanes, and medians, for each street classification. Figure 4.1, Circulation System, delineates San Pedro's street network by designation and establishes right-of-way widths and dedication requirements.

Actual street dimensions vary from standards due to historic development patterns where streets were built to different, often narrower standards. In these circumstances, older streets are incrementally widened through street dedications from new development; however, in places this method of street widening may be impractical or counter to goals of increased pedestrian, bicycle or development activity. Existing non-standard street dimensions, land uses, lot depths, and volumes of vehicular, pedestrian, and bicycle activity may all indicate the need for a different street dimension than the citywide adopted standard. In these cases, streets and street segments can be modified as described by the Community Plan to reflect the specific needs of a community. Street classifications and dimensions are summarized in the accompanying text box. Selected modified street designations are illustrated in Figure 4.2, Modified Street Standards.

Complete Streets

"Complete streets" are roadways designed and operated to enable safe, attractive, and comfortable access and travel for all users. Pedestrians, bicyclists, equestrians, motorists and public transportation users of all ages and abilities are able to safely and comfortably move along and across a complete street. In 2007, the State of California adopted the "Complete Streets Act," which requires local municipalities to plan for the routine accommodation of all roadway users when updating General Plans.

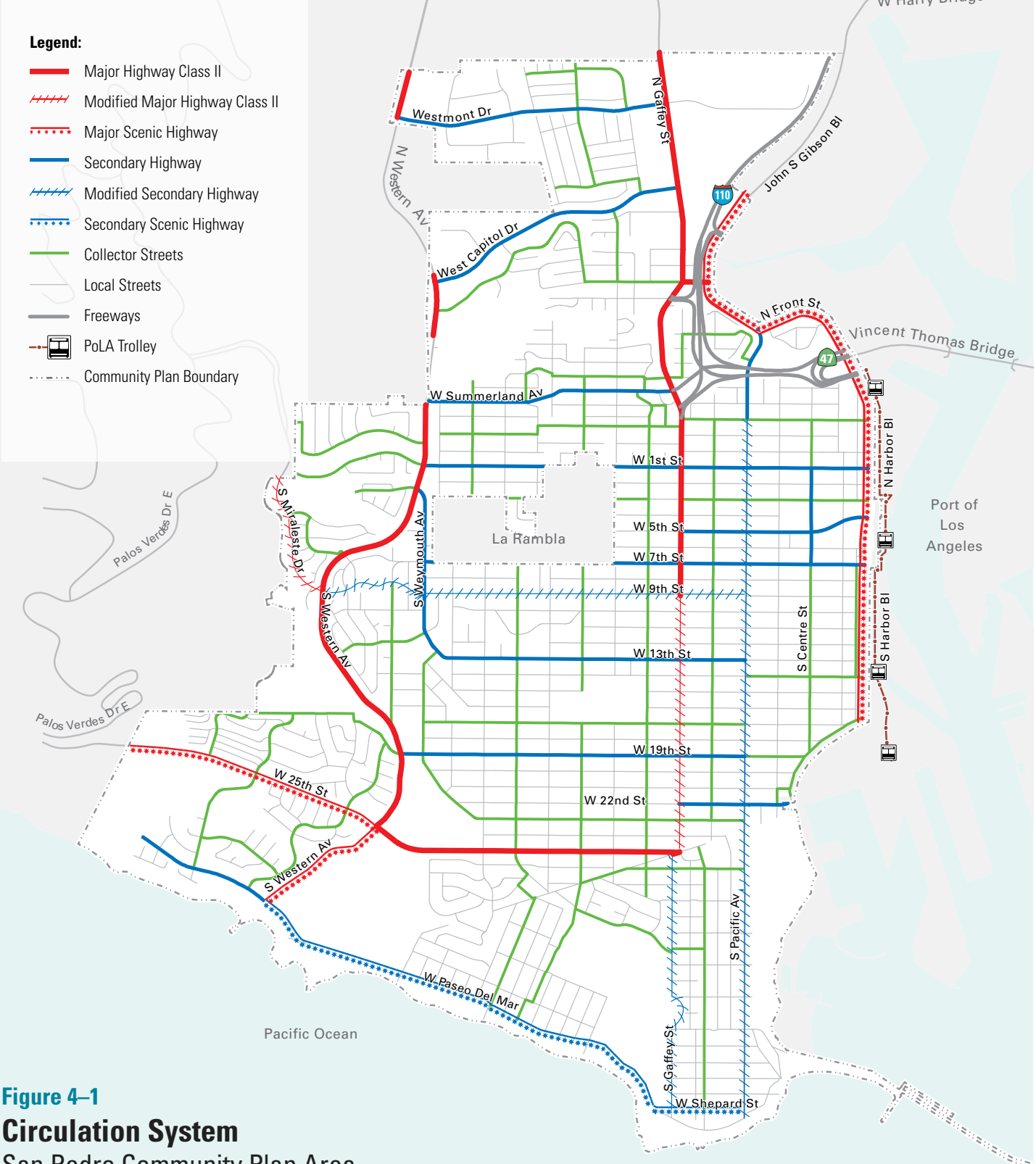


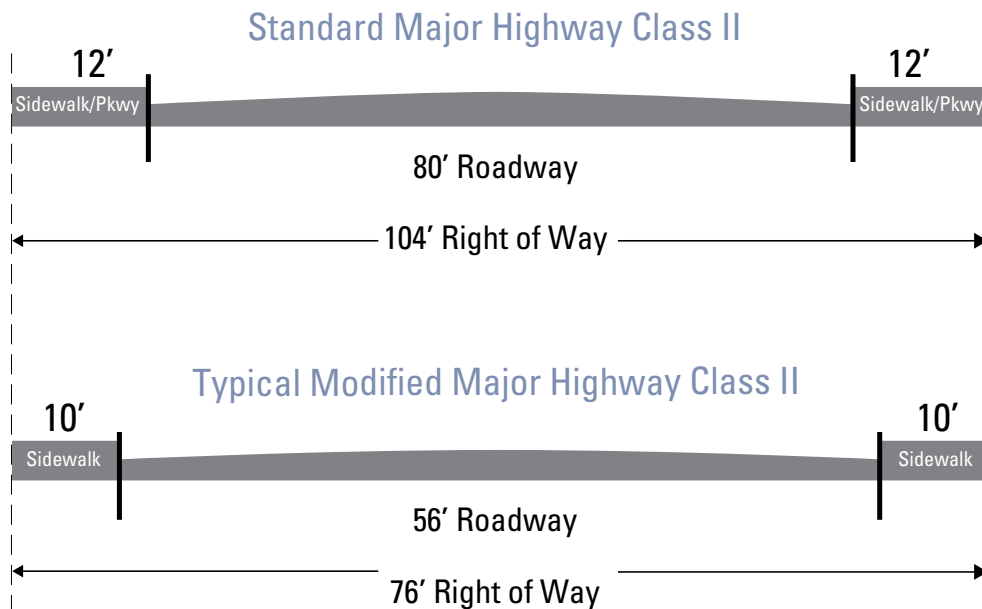
Figure 4-1
Circulation System
 San Pedro Community Plan Area

This is an informational map provided for reference purposes only. It is not adopted as part of the San Pedro Community Plan

City of Los Angeles Planning Department • August 2012

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Major Highway- Class II Street Designation Standards



Secondary Highway Street Designation Standards

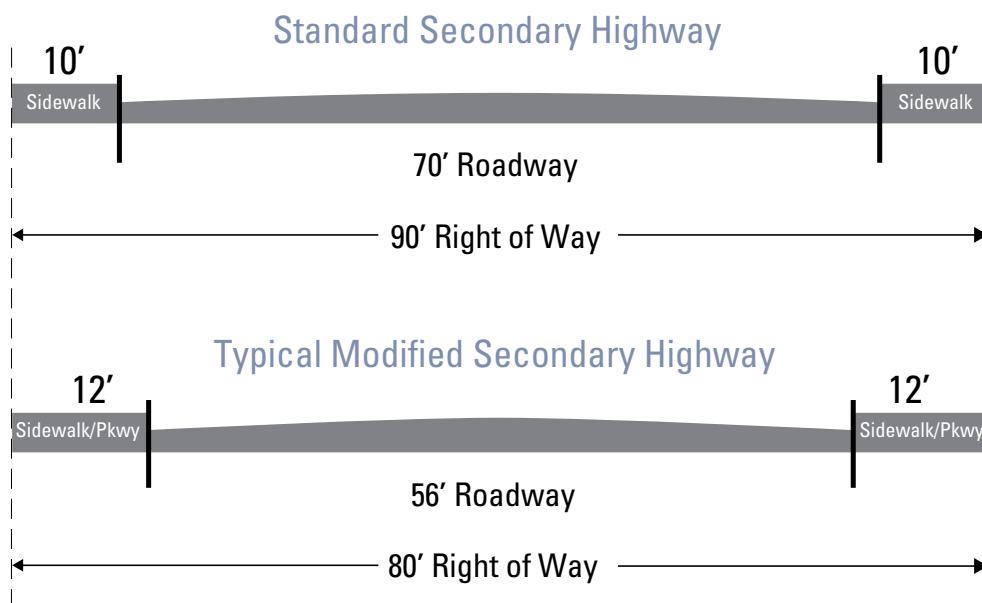


Figure 4-2
San Pedro
Standard and Modified Street Standards

City of Los Angeles Planning Department • August 2012

Not To Scale 

Street Designations

Major Highway – Class I and II. Major highways are designed to carry high volumes of vehicular traffic at relatively high speeds. A Major Highway Class I should include 126 feet of right-of-way with three lanes of traffic in each direction. A Major Highway Class II typically includes 104 feet of right-of-way with two lanes of traffic in each direction. Local automobile access to individual parcels along the street should be limited. Sidewalks for major highways are a minimum of 10 feet.

Secondary Highway. A Secondary Highway, intended to supplement the through-traffic carrying characteristics of major highways, is designed for fewer daily trips than a Major Highway and typically provides more access to individual parcels. The right-of-way should be 90 feet, with two travel lanes in each direction and left turn lanes at signalized intersections. Sidewalks for secondary highways are a minimum of 10 feet.

Collector Streets (standard, industrial, and hillside). Collector Streets are moderate-volume, medium-speed roadways that provide access between local streets and higher street classifications. The right-of-way is typically 50-64 feet.

Local Streets (standard, industrial, and hillside). Local streets are designed to allow local traffic access to their property or destination. The right-of-way is typically 44-60 feet.

Priority Streets

The Transportation Element allows communities to further classify streets by priority mode or modes of travel, termed Priority Streets. Priority streets are organized by pedestrian, bicycle, public transit, motorized vehicle or goods movement priority. Widening streets to accommodate additional space for every mode of travel is often unrealistic and undesirable. Instead, prioritization allows for a more tailored, efficient use of the street network that balances the needs of each mode in a holistic manner. Priority Streets assist City agencies, Planning Commissions, and elected officials in making strategic decisions about future street improvements while avoiding conflicting transportation projects. In addition, prioritization does not preclude improvements to non-priority streets, it simply suggests where to focus attention first. Some streets may be prioritized in their entirety or for selected portions. Street priorities are illustrated in Figure 4.3 Priority Streets, summarized in Table 4.1, Priority Streets, and discussed further in each relevant section in this chapter.

Legend:

- Pedestrian
- — — Bicycling
- - - Transit
- — — Motorized Vehicles
- — — Goods Movement
- — — Freeways
- - - - - Community Plan Boundary



Figure 4-3
Priority Streets
 San Pedro Community Plan Area

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TABLE 4-1
San Pedro Priority Streets

Street Priority	Pedestrian	Bicycle	Public Transit	Motorized Vehicles	Goods Movement
1st Street		x			
5th Street			x		
6th Street	x				
7th Street	x		x		
8th Street	x				
9th Street	x	x			
25th Street		x		x	
Capitol Drive				x	
Front Street					x
Gaffey Street		x		x	x
Grand Avenue		x			
Harbor Boulevard			x		
John S. Gibson Boulevard					x
Pacific Avenue	x		x		
Western Avenue			x	x	
Westmont Drive		x			

Community-wide Mobility Goals and Policies

The San Pedro Community is served by a circulation system of highways (freeways or high capacity roadways), arterials (moderate capacity roadways), collector streets and local streets. Freeway access to San Pedro is provided via the Harbor Freeway (I-110) and the Long Beach Freeway (I-710 in the north-south direction, and Vincent Thomas Bridge (SR-47) in the east-west direction. Situated on a peninsula at the end of the I-110 Freeway, much of San Pedro's traffic is locally-generated. However, regional pass-through traffic is prevalent, with commuters from Palos Verdes and the Peninsula communities, and traffic from the Port of Los Angeles making its way to north-south oriented arterials such as Western Avenue, Gaffey Street, Harbor Boulevard and the I-110 Freeway. These major access routes are used to connect to nearby South Bay cities and the greater Los Angeles area.

San Pedro is a built-out community with a street grid that was largely laid out prior to WWII. Many of the area's streets are in need of enhancements such as sidewalks, bike lanes and streetscape elements. Existing improved streets, however, have little additional land available for widening or reconfiguring to accommodate other modes. On these streets, new facilities for one mode, such as a wider sidewalk or a bicycle lane, may have to come at the expense of another, such as a travel lane for automobiles, or transit. Recognizing that all streets cannot serve all purposes, this chapter designates priority modes for certain key arterials, streets or street segments to better assist planners, engineers, developers, and the community in making these difficult choices.

A principal mobility concern in San Pedro relates to the limited access out of the area, should a major disaster occur. Surrounded by the Pacific Ocean on two sides, access in and out of the area is primarily through the north and west. Additionally, most of San Pedro's labor force drives to work. Analysis of existing conditions indicated that 92 percent of San Pedro's workers drive to work, with only 3 percent of workers utilizing public transit. The remainder either walked to work or worked at home. The following goals and policies seek to address concerns and ensure a well functioning street network for San Pedro.

Goal M1: A diverse system of streets that balances the needs of pedestrians, bicyclists, transit users, mobility-challenged persons and vehicles while providing sufficient mobility and abundant access options for the existing and future users of the street system.

Policies

M1.1 **Complete streets.** Ensure the community is served by a complete street system with some streets strategically prioritized for target users and other streets that connect the complement of arterials together to serve all users, as shown in Table 4.1.

- M1.2 **Mobility for Challenged Users.** Support wherever feasible, transportation programs and services aimed at enhancing the mobility of young people, senior citizens, disabled persons and other populations dependent on transit.
- M1.3 **Mobility Enhancements.** Developments that increase density or intensity by zone change, variance, conditional use, parcel map, subdivision or other discretionary action should provide adequate mobility enhancements such as traffic mitigation, pedestrian crosswalks, bike lanes and enhanced bus stops to ensure that mobility needs are met.
- M1.4 **Private investment for off-site facilities/amenities.** Encourage new developments to include bicycle and pedestrian amenities and include off-site transit and road improvements creating a circulation system that optimizes travel by all modes.
- M1.5 **Modified Street Standards.** The City should consider modified street standards where there is evidence of physical or other constraints, to implement modal priorities, enhance neighborhood character, or to facilitate a complete street network.

Table 4-2:
Street Reclassifications and Modifications

Street Name	Specific Location	Existing Designation	New Designation and Dimensions	Objective
Gaffey Street	9th Street to 25th Street	Major Highway Class II	Modified Major Highway Class II	Remove obstacles to future development and achieve consistency with existing and planned development
Gaffey Street	25th Street to Shepard Street	Major Highway Class II	Modified Secondary Highway	Match existing roadway width and achieve consistency with existing and planned development
9th Street	Miraleste Drive to Western Avenue	Major Highway Class II	Modified Major Highway Class II	Remove obstacles to future development and achieve consistency with existing and planned development
9th Street	Western Avenue to Pacific Avenue	Major Highway Class II	Modified Secondary Highway	Remove obstacles to future development and support bicycle and pedestrian streets
Pacific Avenue	Front Street to Shepard Street	Secondary Highway	Modified Secondary Highway	Support transit and pedestrian streets

Goal M2: A circulation system that supports successful neighborhood areas with multi-modal access, streets that accommodate public open space and gathering places, and streets that enhance sustainable watershed management.

Policies

- M2.1 **Streetscapes.** Encourage and support streetscape improvements in neighborhood areas that foster the appeal of the street as a gathering place including street furniture, well-maintained street trees, publicly accessible courtyards, wide sidewalks, bicycle access and appropriate traffic control measures to maintain safe travel speeds.
- M2.2 **Special Events.** Encourage and support special street closures for community activities such as street fairs, parades, festivals and other civic events.
- M2.3 **Watershed Management.** Support watershed management in the design of streets by incorporating swales, water retention and other such features in new development, streetscape programs and other street improvement programs, as applicable.

Walking

The benefits of walking as a mode of transportation are vast, including a healthier community, more social interaction, improved air quality, a reduced carbon footprint, and substantial cost savings. Better walking conditions benefit all community members, regardless of income, by reducing the share of household income spent on the cost of automobile ownership. In 2010, the City adopted the Citywide Design Guidelines, which instructs developers, architects, community members, and decision makers to design new developments with features that encourage pedestrian activity.

Much of the existing pedestrian activity in San Pedro is concentrated around and along routes to the area’s elementary, middle and high schools, especially in the vicinity of San Pedro Senior High and Dana Middle School, which are located adjacent to each other between 15th and 17th Streets, near Gaffey Street. Coastal and beach access routes attract recreational and exercise-oriented pedestrian traffic, particularly on weekends and during the summer, while the downtown district attracts pedestrians for business and leisure activity, such as shopping, dining and/or other entertainment.

This Plan includes policies for increasing opportunities to walk, as both a means of transportation and recreation, within the San Pedro community. Portions of four streets are identified as Pedestrian Priority Streets and support the development of a “main street” design that emphasizes pedestrian over vehicle circulation. The location of pedestrian priority streets are shown in Figure 4.3, Pedestrian Priority Streets.

Goal M3: A pleasant street environment throughout San Pedro that is universally accessible, safe, and convenient for pedestrians.



Pedestrian Priority Streets

Pedestrian Priority Streets are identified within districts where pedestrian activity is encouraged, including neighborhood centers, community and regional commercial centers, and areas adjacent to school and other public facilities. Improvements for these streets include sidewalks that are wide enough to include ample pedestrian amenities such as kiosks, street benches, bus shelters, planters, pedestrian signage and lighting and outdoor dining. Building frontages should provide a high level of pedestrian interest. Pedestrian crossings should have a high priority at intersections. In some locations, well-protected mid-block crosswalks may be appropriate.

Policies

- M3.1 **Pedestrian access.** Encourage walking by orienting building entrances to face the streets and sidewalks when designing access to new developments and buildings.
- M3.2 **Priority pedestrian routes.** Selected streets within commercial, mixed-use and employment districts should have pedestrian priority establishing pedestrian needs as paramount to vehicular circulation needs and encouraging investment in pedestrian improvements and programs for these segments.
- M3.3 **Pedestrian amenities.** Maintain sidewalks, streets and right-of-way in good condition, free of obstructions, and with adequate lighting, trees and parkways. Streets should accommodate pedestrians comfortably through adequate sidewalks and parkway landscaping that provides a buffer from moving vehicles, shade from the hot sun, and street lighting that provides for safety during the night.
- M3.4 **Minimize pedestrian conflicts.** Minimize conflicts between buses, cars, and pedestrians by designing and constructing sidewalks and crosswalks that make pedestrians feel safe and creating well-marked crossings at intersections and mid-block locations.
- M3.5 **Safe school routes.** Encourage the development and improvement of safe routes to schools throughout the community via walking, bicycles or transit.
- M3.6 **Easements and public right-of-way.** Encourage the safe utilization of easements and/or right-of-way along flood control channel, public utilities, railroad right-of-way and streets wherever feasible for pedestrians and/or bicycle enhancements.
- M3.7 **Underutilized public right-of-way.** Repurpose underutilized roadway and public right-of-way for pedestrian uses where appropriate.



Bicycling

Los Angeles is in an ideal position to encourage the use of bicycles. Excellent climatic conditions for bicycling in Southern California prevail approximately 340 days per year. By increasing the number of bicyclists who ride for commuting and other utilitarian purposes, traffic congestion is reduced and air quality is improved. In addition, bicyclists benefit from improved health and fitness. A large portion of personal trips are two miles or shorter, many of which people may prefer to complete by bicycle, if a safe route exists.

The City's Bicycle Plan, a part of the Transportation Element, was created to enhance bicycle transportation at a citywide scale and includes three goals: (1) To increase the number and types of bicyclists who bicycle in the City, (2) to make every street a safe place to ride a bicycle, and (3) to make the City of Los Angeles a bicycle-friendly community. This Plan helps to implement the Bicycle Plan at the community level through policies and programs that support the goals above. Specifically, the Bicycle Plan calls for increased bikeways along Major Highway Class II streets, particularly those with Rapid Bus service, as well as the establishment of Bicycle-Friendly Streets on streets with low traffic volumes and slow speeds. Figure 4.4 Bicycle Plan illustrates the streets adopted as bikeways in San Pedro.

Goal M4: A safe, comprehensive, and integrated bikeway network that is accessible to all, and encourages bicycling for recreation and transportation.

Policies

- M4.1 **Priority bikeways.** Support the Citywide bikeway network to establish bicycle circulation as paramount to vehicular circulation needs on selected streets and to encourage investment in bicycle improvements and programs on these identified streets.
- M4.2 **Bikeway connections.** Provide bicycle access for open space areas, commercial corridors, downtown/regional center, neighborhood districts and community centers to allow easy connection between residential neighborhoods and employment centers, as well as important non-work destinations, including schools and recreational facilities.
- M4.3 **Bicycle Amenities.** Incorporate bicycle amenities, such as parking, lockers, changing rooms and showers, in public facilities, parks, commercial development, employment and transit centers and park and ride facilities.
- M4.4 **Regional coordination.** Coordinate with adjacent jurisdictions and communities to ensure that local bicycle routes and trails be linked with those of neighboring areas.
- M4.5 **Reclaimed land for bikeways.** Incorporate bicycle facilities into recreational reuse of underutilized land where appropriate, such as public utility right-of-way and access roads.



Rolling Hills Estates

Legend:

- Class I Bicycle Path
- Class II Bicycle Lane
- Class III Bicycle Route
- Class III Bicycle Friendly Street
- Community Plan Boundary

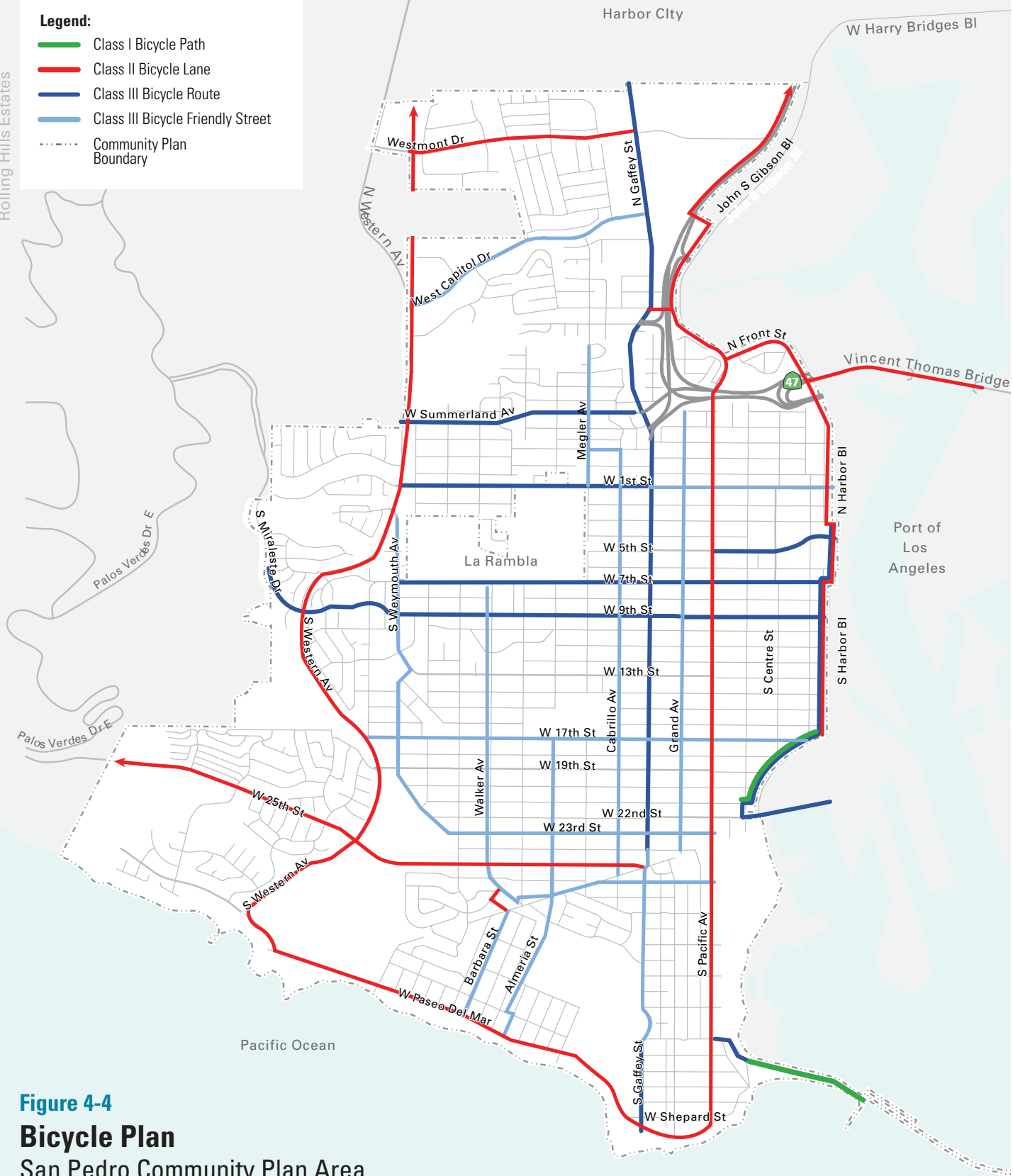


Figure 4-4
Bicycle Plan
 San Pedro Community Plan Area

This is an informational map provided for reference purposes only. It is not adopted as part of the San Pedro Community Plan.



Bikeway Standards

A “bikeway” is a generic term for any road, street, path or way that in some manner is specifically designed for bicycle travel, regardless of whether such facilities are designated for the exclusive use of bicycles or are to be shared with other transportation modes. The Federal and state transportation system recognizes three primary facilities: Bicycle Paths (Class I), Bicycle Lanes (Class II), and Bicycle Routes (Class III). In addition, the City’s Bicycle Plan established a new classification titled, “Bicycle-Friendly Street.”



- Bicycle Path (Class I). Bike paths provide a completely separated right-of-way for the exclusive use of bicycles and pedestrians with cross flow by motorists minimized. Dual use by pedestrians and bicycles is undesirable, and the two should be separated wherever possible.



- Bicycle Lane (Class II). Bike lanes provide a striped lane for one-way bike travel on a street or highway.
- Bicycle Routes and Bicycle-Friendly Streets (Class III). Bicycle Routes and Bicycle-Friendly Streets are in-road bikeways where bicycles and motorists share the roadway. They are typically intended for streets with low traffic volumes, signalized intersections at crossings, or wide outside lanes. More specifically, Bicycle-Friendly Streets are Local and/or Collector Streets that include at least two traffic calming engineering treatments in addition to signage and shared lane markings.



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Public Transit

Public transit, including high-speed and commuter rail, subways, light rail, street-car, bus rapid transit, and express and local buses, is a crucial component of the City’s transportation system and is the most efficient means of moving people throughout the region. Transit accessibility increases mobility by providing people with expanded options for commuting to and from school, work, shopping areas, entertainment, parks, beaches, and other activities. It also provides an important service to those without access to a car, either by choice or due to age, ability, or income. Transit riders save money and produce fewer greenhouse gases than their driving counterparts.



San Pedro is served by a commuter express route and several local Metro transit routes that run on its arterial streets (Major or Secondary Highways). The closest commuter rail service (to Downtown Los Angeles) is accessed at the Metro Blue Line station in the City of Long Beach. This Plan includes policies that encourage transit-oriented development near major economic activity areas to accommodate growth and reduce the need for driving as well as policies to support a connected transit, pedestrian and bicycle network that offers options for various modes of mobility.

Residents have expressed a desire for improved public transit to Downtown Los Angeles and other parts of the region. Locally, the community has indicated support for the Port of LA’s renovated trolley, the “Red Car”, to be extended into Downtown San Pedro, thus providing an option for San Pedro residents and visitors to access the downtown without a car.



Goal M5: An integrated land use and transit strategy that directs growth to areas that are accessible by transit facilities and services.

Policies

- M5.1 **Transit connections to key areas.** Increase public transit access to neighborhood districts, community centers and mixed use boulevards.
- M5.2 **Development at transit nodes.** Facilitate development and public improvements at multimodal transit nodes, or intersections that Metro identifies as major transfer nodes to promote convenient access between new development and the transit system.
- M5.3 **Regional transit connections.** Support efforts to establish regional transportation, such as high-speed rail, commuter rail, heavy rail, light rail, rapid transit bus ways, or express bus service serving the Plan area and adjacent communities.
- M5.4 **Private transit.** Encourage large developments to provide on-demand shuttle services to Metro stations and major activity centers or destinations in and around San Pedro.



Goal M6: An expanded public transit system that provides residents, employees, and visitors safe and efficient access to jobs, services, recreation and other community assets so that automobile dependence can be reduced.

Policies

- M6.1 **Priority transit routes.** Support the identification of transit priority street segments with high transit vehicle volumes to facilitate public transit circulation as paramount to vehicular circulation needs and to encourage investment in transit improvement programs for the identified routes.
- M6.2 **Pedestrian access to transit.** Improve pedestrian amenities and urban design on streets served by transit to create welcoming conditions for pedestrians accessing transit.
- M6.3 **Express bus focus.** Connect express bus service, such as Express, Rapid and Bus Rapid Transit, to transit centers and park and ride facilities to key destinations within the Community Plan and region.
- M6.4 **Integrate transit.** Integrate regional and local transit serving Downtown San Pedro and the adjacent Port of Los Angeles. Elements could include: a trolley linking Ports O' Call, Downtown San Pedro and the World Cruise Center; Harbor Freeway high-occupancy vehicle (HOV) lane; San Pedro Park and Ride lot; local service and express busses to Downtown Los Angeles and other regional destinations; and a community connector to Downtown Long Beach and the Metro Blue Line.

Transit Priority Streets

Transit priority streets are arterials where bus use is prioritized. The design of these streets should support the comfortable use of transit, utilizing wide sidewalks, landscaping, attractive street furniture and well designed bus stops/shelters. Pedestrian amenities, such as trash cans and benches, and safety measures, such as pedestrian lighting and special crosswalk paving, help support a pedestrian-friendly environment along these streets. Roadway construction features should include concrete bus pads and other features to address the extra maintenance issues associated with high volumes of bus traffic.

Motorized Vehicle Priority Streets.

Street improvements for Motorized Vehicle Priority streets may include peak hour parking restrictions for use of curb lanes, turn lane channelization and traffic signal coordination and other traffic management techniques to facilitate motorized vehicle flow and discourage cut-through traffic on local neighborhood streets.



Motorized Vehicles

Motorized vehicles include cars, trucks, motorcycles, and scooters, and are the primary mode of transportation for most local residents. San Pedro's circulation system serves the local community well, but falters during morning and afternoon rush hours, including schools' drop off and pick up periods, due to heavy commuter travel on the major arterial streets and at the terminus of the I-110 freeway, where the Gaffey Street and Channel off-ramps back up. East-west routes, such as 19th, 9th and 6th streets, carry more locally-generated traffic, while other east-west direction streets, including 1st Street, 25th Street and Summerland Avenue are also congested. Congestion, particularly on Western Avenue, Gaffey Street, Pacific Avenue and at the Harbor Freeway, was mentioned as the community's principal mobility concern.

Increased levels of vehicular congestion and extended peak hour traffic periods have affected each individual's mobility and access to goods and services. Emergency vehicle access, which may be impacted by congestion and an incomplete street system, is also a concern within the community, particularly in hillside areas.

An additional mobility concern in San Pedro relates to the limited access out of the area, should a major disaster occur. Surrounded by the Pacific Ocean on two sides, access in and out of the area is primarily through the north and west. This Plan continues policies to coordinate evacuation in an emergency with the Emergency Management Department through an established network of routes and coordinated response.

The goals and policies in this section address the need to improve vehicular flow in some areas, while acknowledging that a continued singular emphasis on motor vehicle mobility is not sustainable.

This Plan proposes to alleviate congestion primarily through reducing demand, via improvements to San Pedro's transit, bicycle, and pedestrian infrastructure; however, selected signal timing and intersection improvements are also suggested. In addition, Plan policies in Chapter Three, Land Use and Urban Design, support the development of more shopping and employment opportunities within walking or biking distance from many of the community's residential areas. Further, greater attention to pedestrian amenities in San Pedro's downtown can encourage visitors to park once and walk from store to store.

Goal M7: A network of streets, highways, and freeways that supports existing and planned land uses, and provides improved motorized vehicle mobility throughout San Pedro, particularly on congested corridors.

Policies

M7.1 Priorities for capacity enhancements. Implement a safe and efficient transportation network, and increase its capacity through, in priority order, the provision of alternative transit options (Transit), transportation demand management (TDM), and traffic system management (TSM) before considering street widening and network completion.

- M7.2 **Priority motorized vehicle routes.** Support the identification of motorized vehicle streets for arterials with the highest traffic volumes and demonstrated congestion to establish motorized vehicle circulation as paramount to alternative roadway user needs and to encourage investment in congestion relief programs and/or truck safety improvements for the identified routes.
- M7.3 **Access management.** Minimize driveways and consider the addition of medians on Major and Secondary Highways to ensure the smooth and safe flow of vehicles, buses, pedestrians and bicycles.
- M7.4 **Alley access.** Discourage the vacation and/or closure of existing public alleys in commercial districts and provide for alley access for properties fronting on Major or Secondary highways.
- M7.5 **Emergency access.** Develop, improve, and maintain streets that are easily accessible to emergency vehicles, and during emergency situations, such as sink holes, landslides, and other such type of events that may arise.
- M7.6 **Coordinated evacuation routes.** Maintain a network of routes that facilitate orderly evacuation of the community in an emergency, consistent with the Emergency Management Department adopted Evacuation Plan.

Goal M8: Residential neighborhoods that are protected from the intrusion of cut-through traffic, with emphasis on safety and quality of life.

Policies

- M8.1 **Traffic calming.** Support traffic calming measures and parking management for local and collector streets where a demonstrated need exists and with active community involvement.
- M8.2 **Traffic mitigations for development.** Require major developments to mitigate traffic impacts on residential neighborhoods.
- M8.3 **Special event coordination.** Encourage coordination of park-and-ride shuttle services to activities centers and special events such as street fairs and parades.

Neighborhood Traffic Control

The quality of life in residential neighborhoods can be impacted by a preponderance of non-residential through traffic. A variety of neighborhood traffic controls exist that can be utilized to regulate, warn and guide movement of pedestrians and vehicular traffic in a safe, efficient and compatible manner. They include stop signs, speed humps, traffic diverters, truck prohibition signs, and right or left turn only lanes. To be effective, they should be clearly understood by motorists and pedestrians. To assure this, traffic control measures need to: (a) convey clear and unambiguous messages; (b) be justified; (c) be enforced; and (d) regulate the traffic for which they are applied and intended.

Motorized Vehicles and Greenhouse Gas Emissions

Gasoline and diesel powered motor vehicles contribute significantly to greenhouse gas emissions equaling increased localized air pollution and resulting in long-term climate change. According to the California Air Resources Board, 2006 Greenhouse Gas Inventory, tail-pipe emissions from motor vehicles accounted for 35.3 percent of the greenhouse gas emissions in California. Reducing the number of vehicle trips (trips) and the length of vehicle trips (vehicle miles of travel, or VMT) becomes an important sustainability goal for residents' health and quality of life.

Transportation System Management

Transportation Systems Management is a strategy to optimize the use of the existing street system, through traffic flow and information management tools, including limited roadway widenings and improvements. Use of the City's computerized traffic signal control system to smooth traffic flow and provide priority for the rapid bus system is a prime example of the use of TSM.

Goal M9: Improved air quality and health of residents as a result of decreased single-occupant automobile demand and reduced vehicle miles traveled.

Policies

- M9.1 **Regional coordination.** Coordinate with Councils of Government and regional transportation planning agencies (such as SCAG and Metro) and adjacent cities to improve shuttle services, encourage ridesharing, bicycle sharing, and other TDM programs within the region.
- M9.2 **Reduce auto trips.** Create incentives for employers, institutions, and residential neighborhoods to reduce their vehicle trips by encouraging mixed-use developments that minimize Vehicle Miles Traveled (VMT).
- M9.3 **Alternatives to the automobile.** Reduce automobile dependency by providing a safe, convenient transit system, pedestrian linkages and a network of safe and accessible bikeways and encouraging alternatives, including reduced emission vehicles, such as electric and neighborhood electric vehicles (NEVs).
- M9.4 **Transportation Demand Management (TDM) Plans.** Encourage major development projects to submit a TDM Plan to the City and provide employee incentives for utilizing alternatives to the automobile (i.e., carpools, vanpools, buses, flex time, telecommuting, bicycling, and walking, etc.).
- M9.5 **Transportation Management Associations.** Support the formation of agencies and collaboratives such as Transportation Management Associations (TMAs) that facilitate ridesharing in carpools and vanpools.

Transportation Demand Management

Transportation Demand Management (TDM) is the all-inclusive term given to a variety of measures used to improve the efficiency of the existing transportation system. TDM products and services incentivize alternatives to the single-occupant vehicle and often include the following:

- Formation of a Transportation Management Association
- Subsidizing transit costs for employees or residents
- Flex-time work schedules to reduce congestion at peak times
- Employee parking cash-out programs and preferential parking for carpools
- Incentives for walking and bicycling
- Investments in transit infrastructure to increase transit ridership
- Increasing parking prices

Goods Movement

Goods movement is a term used to denote goods or produce transported by ship, plane, train, or truck. Efficient goods movement is crucial to the local economy and an important component of a sustainable, vibrant community. The delivery of goods and services that support retail development and the local economy must fit in with the local environment by minimizing residential impacts. Trucks are the primary method of transporting goods throughout the region. Controls and limitations exist on truck transport to minimize noise and other impacts on residents, and to avoid damage to infrastructure and minimize traffic congestion. Significant goods movement priority streets in the community have been illustrated in Figure 3.4 Priority Streets.

The Port of Los Angeles is the region's gateway for goods, not just to the city, but for goods moving throughout the country. San Pedro's proximity to the Port affords opportunities for recreation and access to cruise and ferry services. Its proximity also exposes San Pedro's residents to potential impacts associated with Port operations and goods transport.

Goal M10: A community where goods and services can be delivered to its residents and businesses safely and efficiently, while maintaining the community's character and quality of life.

Policies

- M10.1 **Industrial center siting.** Site regional distribution centers and other industrial districts proximate to the freeway system and regional truck routes and avoid adjacency to residential neighborhoods.
- M10.2 **Efficient truck movement.** Provide appropriately designed and maintained roadways to safely accommodate truck travel.
- M10.3 **On-site loading.** Ensure that all commercial and industrial development has adequate off-street accommodations for loading and unloading of commercial vehicles

Parking Management

Parking Management policies focus on providing sufficient parking for businesses, while protecting adjacent neighborhoods and the environment. It is important to note that parking policies and regulations are closely linked to both the physical and pedestrian character of an area. Well-placed shared parking lots or structures invite customers to park once and then walk to their various destinations. This increased pedestrian activity often spurs even more pedestrian life in commercial districts because other pedestrian-oriented businesses choose to locate nearby.

Parking demand is also affected by the prevalence of nearby transit options. When more people are able to take public transit to a commercial district, the demand for parking in that area may decline. For this reason, it can sometimes be appropriate to reduce parking requirements in areas well-served by transit. With this understanding

Truck Routes

Truck routes are identified in the Transportation Element. Street improvements on these routes include specialized roadway dimensions to facilitate safe truck movements thereby reducing damage to adjacent property and encouraging trucks to stay on designated routes. Such improvements may include wider traffic lanes and curb return radii, overhead signage and additional pavement management considerations.





of how parking can impact land use, walkability, and the physical character of an area, the San Pedro Community Plan seeks to adequately provide parking for its various uses, while leveraging opportunities for improved parking efficiency that support a more walkable community.

Goal M11: An efficient parking supply that serves economic development and facilitates all modes of transportation.

Policies

- M11.1 **Parking management districts.** Support the creation of a parking management district(s) in areas of high demand to facilitate parking within a group of shared facilities.
- M11.2 **Performance-based parking supply.** Utilize performance-based metrics that evaluate existing and projected parking needs in determining parking requirements.
- M11.3 **Convert surface lots to structures.** Support the development of City-owned or other surface parking lots into parking structures where appropriate.
- M11.4 **Convenient parking.** Provide public parking proximate to transit centers.



Goal M12: Parking policies and requirements that capture the true cost of private vehicle use and support livable neighborhoods, environmental/energy sustainability, and the use of alternative modes of transportation.

Policies

- M12.1 **Reduced parking near transit centers.** Consider reductions in parking requirements for projects located within the Downtown Regional Center.
- M12.2 **Park Once strategy.** Collaborate with the business community to improve parking services including shared-parking facilities and public valet services in appropriate locations to more effectively use the overall parking supply and implement a “park once and walk” strategy for commercial districts.
- M12.3 **Priority parking for alternative fuel vehicles.** Encourage new commercial and retail developments to provide prioritized parking for shared vehicles, electric vehicles and vehicles using alternative fuels.
- M12.4 **Connections for electric vehicles.** Encourage new construction to include vehicle access to properly wired outdoor receptacles to accommodate zero emission vehicles (ZEVs) and/or plug-in electric hybrids (PHEV).



Recreation and Scenic Highways

Healthy and livable communities depend upon recreational opportunities as an important amenity. The circulation network both serves and can become an integrated part of recreational opportunities. Communities need to plan for the use and access of natural features including hillsides, coastal areas and rivers with a system of trails. Additionally, the value of scenic vistas must be considered in planning for accessibility. Adopted Scenic Highways are included in Figure 4.1 Circulation System, as well as the Transportation Element. Adopted city trails are identified in the Public Recreation Plan of the Service Systems Element.

Goal M13: A community with abundant opportunities for exploration of its natural and recreational assets.

Policies

- M13.1 **Scenic Highways.** Support programs to encourage the identification and preservation of scenic highways.
- M13.2 **Development near Scenic Highways.** Encourage development adjacent to a Scenic Highway to integrate public view protection of scenic vistas to the maximum extent feasible; to be adequately landscaped to soften the visual impact of development; and where appropriate, provide access, hiking or biking trails, a turn out, vista point or other complementary facility.
- M13.3 **Recreation Trails.** Encourage where appropriate a network of trails to facilitate recreational uses such as mountain biking, horseback riding and hiking.



Community Facilities & Infrastructure

The ability of the City to provide needed community facilities and infrastructure is crucial to maintaining and improving San Pedro residents' quality of life as well as supporting local businesses. Community facilities and infrastructure include police and fire stations, libraries, schools, parks, open space, and the urban forest, as well as, water and sewer systems, solid waste treatment systems, stormwater drainage facilities and public utilities. These facilities, services, and infrastructure can influence the pattern of land uses within the community, where growth should occur, and at what intensities.

The purpose of this chapter is to integrate these important public needs into land use decision making when addressing future needs of San Pedro's projected population growth.¹ Infrastructure improvements and new public facilities may be required to support population growth and to replace facilities that have deteriorated or become obsolete. This chapter identifies both existing facilities and future needs where applicable. The chapter is organized into three general topic areas:

- Public Facilities and Services - Police, Fire, Libraries and Public Schools
- Parks, Open Space and the Urban Forest
- Infrastructure - Water, Wastewater, Solid Waste, Stormwater, Energy, and Street Lighting

General Plan Framework

The City's General Plan Framework Element is the citywide plan that establishes how Los Angeles will grow in the future. The Framework Element is a strategy for long-range growth and development, setting a citywide context for the update of Community Plans and citywide elements. The Framework Element, Chapter 9: Infrastructure and Public Services, provides an integrated framework of public facility goals, objectives, policies and implementation measures that incorporate the City's expectations and requirements to allow the effective and efficient provision of public facilities concurrent with need. The Framework Element, Chapter 6: Open Space and Conservation, addresses both publicly- and privately-owned properties that are unimproved and used for the preservation of natural resources and outdoor recreation. Addressing public facilities at the San Pedro Community Plan level helps to ensure the Framework's linkage between facility planning and land use by addressing the types of infrastructure required to support the physical development of a specific portion of the City.

1. For further detail about the existing conditions and future demands for most facilities and services, refer to the Environmental Impact Report (EIR) for the San Pedro Community Plan.

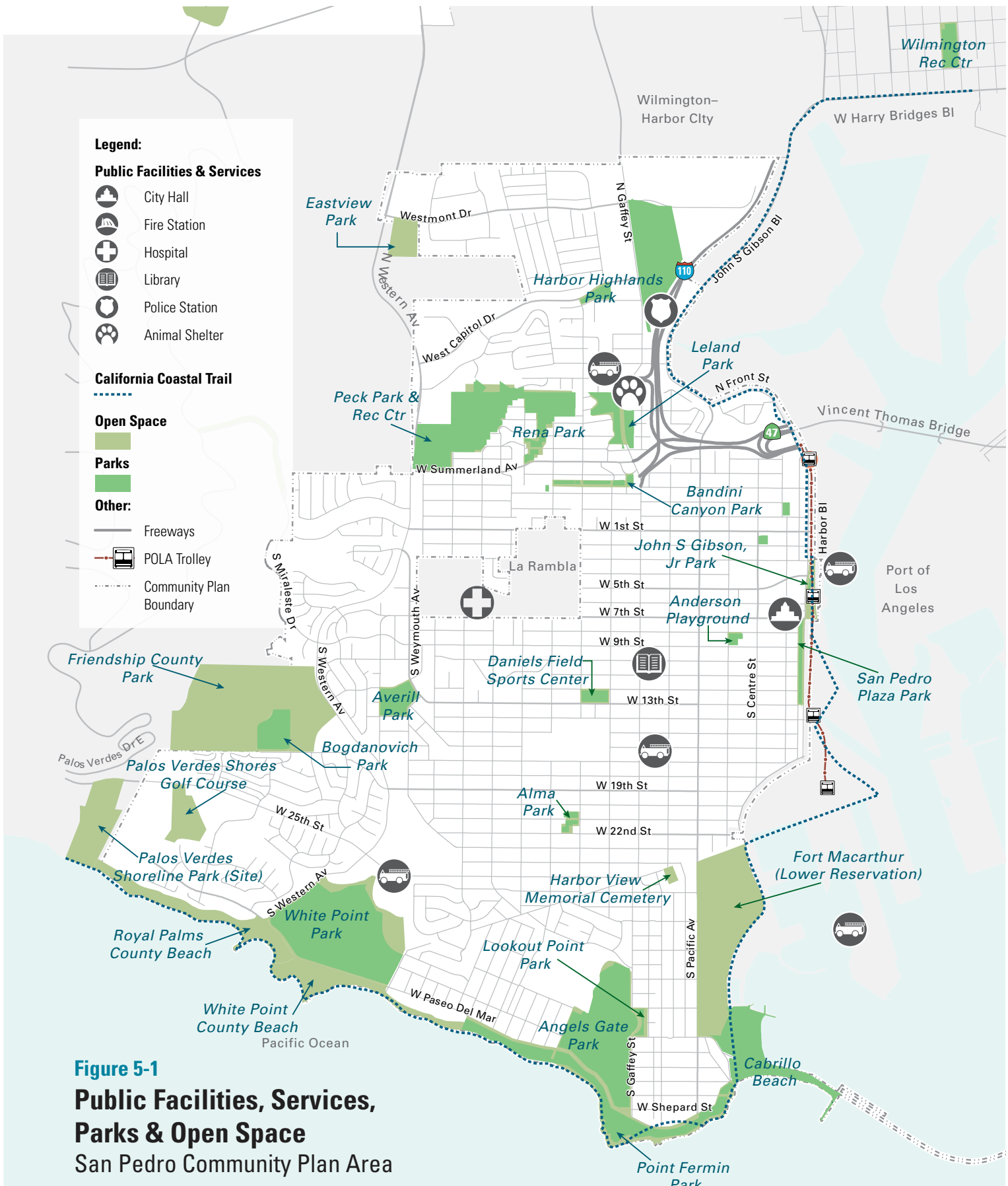


Figure 5-1
Public Facilities, Services,
Parks & Open Space
San Pedro Community Plan Area

This is an informational map provided for reference purposes only. It is not adopted as part of the San Pedro Community Plan



Overview

The San Pedro Community Plan allocates land to accommodate the range of public facilities and open space that the community will need through the life of the plan, about 15 to 20 years. This acreage falls within the Public Facilities and Open Space land use classifications. Public facilities, such as police stations, fire stations, libraries, schools and government buildings may be constructed on land designated and zoned for public facilities. In addition, support infrastructure for water, wastewater, stormwater, solid waste and utilities, such as treatment or storage facilities, may also be constructed on land designated for public facilities with certain conditions. Parks and related recreational facilities may be constructed on land within the Open Space and Public Facilities Classification, as well as in all Residential and Commercial zones and selected Industrial classifications.

There have been several new public facilities and capital improvements in the San Pedro Community Plan Area (CPA) since the last plan update in 1999. New or replaced community facilities include a fire station, the Harbor Area police station and the Harbor Animal Services Center. There were also several improvements to parks and recreation facilities, including White Point Nature Reserve; sports facilities, including the field house at Field of Dreams, and the Channel Street Skatepark; and the new San Pedro Welcome Park. Improvements also include the Bandini Canyon Trail enhancements and a new Port Police headquarters building. The Gaffey Street landfill closure is complete and the site has been converted into a soccer field complex known as “Field of Dreams.” Several improvements to wastewater and stormwater infrastructure were also made, including sewer replacement, and the installation of new storm drains and catch basins. To address water quality issues in the Cabrillo Beach area, a water quality improvement system was put in place at inner Cabrillo Beach to prevent flooding and improve drainage.



Citywide Goals

It is the intent of the San Pedro Community Plan to achieve economy and efficiency in the provision of services and facilities consistent with standards for environmental quality. Cost and distribution are major issues in the provision of such services and facilities. It is essential to establish priorities and identify new and different sources of revenue. In addition, public and private development must be fully coordinated, in order to avoid expensive duplication and to ensure a balance among needs, services and cost. The goals and policies in this chapter seek to:

- Achieve economy, efficiency and equitable distribution in the provision of services and facilities consistent with standards for environmental quality.
- Encourage facility-providing departments and agencies to carry out long-range capital facility planning and construction that is compatible with land use planning goals and policies established in the San Pedro Community Plan.



- Fully coordinate public and private development in order to avoid expensive duplication and to ensure a balance among needs, services and costs.
- Require large-scale projects to plan for the siting of necessary public facilities and to provide or fund their fair share of all public facility needs created by the development.
- Require that discretionary development projects provide or contribute toward the provision of all public facilities necessary to serve the development as a basis of approval.
- Encourage public/private ventures, and other forms of collaboration between government, developers and residents to consider new ideas for providing public facilities and services.

Facilities for Police, Fire, Libraries and Schools

The Framework Element contains citywide goals and policies for the provision of facilities to support municipal operations, including police, fire protection and emergency medical services, libraries and schools. Towards this end, the goals and policies in Chapter 5 seek to:

- Protect the public and provide adequate public safety services, facilities, equipment and personnel to meet existing and future needs.
- Provide library services for current and future community members.
- Ensure adequate school facilities to serve San Pedro's neighborhoods.

Police

Law enforcement services are provided by the City of Los Angeles Police Department (LAPD), which operates 18 stations within four bureaus (Central, South, Valley and West). The LAPD uses a work load computer model (Patrol Plan) to deploy patrol officers to the various geographic areas in the City. This model includes several factors, such as response time, service calls, and traffic conditions. The San Pedro CPA is served by the South Bureau of LAPD, which oversees operations in the following Areas: Harbor, 77th Street, Southeast and Southwest, as well as the South Traffic Division. The South Bureau has a population of roughly 640,000 people and encompasses 57.6 square miles. San Pedro is served by the Harbor Area, which is the largest area in the South Bureau, encompassing 27 square miles. The Harbor Community Police Station facility at 2175 John S. Gibson Boulevard, as shown in Figure 5-1, Public Facilities, Services, Parks & Open Space in the San Pedro Community Plan Area, serves the San Pedro CPA, and is staffed with approximately 264 officers. This 50,000-square foot facility has a 60-bed jail and replaces the old police station.

Port of Los Angeles police officers are assigned to the City of Los Angeles Harbor Department and patrol the waterfront by boat, helicopter, automobile and bicycle. While their range of duties includes the security of all operations in the docks, wharves, marinas, and all Port-controlled waterways, the officers also provide police service to those living in the harbor area. A new 51,000-square-foot Port Police headquarters at 5th and Centre streets includes updated dispatch, surveillance and emergency-operations centers, enabling the police agency to enhance its capability to serve the Port and adjacent communities. In addition, it was constructed with sustainable design and construction elements, including solar panels for generating electricity, water-efficient landscaping and plumbing, an on-site storm-water management system, recycled construction waste and other environmentally friendly measures.

According to community input, crime, graffiti and homelessness are issues for concern in San Pedro. In addition, the development of tourism in San Pedro related to the cruise ship industry and other Port of Los Angeles improvements will increase the number of visitors to the CPA. The ability to provide these additional services is dependent on several factors, including police personnel hiring policies and funding considerations at the citywide level.

Goal CF1: Sufficient police facilities and personnel to protect the community from criminal activity and reduce the incidence of crime.

Policies

- CF1.1 **Adequate police facilities and service.** Maintain police facilities and services at a level that is adequate to protect the San Pedro community.
- CF1.2 **Design for security.** Ensure that landscaping around buildings does not impede visibility and provide hidden places, which could foster criminal activity.



CF1.3 **Illumination for security.** Provide adequate low level lighting around residential, commercial and industrial buildings, and park, school and recreational areas to improve security.

CF1.4 **Safe recreational facilities.** Design recreational facilities in multiple-family residential developments to provide adequate visibility and security.

Fire And Emergency Services

Fire prevention, fire protection and Emergency Medical Service (EMS) for the City of Los Angeles are provided by the Los Angeles Fire Department (LAFD). The LAFD operates 106 neighborhood fire stations located throughout the Department’s 470-square-mile jurisdiction. The LAFD is responsible for fire prevention, firefighting, emergency medical care, technical rescue, hazardous materials mitigation, disaster response, public education and community service. The San Pedro CPA is served by five fire stations, as shown in Table 5-1 and in Figure 5-1, Public Facilities & Services, Parks & Open Space in the San Pedro Community Plan Area.

Fire Department services are based on the community’s needs, as determined by ongoing evaluations. When an evaluation indicates increased response time, the acquisition of equipment, personnel, and/or new stations is considered. As development occurs, the Fire Department reviews environmental impact reports and subdivision applications for needed infrastructure. Development is subject to the standard conditions of the LAFD with regard to station construction, fire suppression systems and emergency medical services.



Table 5-1:
Fire Stations in the San Pedro CPA

Station	Location
36	1005 N. Gaffey Street, San Pedro
48	1601 S. Grand Avenue, San Pedro
101	1414 W. 25th Street, San Pedro/White Point
110	2945 Miner Street, Berth 44A, Cabrillo Marina
112	444 S. Harbor Boulevard, Berth 86

Source: LAFD Planning Section, William N. Wells, Captain II-Paramedic, Planning Section, March 25, 2009.



Goal CF2: Sufficient facilities to provide fire protection and emergency medical services to residents, visitors and businesses.

Policies

- CF2.1 **Adequate fire and emergency services.** Assist the LAFD to locate fire services facilities in appropriate locations throughout San Pedro to provide adequate fire and emergency services protection.
- CF2.2 **LAFD project review.** Coordinate with the LAFD during the review of significant development projects and General Plan amendments affecting land use to determine the impacts on service infrastructure.
- CF2.3 **Emergency preparedness.** Coordinate with the LAFD in the identification of primary access routes for emergency preparedness.

Libraries



The Los Angeles Public Library (LAPL) system provides library services at the Central Library in Downtown, eight regional branch libraries, and 63 community branches. The Public Libraries Plan, a component of the Public Facilities Element of the City of Los Angeles General Plan, was adopted by the City Council in 1968 and serves as a general guide for the construction, maintenance and operation of libraries in the City. A new LAPL Branch Facilities Plan was adopted in February 2007, which proposed building larger libraries and also established criteria for the size of libraries based on floor area required to serve varying densities of residential population. In general, the recommended sizes are 12,500-square foot facilities for communities with a population of less than 45,000 and 14,500 square-foot facilities for communities with more than 45,000. In addition, the LAPL plan also recommends that when a community reaches a population of 90,000, an additional branch library should be considered for that area.



The San Pedro CPA is served by the San Pedro Regional Library, as shown in Figure 5-1, Public Facilities, Services, Parks & Open Space in the San Pedro Community Plan Area. The 20,000-square foot library has over 132,000 catalogued volumes. Libraries in the neighboring Community Plan Areas, as well as all branch libraries in the LAPL system through their inter-library loan services, augment available library services. Based on the LAPL guidelines, branch libraries generally serve a two-mile radius. While the libraries located in Harbor City and in Wilmington are situated outside the two-mile service area for residents living in the central or southern portions of San Pedro, these neighboring facilities also help to serve residents of the CPA.

The 2007 Branch Facilities Plan’s Proposed Project List includes a total of 19 projects. This includes a proposed new facility of 14,500 square feet to serve the western neighborhoods of San Pedro. There is no site selected at this time. At present, the existing San Pedro library meets the newly adopted library facilities standards in terms of the size of the building for the population served based on LAPL standards. A proposed new library for San Pedro will add to this existing library space to meet future community needs. In addition, on-line services and virtual library

with computer workstations that provide access to the library's on-line catalog, information databases, multi-media software and free Internet searching for the public enhance the capacity of available library resources in the San Pedro CPA. A library also provides valuable community meeting space.

Goal CF3: Adequate library facilities and services that meet the needs of residents and business employees for self-learning, and cultural and academic enrichment.

Policies

- CF3.1 **Adequate library facilities and service.** Support construction of new libraries and the retention, rehabilitation and expansion of existing library sites as required to meet the changing needs of the community.
- CF3.2 **Integrated library facilities.** Encourage new development to incorporate library facilities in commercial and office buildings, pedestrian-oriented areas, community and regional centers, transit stations, and similarly accessible facilities, particularly in the western portion of San Pedro.
- CF3.3 **Joint-use libraries.** Continue to support joint-use opportunities when the City of Los Angeles Library Department and decision-makers review and approve new library sites.
- CF3.4 **Non-traditional library services.** Expand non-traditional library services, such as book mobiles and other book sharing strategies, where permanent facilities are not available or adequate.



Public Schools

Public schools in the City of Los Angeles are under the jurisdiction of the Los Angeles Unified School District (LAUSD). The LAUSD provides public education for over 900,000 students at 557 schools in eight local districts. The LAUSD School district is subject to the overview of the State of California Legislature and is entirely independent of the City of Los Angeles government. Decision making and budgeting are done by elected governing boards and site and construction standards are established by the State Department of Education (Section 39000 of the Government Code).

The San Pedro CPA is generally located within LAUSD Local District 8, which covers the South Bay area of Los Angeles County and includes Carson, Gardena, Harbor City, Lomita, Los Angeles, San Pedro, Torrance, and Wilmington. The San Pedro CPA is served by the LAUSD public schools, and includes thirteen elementary, three middle, and five high schools. School locations are shown in Figure 5-2, Public Schools in the San Pedro Community Plan Area.

The LAUSD develops an annual Planning and Development Branch Strategic Execution Plan, which describes goals and progress for school site planning. However, pursuant to State laws, the LAUSD is not required to obtain review of their public school projects from City Planning prior to obtaining any necessary permits.

Enrollment projections are based on a set of assumptions, including:

- All students able to attend a neighborhood school or a "school of choice"
- Desired Students per classroom ratio
- Baseline population of all LAUSD students
- Relationship of kindergarten to births
- Grade retention rates for recent past years

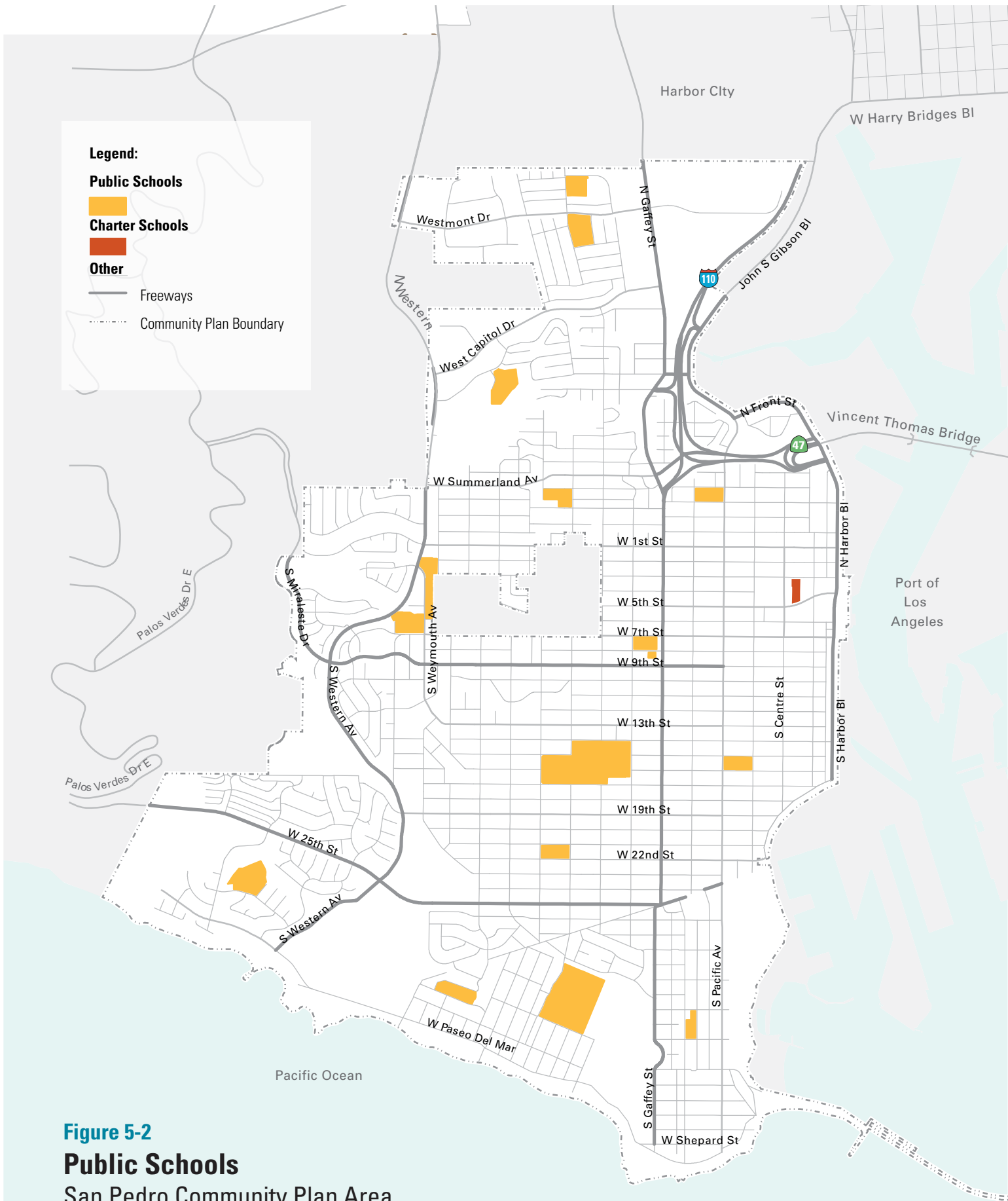


Figure 5-2
Public Schools
 San Pedro Community Plan Area

This is an informational map provided for reference purposes only. It is not adopted as part of the San Pedro Community Plan

The LAUSD’s estimate of future enrollment levels and school needs is determined through the evaluation of the capacity of each District school to accommodate the projected future population and the analysis of school-by-school enrollment trends. This determination of need is based on several assumptions tied to current school Board policies and planning guidelines. One ongoing issue is the increased cost of providing school facilities to meet California’s needs. While the State has established a program to pay for the construction of schools, this program is underfunded and does not meet the goal of provision of schools concurrent with need.

In 2000, the LAUSD began a \$20 billion building and modernization program. In the San Pedro community, additions were completed at 15th Street, Barton Hill and Leland Elementary schools which provided an additional 700 seats as part of this district-wide school construction program. A new 800-seat high school, South Region #15, was also completed on LAUSD owned land at Fort MacArthur.

Goal CF4: Provision of appropriate locations and adequate facilities for public schools to serve the needs of current and future residents in the community.

Policies

- CF4.1 **Accessible public schools.** Encourage siting of public middle schools and high schools within or adjacent to public transit systems, and community and regional centers to maximize accessibility.
- CF4.2 **Compatible school sites.** Encourage compatibility between school locations, site layouts, architectural designs, and local neighborhood character.
- CF4.3 **Neighborhood schools.** Work with LAUSD to promote the siting and construction of public school facilities that are phased to accommodate anticipated population growth and that are located in areas that serve neighborhoods.
- CF4.4 **Joint use of facilities within LAUSD.** Coordinate with LAUSD to explore creative alternatives that integrate uses for recreation, local open space, and neighborhood use, and encourage public schools to site jointly with other community facilities, such as libraries, parks, and auditoriums.





Neighborhood Parks provide space and facilities for outdoor and indoor recreation activities to all residents in its immediate neighborhood

Community Parks serve a much wider interest range than those of a neighborhood park, and are used by members of nearby communities as well as other service areas.

Regional Parks provide specialized recreational facilities such as lakes, golf courses, campgrounds, wilderness areas and museums, which normally serve persons living throughout the Los Angeles Area.

Parks, Open Space and the Urban Forest

Parks, open space and the urban forest are a vital part of a livable, sustainable community. Where housing units may not include yard space and landscaping is scarce, green spaces provide opportunities for passive and active recreation, social and cultural events, and serve as important gathering places in the community. The urban forest is part of the community’s valuable green infrastructure, and helps reduce the need and expense of building infrastructure to manage air, water and energy resources.

The Framework Element contains citywide goals and policies for the provision of recreation and parks; the provision, management, and conservation of open space resources; and the management of the local urban forest. Towards this end, the goals and policies in Chapter 5 seek to:

- Protect the City’s natural settings from the encroachment of urban development, allowing for the development, use, management, and maintenance of each component of the City’s natural resources to contribute to the sustainability of the region.
- Maximize the use of the City’s existing open space network and recreation facilities by enhancing those facilities and providing connections, particularly from targeted growth areas, to the existing regional and community open space system.
- 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.
- Conserve natural resources and minimize detrimental impacts.
- Identify areas for the establishment of new open space opportunities to serve the needs of current and future residents. These opportunities may include neighborhood parks, urban open spaces, unimproved streets, trails and a citywide linear open space and greenway system that connect the City’s regional open spaces, communities and neighborhoods.

Parks

Recreation and park services in the San Pedro CPA are primarily provided by the City of Los Angeles Recreation and Parks Department (RAP). There are four types of parks: mini, neighborhood, community, and regional parks. Mini parks, sometimes referred to as pocket parks, provide small spaces for limited types of recreational activities to an immediate neighborhood. Neighborhood parks provide space and facilities for outdoor and indoor recreation activities to all residents in the immediate residential area surrounding the park. Community parks provide a broader range of services than neighborhood parks, and satisfy the needs of the nearby community as well as other service areas. A regional park provides specialized recreational facilities such as lakes, golf courses, campgrounds, wilderness areas and museums, which typically serve persons living throughout the Los Angeles area.

Table 5-2:

Public Parks in the San Pedro CPA

Type of Park/Size	Acres
Mini/Pocket Parks: less than 1 acre	0.9
Neighborhood Parks: 1 - 10 acres	30.9
Community Parks: 10 - 50 acres	79.9
Regional Parks: Over 50 acres	361.0
Total	472.7

Source: City of Los Angeles Department of Recreation and Parks, 2007.

Planning and implementation of parks, recreation assets and amenities is based on a standard of population density to ensure that resources are allocated with the goal of providing the same level of facilities and services to all residents. The Public Recreation Plan of the City of Los Angeles provides the official guide for considering minimum needs of neighborhoods and communities for recreational sites.

The locations of public parks in the San Pedro CPA are shown in Figure 5-1 Public Facilities, Services, Parks & Open Space in the San Pedro Community Plan Area. As shown in Table 5-2, the parks in San Pedro have a total land area of approximately 473 acres. About 76 percent of this acreage is comprised of regional parks. The regional parks serving the CPA include: Field of Dreams, Angels Gate Park, Peck Park Community Center and White Point Park. The 361 acres of regional parks also include Cabrillo Beach and the Cabrillo Marine Aquarium, which are physically located in the Port of Los Angeles CPA. However, these are important recreational amenities utilized by the San Pedro community. The remaining park acreage includes the John S. Gibson mini-park, neighborhood parks and community parks.

The Ken Malloy Harbor Regional Park in the nearby Wilmington-Harbor City CPA encompasses 231.5 acres and includes facilities that are available to residents of the San Pedro CPA. These facilities include a lighted baseball diamond, children’s play areas, lighted soccer field, picnic tables, campground, bike path, hiking trails, jogging and a lake. In addition, the Harbor City Recreation Center is 11.0 acres and provides indoor and outdoor basketball courts, a soccer field, play area, community room, indoor gym, and picnic tables.

Opportunities to acquire undeveloped land for park purposes are decreasing. When surplus public property is offered for private sale, it reduces the amount of land that could be used for public parks. Efforts must be made to determine if such property could be used to make up a deficiency in much needed park acreage. Priorities for new parks and open space have been identified by the community, including:





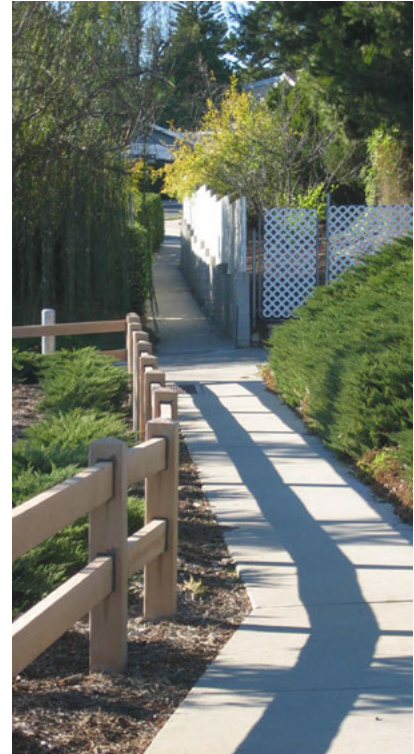
- Equitable Distribution: Park space should be distributed throughout San Pedro, with attention to those areas most deficient in open space such as Downtown and in the area east of Gaffey Street. Opportunities for smaller mini/pocket parks are more likely in these denser neighborhoods.
- Youth Recreation: New park development should focus on creating athletic fields and play spaces for children and teens, such as skate parks.
- Military Reservations: An opportunity exists to guide development on all former military properties located within San Pedro to include public open space and recreational facilities. Cultural resources of the Fort MacArthur area should be protected as open space, if not needed by the military.
- Port Buffer: Locations along the waterfront provide potential future open space and recreational opportunities, such as Knoll Hill and along Harbor Boulevard. These open spaces can act as buffers between residential neighborhoods and the Port.



Goal CF5: Enhanced existing open space and recreation facilities and new areas for future community amenities that meet the recreational needs of community residents.

Policies

- CF5.1 **Re-use public properties.** Support the creation of new parks and park expansions within public right-of-ways, such as flood control channels, and other unused and underutilized public properties.
- CF5.2 **Increase open space and parks.** Encourage continuous efforts by public agencies to acquire vacant parcels for publicly owned open space and parks.
- CF5.3 **Joint use of facilities.** Establish joint-use agreements with other public and private entities to increase recreational opportunities in San Pedro, including shared use of land owned by public agencies.
- CF5.4 **Identify surplus properties.** Coordinate with the Department of Recreation and Parks and other applicable City departments, such as the Department of General Services and Department of Transportation, to review and evaluate surplus property as potential sites for parks and recreational facilities.
- CF5.5 **Dedication of open space.** Encourage and allow opportunities for new development to provide pocket parks, small plazas, community gardens, commercial spaces, and other gathering places that are available to the public to help meet recreational demands.
- CF5.6 **Preservation of parks and open space.** Protect parkland from uses that result in loss of acreage for recreational purposes.
- CF5.7 **Recreational amenities.** Enhance and improve all parks and recreation areas by providing amenities where appropriate, such as pedestrian paths and bike trails.
- CF5.8 **Connect transit and parks.** Coordinate with the appropriate departments and agencies to create public transit that can connect neighborhoods to regional parks.
- CF5.9 **Locate parks near residential areas.** Encourage neighborhood parks and recreational centers near concentrations of residential areas and include safe pedestrian walkways and bicycle paths that encourage non-motorized use.
- CF5.10 **Illumination for safety.** Ensure that parks are adequately illuminated for safe use at night.



Open space may include

- Preservation areas
- Scenic drives
- Special facilities
- Cultural sites
- Riding and hiking trails
- Water sports
- Playlots
- Beaches and other open space

Open Space

Open space, broadly defined as land which is essentially free of structures and buildings and/or is natural in character, encompasses both publicly- and privately-owned properties that are unimproved. It is often used for the preservation of natural resources, managed production of resources and wildlife corridors, outdoor recreation, for connecting neighborhoods and people, and for the protection of life and property due to natural hazards. "Open space" is also designated in the City's land use classification system.

Although the majority of the San Pedro CPA is developed urban land, a few areas of natural or undeveloped open space remain. To the south, open space is provided by the beaches along the Pacific Ocean and shoreline recreation areas; and to the east by the harbor. These areas are predominantly located around the borders, including coastal bluffs and hill slopes to the west and north along the border of Rancho Palos Verdes. A handful of unimproved street right-of-ways also exist throughout the plan area. To the north are the Navy Fuel Depot and Harbor Park which are proposed to be preserved in their present open state. Larger open space parcels that remain are primarily on land currently or formerly owned by either the Port of Los Angeles or the federal government, including the Upper, Middle and White Point reservations of Fort MacArthur. The old landslide area in South Shores, known as Sunken City, is also an open space area since it is a natural link in the open space belt around the community, and geological studies to date indicate that there may be some risk if any substantial fixed structures were to be placed in this area. -



The San Pedro Community Plan Area contains a segment of the California Coastal Trail, which aims to provide a continuous and interconnected public trail system along the coastline. The trail system has a variety of terrains, including scenic hill-sides, the beach, and areas within the highway right-of-way. The state trail system is primarily for pedestrians, and includes many forms, such as paved sidewalks and separated bicycle paths.

As opportunities for traditional open space resources diminish, it is important to identify areas of open space that have not traditionally been considered as resources, such as vacated railroad lines, drainage channels, planned transit and utility-rights-of-way, pedestrian-oriented streets and privately-developed mini/pocket parks. There is also a need to protect existing ecological and cultural resources in San Pedro through passive park and open space uses.



Improvements in San Pedro have included recent additions in open space. These acquisitions include four formerly vacant lots on Gaffey Street at the entrance/exit from the 110 freeway that together form the new San Pedro Welcome Park, as well as a hilltop site overlooking the harbor known as Knoll Hill. This site, originally acquired by the Port for industrial use, has instead been used as a dog park and ball field in recent years, and future park/open space uses are being studied. Additionally, new open space areas are being developed in the adjacent Port of Los Angeles (POLA) area as part of a larger waterfront revitalization effort. POLA proposes to increase the existing amount of public open space by over 110 acres, including a central

plaza and continuous waterfront promenade with improved access points and view sites along Harbor Boulevard. A new park at 22nd Street has been completed.

Goal CF6: A community with sufficient open space in balance with new development to serve the recreational, environmental, health and safety needs of the community and to protect environmental and aesthetic resources.

- CF6.1 **Protect wildlife habitat.** Preserve passive and visual open space that provides wildlife habitat and corridors, wetlands, watersheds, groundwater recharge areas, and a balance to the urban development of the community.
- CF6.2 **Protect open space.** Protect significant open space resources from environmental hazards.
- CF6.3 **Natural terrain.** The grading of natural terrain to permit development in hillside areas should be minimized commensurate with densities designated by this Plan, the geological stability of the area, and compatibility with adjoining land uses.
- CF6.4 **Natural drainage patterns.** The alteration of natural drainage patterns, canyons, and water courses should be minimized except where improvements are necessary to protect life and property.
- CF6.5 **Avoid geologic hazards.** Development should be restricted on areas of known geologic hazard, unstable soil conditions or landslides.
- CF6.6 **Protection from oil spills.** Offshore oil drilling should be strictly controlled in the immediate area off San Pedro so as to safeguard against oil spillage, prevent interference with shipping lanes, preserve the scenic value of the coastline, and protect ecologically important areas and designated wildlife refuges.
- CF6.7 **Regional coordination.** The City and County should identify significant ecological areas and coastal areas containing ecological or scenic resources that should be preserved and protected within state reserves, state coastal trails, preserves, parks, or natural wildlife refuges.
- CF6.8 **Co-location of open space and public facilities.** Integrate the use of open space with public facilities in high density areas, and adjacent to reservoirs, land reclamation sites, spreading grounds, power line rights-of-way and flood control channels.



Urban Forest

The Urban Forest is comprised of all the privately and publicly maintained trees, and naturally occurring vegetation (i.e., hillside chaparral, riparian areas) growing in an urban area. Street trees are a significant and highly visual portion of the urban forest and recognized as a vital infrastructure system essential to the quality of life in the urban environment, providing economic, social, environmental, ecological, and aesthetic benefits. Properly planted trees can reduce energy used for cooling



Annually, the LADWP

supplies an average of 211 billion gallons of water, with an average per person use of 145 gallons per day. LADWP also supplies water to some 56,500 fire hydrants in the city, and provides water for irrigation and recreational purposes.

Tree Canopy

American Forests advocates that every city set a tree canopy goal for their community as an important step in ensuring that their valuable green infrastructure is maintained at minimum thresholds. They offer some general goal guidelines based on geographic and climate conditions and land use categories.

The canopy coverage for metropolitan areas in the southwest and dry west:

- Average tree cover counting all zones: 25%
- Suburban residential zones: 35%
- Urban residential zones: 18%
- Central business Districts: 9%

in individual buildings and can help block the incoming heat radiation. The urban forest also contributes to the preservation of the ecosystem by preserving stretches of urban forest along common wildlife migration corridors, such as floodplains, making the survival of various species in urban settings more likely.

The Department of Public Works Bureau of Street Services, Urban Forestry Division (UFD) is responsible for the care and preservation of trees and landscaped areas in the public street right-of-way, such as street trees and landscaped traffic medians, as well as the creation and development of street tree policies and guidelines. The Forestry Division of RAP estimates that there are at least one million trees growing in the City’s developed urban parks and growing naturally in coastal and inland areas. The Division has recorded several unique and significant heritage trees within the San Pedro CPA, many of which are located along Gaffey Street and Paseo del Mar. These trees have been identified as historic and/or horticulturally significant and are protected by the Department’s Tree Preservation Policy.

Trees within City parks are maintained by the Forestry Division of Recreation and Parks (RAP). The Division has developed a reforestation program for City parks and oversees proper tree selection that best reflects the relation of the trees to the existing watersheds within which parks are situated.

Goal CF7: The preservation of a healthy and safe street tree population to maximize the benefits gained from the urban forest, such as air quality improvement and aesthetic enhancement.

Policies

- CF7.1 **Tree selection.** Support policies of the Bureau of Street Services to reduce conflicts with existing infrastructure through proper tree selection and through the recognition of street trees as a vital component of the City’s infrastructure.
- CF7.2 **More trees.** Include on-site trees in new development projects whenever possible.
- CF7.3 **Public/private partnerships.** Encourage community and private partnership involvement in urban forestry issues, minimizing maintenance costs.
- CF7.4 **Street trees.** Facilitate the planting and maintenance of street trees, which provide shade and give scale to residential and commercial streets in all neighborhoods in the City.
- CF7.5 **Sustainable design.** Develop design standards that promote sustainable development in public and private open space and street right-of-ways

Infrastructure

This section addresses physical infrastructure that is provided by the City of Los Angeles Department of Public Works and the Los Angeles Department of Water and Power (LADWP). These systems include water, wastewater, stormwater, solid waste management, energy (power) and street lighting. The infrastructure for these systems is of a citywide nature rather than local to a particular Community Plan Area. For example, a wastewater treatment facility may be located in one Community Plan Area, but provide service to several Community Plan Areas. Additionally, this infrastructure may be underground, or located in areas that are not visible to community residents.

The policies included in this section for water, wastewater, solid waste, stormwater, energy and street-lighting are specific to the San Pedro Community Plan. The Framework Element, described earlier in this chapter, contains citywide goals and policies for the provision, management, and conservation of water, wastewater, solid waste, stormwater, energy and street lighting addressed in this section. Towards this end, the goals and polices in Chapter 5 seek to:

- Provide for the existing and future infrastructure needs of the City that supports the basic public services necessary to maintain and improve its quality of life.
- Encourage watershed-based planning and projects to reduce stormwater runoff; optimize local water resources and reduce dependence of imported water; improve surface water and groundwater quality; and restore hydrologic function to the watershed while maintaining public safety.
- Encourage public/private ventures and other forms of collaboration between governments, developers, and residents to consider new ideas for providing infrastructure and services.



Water

The LADWP is responsible for ensuring that water demand in the City is met and that state and federal water quality standards are achieved. The LADWP is the nation's largest municipal utility, and its service area is slightly larger than the legal boundary of the City. Under the provisions of the City Charter, the LADWP has complete charge and control of its water distribution system inside the City of Los Angeles. Water supply boundaries are not divided by community plan area, but rather based on pressure zones that are dictated by ground elevation.

The California Urban Water Management Planning Act requires water suppliers to prepare and adopt water management plans every five years to identify short-term and long-term water resources management measures for meeting growing water demands. The LADWP 2010 Urban Water Management Plan is designed to meet the current requirements of the Act, and also serves as the City's master plan for water supply and resources management. This plan provides an assessment of current water system conditions (source of supply, treatment, transmission, storage and distribution) for capacity to meet projected demands to 2035. A primary objective

The Terminal Island Renewable Energy (T.I.R.E.) Project

in the harbor area utilizes geothermal energy to generate methane. The methane will be used to run a turbine which can generate approximately 3.5 megawatts of electricity, enough to power up to 3,000 Los Angeles homes. This process also captures more than 83,000 tons of greenhouse gases, the equivalent of taking more than 14,000 cars off the road, and reduces the number of daily truck trips needed to haul biosolids from the treatment plants to farm lands in Kern County where they are safely used as fertilizer. The T.I.R.E. project is the first of its kind in the nation.

Water Supply

The San Pedro Community Plan area is currently supplied primarily through Metropolitan Water District (MWD) water sources. The MWD plans to meet the long-term needs of its member-agencies through water transfer programs, outdoor conservation measures, and development of additional local resources (e.g., recycling). In addition, the MWD has more than 4.0 million acre-feet of storage capacity available in reservoirs and banking/transfer stations.

of this Plan is to pursue cost-effective water conservation and recycling projects to increase supply reliability and offset increases in water demand due to growth and environmental enhancements.

Supply and Demand

The City obtains its water supply primarily from four major sources: the Los Angeles Aqueduct, groundwater wells, purchases from the Metropolitan Water District (MWD), and wastewater that is treated and recycled for reuse in industrial facilities and for irrigation purposes. The first three sources have historically delivered an adequate and reliable supply to serve the City's needs. However, expansion of recycled water projects and water conservation measures are planned to fill a larger role in the City's water supply portfolio.

MWD is committed to plan for emergencies and natural disasters throughout the region. Demand, or the amount of water used by the City's residents and businesses, is measured in acre-feet. An acre-foot covers one acre of land, one foot deep. One acre-foot is equivalent to 325,821 gallons and is enough water to serve approximately two households per year. The agency currently has approximately 1.07 million acre-feet in surface and groundwater storage accounts, including Diamond Valley Lake near Hemet, and 600,000 acre-feet of storage reserved for emergencies. This reserve of water supplies buffers the severity of a potential shortage, allows for a less severe water shortage allocation if required, and keeps the region prepared for a major earthquake or other events. The San Pedro CPA is currently supplied primarily through MWD water sources.

Improvements

The LADWP is also increasing the safety and water quality of the water delivered to customers by reducing daily dependence on large in-city open reservoirs that have historically been relied on for water distribution. Due to a culmination of regulations dealing with runoff into open reservoirs, increased disinfection standards, and by-products created during disinfection, no open reservoirs will be allowed to remain in service in the City's water distributions system. Additional trunk lines are necessary to ensure that sufficient quantities of water can be moved from one area of the city to another when needed.

Currently, LADWP operates several water recycling projects in the City. The Harbor Water Recycling Project is one of the projects under this program. Instead of using potable (drinking) water, extensively treated, high-quality recycled water from the Terminal Island Reclamation Plant is used for non-drinking purposes. This facility produces about 5,500 acre-feet of recycled water per year.

A number of factors, including the projected increase in water consumption overall, may require the upgrading or expansion of existing local distribution systems within the CPA. City-wide, this extensive water system will require significant capital improvements due to aging infrastructure, scheduled replacements, and anticipated changes in state and federal water quality regulations.

Goal CF8: Provision of a high-quality and reliable supply of potable water to existing and future residents of the San Pedro community.

Policies

- CF8.1 **Conserve water.** Meet increases in the demand for water through conservation, the use of recycled water, and recharged local groundwater aquifers where permitted.
- CF8.2 **Water conservation for projects.** Require water conservation measures/devices that limit water usage for all new municipal and private projects and major alterations to existing municipal and private facilities.
- CF8.3 **Water distribution.** Coordinate with LADWP to expand, upgrade or improve the local water distribution system within the CPA when needed to accommodate increased demand for water.

Table 5-3
Wastewater Treatment Facilities and Existing Capacity

Millions of Gallons per Day (mgd)

Wastewater Treatment Facilities	Service Area	Location	Capacity
Hyperion Treatment Plant (HTP)	West/Central	Playa del Rey	450 mgd
Terminal Island Water Reclamation Plant (TIWRP)	Harbor communities	San Pedro/Port of LA	30 mgd
Donald C. Tillman Water Reclamation Plant	San Fernando Valley	Sepulveda Basin	64 mgd
Los Angeles-Glendale Water Reclamation Plant	East San Fernando Valley	Griffith Park	15 mgd
Total Capacity			559 mgd

Source: City of Los Angeles, Department of Public Works Bureau of Sanitation, 2006.



Wastewater

The City of Los Angeles Department of Public Works Bureau of Sanitation (LABS) provides sewer conveyance infrastructure and wastewater treatment services to the City of Los Angeles. The primary responsibility of the LABS is to collect, clean and recycle solid and liquid waste generated by residential, commercial and industrial users. The Bureau manages and administers three primary programs: 1) wastewater collection, conveyance, treatment, and disposal; 2) solid waste resources collection, recycling and disposal; and 3) watershed protection. The solid waste resources and watershed protection functions are addressed in the following two sections of this chapter, Solid Waste and Stormwater.

To comply with the State Waste Discharge Requirements, a Sewer System Management Plan (SSMP) is prepared for each of the City's sanitary sewer systems to control and mitigate all sanitary sewer overflows. The City's wastewater service area consists of two distinct drainage basin areas: the Hyperion Service Area (HSA) and the Terminal Island Service Area (TISA). The HSA covers approximately 515 square miles and serves the majority of Los Angeles. The TISA is approximately 18 square miles and serves the Los Angeles Harbor area.

The wastewater system comprises more than 6,500 miles of sewer pipelines, four wastewater treatment and water reclamation plants, and 47 pumping plants that can process over 550 million gallons of flow each day citywide. Table 5.3 shows the collection and treatment facilities currently operated by the LABS.

Wastewater Treatment Facilities

The Hyperion Plant in Playa del Rey, the City's largest facility, serves more than two-thirds of Los Angeles. The plant treats approximately 96 percent of the total wastewater flow generated by the City and its contract agencies. The Terminal Island Water Reclamation Plant (TIWRP) treats wastewater in the Harbor area communities, including San Pedro. The plant treats an average of 16.5 million gallons of sewage and produces up to 4.5 million gallons of reclaimed water per day, which is distributed for reuse in the Harbor area.

Sewage sludge removed from wastewater at these reclamation plants is returned to the sewer system and treated at the Hyperion and Terminal Island treatment plants. The plants reclaim significant amounts of beneficial materials from the wastewater. Together, they produce over 80 million gallons of reclaimed water per day. The water can be used in place of drinking water for industrial, landscape, and recreational uses.



Wastewater Collection System (Sewers)

The wastewater collection system's physical structure includes over 6,500 miles of sewers that are connected to the City's four wastewater and water reclamation plants. The sewer system is grouped into primary sewers and secondary sewers. The primary sewers represent the trunk, interceptor, and outfall portion of the system and convey wastewater received from the secondary sewers to the treatment plants.

Wastewater generation is a function of population and employment within the wastewater service area. According to the LABS, projected wastewater flows to the City treatment facilities will total 531 million gallons per day citywide by the year 2020. The treatment facilities have a total capacity of about 550 millions of gallons per day (mgd).

The City of Los Angeles December 2006 Integrated Resources Plan (IRP), prepared for the LABS and LADWP, is an integrated approach to address the City's wastewater, stormwater management and recycled water needs. The IRP identifies the "gaps" between the projected flows and the current system capacities and proposes options to address the identified gaps. The IRP indicates that more treatment capacity is needed due to increased flows and runoff, but rather than building a new treatment plant, it is more cost effective and less disruptive to add treatment capacity at the existing plants.

The Harbor Area is projected to generate 20 mgd of wastewater by 2020. The Terminal Island Water Reclamation Plant (TIWRP) that serves San Pedro has the capacity for 30 mgd and is currently operating below its capacity. Future advance treatment process modifications at TIWRP will allow the plant to recycle more wastewater and eventually eliminate effluent discharge to the Los Angeles Harbor

Goal CF9: An adequate and reliable wastewater collection and treatment system that supports existing and planned development.

Policies

- CF 9.1 **Wastewater output.** Require that wastewater flows be minimized in existing and future developments through stricter water conservation measures (e.g. xeriscaping landscaping and installation of low-flow toilet requirements), recycling efforts and other features that reduce on-site wastewater output.
- CF 9.2 **Recycled water.** Promote the use of recycled water in new Industrial developments.
- CF 9.3: **Wastewater treatment.** Promote advanced waste reduction and diversion methods for all wastewater and solid waste treatment, including the establishment of methane recovery facilities and the implementation of waste-to-energy projects where characteristics meet criteria for effective energy generation.

Solid Waste

The City of Los Angeles Department of Public Works Bureau of Sanitation (LABS) provides solid waste management services to single-family and small multi-family residential households in Los Angeles. Private hauling companies collect other refuse, including most multi-family and all commercial and industrial waste. The City of Los Angeles Solid Waste Management Policy Plan (SWMPP) is the current long-range solid waste management policy plan for the City. The Solid Waste Integrated Resources Plan (SWIRP) will become the City's 20-year master plan to achieve zero waste in Los Angeles.



The City's Solid Resources program includes the collection, recycling, and disposal of solid waste, green waste, bulky items, and other special solid resources materials from residences city-wide, and management of contracted recycling programs for apartments and commercial and industrial businesses. This includes the recycling and disposal of household hazardous waste and the development of long-term alternatives to landfill disposal and for clean fuel programs related to solid waste.

The Bureau of Sanitation collects, disposes, and recycles over 1.7 million tons per year of solid waste, collecting refuse, recyclables, yard trimmings, and bulky items. Solid waste facilities include: refuse collection yards; mulching/composting facilities; permanent Solvents, Automotives, Flammables and Electronics (SAFE) centers for household hazardous waste; landfills; and transfer stations. The Central Los Angeles Recycling and Transfer Station (CLARTS) provides the City with an important facility for managing its waste. Within the San Pedro CPA, the Bureau of Sanitation currently operates a SAFE center, Yard Trimming Facility and mulch give-away site at 1400 N Gaffey Street, a former landfill site that has been reclaimed for recreational and mulching use.

The Bureau of Sanitation's Five-Year Solid Resources Capital Improvement Program (SRCIP) includes the upgrade and improvement of existing facilities as well as the design and construction of new facilities that support the Solid Resources Program. These facilities include refuse collection yards, mulching/composting facilities, SAFE centers, and transfer stations. In accordance with state regulations, the City has closed the following five landfill facilities: Bishops Canyon, Branford, Sheldon-Arleta, Toyon Canyon and Lopez Canyon.

Goal CF10: Provision of a cost-effective and environmentally-sound solid waste management system that protects public health, safety, and natural resources.

Policies

- CF10.1 **Recycling and waste reduction.** Promote on-site facilities for recycling and waste reduction in single-family, multi-family, commercial and industrial development projects that support the transformation of waste disposal into resource recovery and economic development opportunities.
- CF10.2 **Recycling of construction materials.** Encourage recycling of construction material, both during construction and building operation. Encourage dismantling and reuse of materials rather than demolition and dumping.
- CF10.3 **Adequate sites for facilities.** Assist the Bureau of Sanitation in finding suitable sites for new solid waste facilities in the San Pedro CPA if necessary, addressing environmental justice issues.

Stormwater

The primary agencies that share flood control responsibilities within the City of Los Angeles are the City of Los Angeles Department of Public Works, the U.S. Army Corps of Engineers (Army Corps), the Los Angeles County Department of Public Works (County), and Caltrans. Each agency exercises jurisdiction over the flood control facilities they own and operate. The Watershed Protection Division of the City of Los Angeles Department of Public Works Bureau of Sanitation (LABS) manages the stormwater program for the City. The stormwater program has two major elements — pollution abatement and flood control. Pollution abatement involves compliance with federal regulations, while flood control is essential for the protection of life and property.

Storm drains within the City are constructed by both the City and the Los Angeles County Flood Control District (LACFCD), and managed by the Los Angeles County Department of Public Works. The LACFCD constructs the major storm drains and open flood control channels, and the City constructs local interconnecting tributary drains. The collection, transport and disposal of stormwater is accomplished through a system of City-owned natural and constructed channels, debris basins, pump plants, storm drain pipes and catch basins. Runoff drains from the street, into the gutter, and enters the system through a catch basin. Catch basins serve as the neighborhood entry point to the ocean. The storm drain system receives no treatment or filtering process and is completely separate from Los Angeles' sewer system.

San Pedro is a coastal community with significant hillside terrain, providing little opportunity to capture stormwater runoff prior to it reaching the ocean. A number of storm drain outlets are located along the beaches and coastal bluffs in San Pedro. This coastal zone is also subject to erosion and flood hazards, some areas of which have been identified as high risk coastal flood zone areas by the Federal Emergency Management Association (FEMA). These areas are designated as high risk because they have a one percent or greater chance of flooding and an additional hazard associated with storm waves.

The overall approach to managing runoff involves both regional and local solutions, including source control as a method of reducing pollutants flow to receiving waters. Neighborhood solutions include the use of bio-retention areas, on-site percolation, and neighborhood recharge. Potentially, stormwater runoff could be captured by direct percolation through parkways, parking lots with permeable surfaces or in recharging catch basins. Alleys, found in many areas of the city and often underutilized or suffering from environmental degradation, can be redesigned and resurfaced with permeable materials, such as porous paving, to become "green alleys" that provide a range of benefits while still allowing auto access, including the infiltration of urban runoff. Overall benefits of these solutions may include increased potable water supply, reduction in stormwater pollution and beach contamination, and alleviation of potential for flooding.

Miles of Streets in the City of Los Angeles: 7,000

Miles of Lighted Streets in the City of Los Angeles: 5,000

Number of Streetlights: Over 242,000

Number of Different Styles of Streetlights Currently Being Maintained: Over 400

Goal CF11: Provision of a storm drainage system that reduces the flow of stormwater to the storm drain system and protects water quality by employing watershed-based approaches that balance environmental, economic and engineering considerations.

Policies

- CF11.1 **Reuse of stormwater.** Maximize the capture and reuse of stormwater.
- CF11.2 **Sustainable materials for drainage.** Encourage the incorporation of bio-retention facilities and use of permeable materials for the paving of sidewalks, driveways, and parking areas when feasible.
- CF11.3 **Improve groundwater supply.** Increase opportunities for stormwater infiltration and groundwater recharge.

Energy

The Los Angeles Department of Water and Power (LADWP) provides electric service to the City of Los Angeles. To ensure a reliable supply of power, the LADWP maintains a diversified energy generation mix – including coal, natural gas, large hydroelectric, nuclear, and renewable power, such as wind, biomass, solar and cogeneration. The Department draws its energy supply from in-basin power plants and several out-of-state facilities in Nevada, Utah and the Pacific Northwest. Business and industry consume about 70 percent of the electricity in Los Angeles, but residents constitute the largest number of customers. In addition to serving these consumers, the LADWP lights public streets and highways, powers the City’s water system and sells electricity to other utilities.

The LADWP 2010 Power Integrated Resource Plan (IRP) is the planning document that provides a framework for addressing the future energy needs of the City’s residents and businesses. This plan focuses on renewable power, greenhouse gas reduction, and energy efficiency. One of the key policy areas in this plan is to ensure that the power generation, transmission and distribution infrastructure operates in a reliable and efficient manner. A Power Reliability Program initiated in 2007 by LADWP will improve maintenance practices, address the aging power system infrastructure, increase capital programs necessary to support load growth, and increase staffing levels to support reliability related work.

Electricity is distributed through an extensive network of receiving stations, distributing stations, overhead lines, and underground lines. The Department maintains more than 6,000 miles of overhead distribution lines and 4,200 miles of underground distribution lines. Existing LADWP facilities in San Pedro consist of Distributing Station 3 and Distributing Station 89.

Electricity from LADWP local steam plants, hydroelectric plants and power plants is transmitted to a “belt line” extending throughout the City. All receiving stations are connected to the belt line that supplies power to them as required. These receiving stations transform these high voltages for distribution to the distributing stations

and to individual large customers. Distributing stations generally have a two-mile radius, with an average of one per year added to the system citywide.

Goal CF12: Provision of an adequate, safe, and orderly supply of electrical energy to support existing and future land uses within the City.

Policies

- CF12.1. **Coordinate with LADWP.** Work with LADWP to ensure that adequate electrical facilities are available to meet the demand of existing and future developments and to ensure conservation techniques are integrated into new and existing development projects.
- CF12.2. **Compatible design.** Power system facilities, including receiving and distributing stations, should be designed and constructed so that they will harmonize with their surroundings as much as practicable.
- CF12.3 **Undergrounding of electrical facilities.** Provide for the undergrounding of new and existing electrical distribution lines unless it is determined not to be economically or practically feasible as a result of significant environmental or other constraints.
- CF12.4 **Easements.** Protect the use of public utility easements, rights-of-way, and land set-asides to ensure adequate electrical facilities for current and future demand.
- CF12.5 **Renewable energy sources.** Support efforts to promote the use of clean, renewable energy that is diverse in technology and location to decrease dependence on fossil fuels, reduce emissions of greenhouse gases and increase reliability of power supply.

Street Lighting

The Bureau of Street Lighting in the Department of Public Works is responsible for the design, construction, operation, maintenance and repair of the City's Street Lighting System. It is City policy that all new street projects include sidewalk, street trees and street lights unless unusual circumstances are present. The Bureau maintains certain standards to ensure that the City receives lighting that meets national illumination standards for vehicular and pedestrian traffic, does not emit light pollution, and produces little glare.

Street lighting serves many roles in a city of the size, complexity, and history of Los Angeles: it enhances community safety relative to crime prevention and feelings of well-being, contributes to the architectural, cultural, or historic character of a community; and provides nighttime safety for vehicles and pedestrians.

Street lighting is not publicly financed in the city; it is the direct financial responsibility of the owner of adjoining property, who is considered to directly benefit from street lights. The City's policy for financing street lighting requires adjoining property owners to bear the annual cost of operation and maintenance through a

By the Numbers

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- Miles of lighted streets in the City of Los Angeles: **5,000**
- Number of streetlights: **over 242,000**
- Number of different styles of streetlights currently being maintained: **over 400**



special assessment levied against each property which benefits from the Street Lighting System. The Bureau of Street Lighting is also responsible for the financial administration of the Lighting District. Proposition 218 was passed by the voters of California in November 1996, and requires a vote of property owners in order to impose new or increased assessments for street improvements installation, or maintenance of such improvements, including street lighting, sidewalks, sewers, street paving, trees, and landscaping.

Goal CF13: Provision of a street-lighting system that protects and preserves the nighttime environment, and contributes to appropriate levels of lighting for streets, parking areas, pedestrian areas, with minimum impact on the environment and adjoining property.

Policies

- CF13.1 **Efficient and safe street lighting.** Ensure efficient and effective energy management while providing appropriate levels of lighting to meet safety needs.
- CF13.2 **Enhanced pedestrian lighting.** Ensure that street lighting designs meet minimum standards for quality lighting to provide appropriate pedestrian visibility for usage of streets and sidewalks in commercial centers and neighborhood districts, and enhance the pedestrian oriented character of these districts.

