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www.lacity.org/PLN  (General Plans)
A Part of the General Plans - City of Los Angeles
## San Pedro Activity Log

<table>
<thead>
<tr>
<th>Adoption Date</th>
<th>Plan</th>
<th>CPC File No.</th>
<th>Council File No.</th>
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<tr>
<td>Mar. 17, 1999</td>
<td>San Pedro Community Plan Update</td>
<td>97-0045</td>
<td>98-1771</td>
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<td>April 29, 1986</td>
<td>San Pedro Specific Plan</td>
<td>23923 &amp; 30149</td>
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<th>Amendment</th>
<th>CPC File No.</th>
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Community Plan

Chapter I
INTRODUCTION

COMMUNITY BACKGROUND

PLAN AREA

The San Pedro Community Plan Area (CPA) is situated in the southern portion of the City of Los Angeles. San Pedro is geographically located on the Palos Verdes Peninsula at the southern terminus of the Harbor Freeway (I-110). It is adjacent to the planning communities of Wilmington-Harbor City, the Port of Los Angeles, the Pacific Ocean, and the city of Rancho Palos Verdes.

The Community Plan area is generally bounded by: Taper Avenue on the north; John Gibson Boulevard, Harbor Boulevard, the West Channel of the Port of Los Angeles, and Cabrillo Beach on the east; the Pacific Ocean on the south; and the western border of Los Angeles with the city of Rancho Palos Verdes.

The San Pedro CPA contains approximately 3,626 net acres which is approximately 2 percent of the total land in the City of Los Angeles. The topography is varied with level areas to the east adjacent to the Port of Los Angeles, rising to the rolling hillsides of the Palos Verdes Peninsula to the west with dramatic sea cliffs and shorelines at the Pacific Ocean. Transit corridors are Western Avenue, Gaffey Street, Pacific Avenue, and Harbor Boulevard providing north-south circulation; Capitol Drive, Ninth Street, Twenty-fifth Street and Paseo Del Mar provide east-west circulation.

The predominant land use in the community is residential (63%) with density ranges from Low to High Medium. Residential land uses account for 2,300 net acres with approximately 30,230 dwelling units, of which 60% are multi-family units. Most of the housing (69%) is over 30 years old. Higher density multiple family residential use is located in the downtown San Pedro area. The Rancho San Pedro Housing Authority facilities are north of the Downtown San Pedro Regional Commercial Center.

Low density single family residential uses are generally located west of Alma Street and South of Twenty-second Street.

Industrial uses of approximately 266 net acres with 1,336,400 square feet of development are mostly concentrated in the northern portion of the CPA between Gaffey Street and the Harbor Freeway. Smaller pockets of industrial uses can be found in the eastern portion of the Plan area and the downtown area.
San Pedro area. The petroleum and marine supply industries are the primary use.

Existing commercial land use in the CPA is 213 net acres with 5,271,000 square feet of development. The Regional Commercial Center in downtown San Pedro provides a central focus of commercial land use intensity and includes a variety of high-rise office buildings and civic offices including the headquarters for the Harbor Department, the San Pedro Municipal Court and facilities for the San Pedro City Hall.

Neighborhood Commercial districts are located in the western portion of the CPA near Western Avenue. The Park Western Shopping Center is located on Western Avenue at Capitol Drive with a wide variety of retail shopping comprised of banks, grocery stores, apparel, and drug stores. The District located at Western Avenue and Twenty-fifth Street is slightly less intensive. The Weymouth Corners area has a village character and is comprised of smaller businesses, houses of worship, and a post office.

**SPECIAL BOUNDARIES**

C **San Pedro Local Coastal Program Specific Plan**

The San Pedro Specific Plan and the San Pedro Coastal Land Use Plan (LUP) are components of the Local Coastal Program. Development in the coastal zone is subject to provisions of the 1976 California Coastal Act. The Specific Plan and the LUP protect, maintain, enhance, and restore the overall quality of the Coastal Zone environment while meeting a portion of the California Coastal Act. Public access, recreational opportunities, and visual qualities are to be maximized. The boundaries are generally the western City boundary, Twenty-fifth Street, Anchovy Avenue, Paseo Del Mar, Western Avenue, Twenty-fifth Street, Pacific Avenue, Ninth Street, Harbor Boulevard, and Crescent Avenue.

C **Community Redevelopment Agency (CRA) Beacon Street Project.**

The Beacon Street Project is generally bounded by Second Street, Centre Street, Harbor Boulevard, Seventh Street, Centre Street, Fifth Street and Mesa Street. The project provides a revitalized core of downtown San Pedro and the Regional Commercial Center with a hotel, office building, housing, theaters and improved infrastructure.

C **Community Redevelopment Agency (CRA) Pacific Avenue Corridor**

The Pacific Avenue Corridor is being studied by the CRA with input from a Community Advisory Committee (CAC). The main goal of the project is to improve the economic vitality and appearance of the Downtown San Pedro area including the Pacific Avenue Corridor. The project area would include significant sections of the Community Commercial and Regional Commercial Centers and Mixed Use Boulevards in the Community Plan Area.
Community Development Department (CDD) Harbor Enterprise Zone

The Harbor Enterprise Zone provides a variety of State of California incentives until 2004. The incentives include hiring tax credits, sales and use tax credits, business expense deductions, net interest deduction for lenders, and provisions to allow net operating loss carryover. This zone covers the general areas of the Industrial core located in the northern portion of the Plan Area between Gaffey Street and John S. Gibson Boulevard, the Gaffey Street and Pacific Avenue corridors, and a segment of Downtown San Pedro bounded by Fifth Street, Harbor Boulevard, Eighth Street, and Pacific Avenue.

Community Participation

The State of California requires citizen participation in the preparation or amendments of community plans. General Plan Government Code Section 65351 reads, "During the preparation or amendment of the general plan the planning agency shall provide opportunities for the involvement of citizens, public agencies, public utility companies, civic education, and other community groups through public hearings and any other means the city or county deems appropriate."

Community participation occurred through focus group meetings, a community workshop, open house, and the public hearing process. Community members assisted in identifying major issues and formulating land use policies and objectives.

Community Issues and Opportunities

The following summarizes the most significant planning and land use issues and opportunities which were identified in the San Pedro community.

Residential Issues

C The compatibility of Special Needs Housing with other residential uses must be studied with regard to their location, concentration, and type.

C Need to maintain the low density character of single family neighborhoods and protection from incompatible uses.

C Lack of Senior Citizen Housing in appropriate locations.

C Lack of usable open space in multiple family residential projects.

C Need to improve the visual environment of multiple family dwellings through the development of appropriate design criteria and landscaping.

C Lack of maintenance of older existing housing stock particularly rental multiple family dwellings.

C Compatibility between lower and higher density residential projects.
C Compatibility of residential and industrial uses.

C Poor appearance and maintenance of the Rancho San Pedro Public Housing facilities.

**Opportunities**

C A variety of available housing types.

C Access and proximity to employment.

C Availability of homeowner programs including loans for maintenance and purchase.

C Potential for residential and mixed use projects along transit and commercial corridors.

C Climate with clean air and mild temperatures.

C Proximity to a variety of marine resources and recreational activities.

C Home town community pride and cultural heritage.

---

**COMMERCIAL**

**Issues**

C Lack of enforcement of existing codes and adequate design standards.

C Inadequate transition between commercial and residential uses.

C Lack of appropriate accessible parking in commercial areas due to restrictions of physical constraints such as shallow commercial lot depths.

C Poor physical condition of older commercial areas and proliferation of unsightly facades.

C Intrusion of poorly designed residential projects that lack adequate setbacks, landscaping, and on-site open space within the commercial base.

C Lack of a unifying design theme that supports the idea of San Pedro as a destination.

C Need for developing an integrated relationship with the Port of Los Angeles to improve the vitality of downtown San Pedro, World Cruise facilities, and Ports O’ Call.

**Opportunities**

C The Community Redevelopment Agency (CRA) is studying Downtown San Pedro and Pacific Avenue for the establishment of Redevelopment Project Area.
C Potential for Mixed Use projects at designated areas along transit and commercial corridors.

C Develop a distinctive character and cohesive visual identity for the community through the upgrade of commercial areas, especially Pacific Avenue, Gaffey Street, and Downtown San Pedro.

C Promote the Harbor Enterprise Zone’s incentives for new businesses.

C Explore the establishment of a Business Improvement District for the visual improvement of the commercial corridors.

INDUSTRIAL  Issues

C Need to maintain and improve the employment base.

C Need to develop better coordination with the Port of Los Angeles which has the greatest amount of industrial space and activity.

C Provide adequate buffering and landscaping in industrial areas.

C Access and parking for older industrial lots may be inadequate for current uses especially loading and unloading of vehicles.

Opportunities

C Abundance of industrially designated lands in the Plan Area and in close proximity.

C Excellent access of industrial uses to regional freeways, rail service and the Alameda Corridor project.

TRANSPORTATION  Issues

C Heavy peak hour traffic on Gaffey Street between Ninth Street and the I-110 on and off ramps.

C Alternative routes to and from the Harbor Freeway are needed, for example, by directly linking Twenty-fifth Street with Harbor Boulevard and/or extending Capitol Drive east of Gaffey Street.

C Through traffic is characterized by traffic to and from the Palos Verdes Peninsula.

C Parking supply, facilities, and restrictions must be reviewed for appropriateness to encourage economic vitality in San Pedro.

C Parking facilities appear to be inadequate at recreational sites of Cabrillo Beach and Point Fermin particularly during summer tourist months.
Parking revenues generated in San Pedro should be reinvested in the Community.

Opportunities

Application of Transportation Systems Management strategies such as Automated Traffic Surveillance and Control (ATSAC) will improve circulation on traffic corridors.

Future study of the Downtown San Pedro Transportation Hub project. The project will consolidate transit and transportation facilities serving the San Pedro area and includes a future rail trolley along the waterfront.

Improved vehicular access to the Port of Los Angeles via the West Basin Transportation Improvement Program.

Issues

Need for adequate useable on-site open space for multiple family residential projects.

The northeastern portion of the Plan Area needs a park to service the existing multiple family residential uses.

The Cabrillo Beach Bath House and other historic and cultural sites would benefit from improved maintenance.

More public recreational water access is needed, e.g. a second boat launch.

Need for adequate parking at public parks to reduce spillover parking into residential areas.

Opportunities

The Los Angeles Unified School District Fort MacArthur Marine Mammal Care Center and Marine Bird Care Center provide a unique educational opportunity for the public.

Proximity to a variety of quality parks and beaches including Peck Park, Averill Park, Friendship Park, Cabrillo Beach, and Royal Palms State Beach.

There are few large, vacant parcels in the community. Most changes are likely to occur from modification or adaptive reuse of buildings. The majority of new development is expected to be small scale, unless parcels are assembled and existing structures demolished. The Community Redevelopment Agency’s study of the Downtown San Pedro commercial and residential areas increase the possibilities of significant positive changes. The Harbor Department’s West Basin Transportation Improvement Program
will provide similar positive improvements for the Harbor Subregion that includes San Pedro, Wilmington, and Harbor City.

COMMUNITY PROFILE

The community Profile provides an overview of population, housing, and socio/demographics for the San Pedro Community Plan Area and compares it to the rest of the City. The following tables contain the statistical data for previous census dates and rates of growth.
SAN PEDRO
COMMUNITY PROFILE

**estimated data (from U.S. Census)**

<table>
<thead>
<tr>
<th>Year</th>
<th>San Pedro</th>
<th>Citywide</th>
</tr>
</thead>
<tbody>
<tr>
<td>1970</td>
<td>70249</td>
<td>2811801</td>
</tr>
<tr>
<td>1980</td>
<td>62336</td>
<td>2966850</td>
</tr>
<tr>
<td>1990</td>
<td>71970</td>
<td>3485398</td>
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</table>

<table>
<thead>
<tr>
<th>Year</th>
<th>Projections (from SCAG)</th>
</tr>
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<tr>
<td>2000</td>
<td>79296</td>
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<td>2010</td>
<td>89927</td>
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<tr>
<td>1990</td>
<td>3852993</td>
</tr>
<tr>
<td>2000</td>
<td>4306564</td>
</tr>
</tbody>
</table>

**population growth rate comparison**
(includes group quarters population)

**total population**

- *San Pedro*
  - 1970: 70249
  - 1980: 62336
  - 1990: 71970

- *Citywide*
  - 1970: 2811801
  - 1980: 2966850
  - 1990: 3485398

**Growth Rate**

- *San Pedro*
  - 1970 to 1980: -11.3%
  - 1980 to 1990: 15.5%
  - 1990 to 2000: 10.2%
  - 1990 to 2000: 10.5%

- *Citywide*
  - 1970 to 1980: 5.5%
  - 1980 to 1990: 17.5%
  - 1990 to 2000: 12.1%
  - 1990 to 2000: 11.8%

**total households**

- *San Pedro*
  - 1970: 20804
  - 1980: 23854
  - 1990: 27198

- *Citywide*
  - 1970: 1024873
  - 1980: 1135491
  - 1990: 1203052

**growth rate**

- *San Pedro*
  - 1970 to 1980: 14.7%
  - 1980 to 1990: 10.8%
  - 1990 to 2000: 4.9%

- *Citywide*
  - 1970 to 1980: 14.0%
  - 1980 to 1990: 5.9%
  - 1990 to 2000: 10.0%

**household growth rate comparison**
(occupied dwelling units only)

**percent growth**

- *San Pedro*
  - 1980/1990: 14.0%
  - 1990/2000: 7.7%
  - 2000/2010: 14.6%

- *Citywide*
  - 1970/1980: 10.8%
  - 1980/1990: 5.9%
  - 1990/2000: 10.0%
  - 2000/2010: 1.4%

---

* Southern California Association of Governments; a regional council of county and municipal governments that includes Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura Counties.

** Population in group quarters includes institutionalized individuals, students in dormitories, and persons in emergency shelters, migrant worker housing, halfway houses, nursing homes, military quarters, etc.
SAN PEDRO - COMMUNITY PROFILE

### Household Size

<table>
<thead>
<tr>
<th></th>
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<tr>
<td>San Pedro</td>
<td>2.65</td>
<td>2.54</td>
<td>2.61</td>
<td>2.64</td>
<td>2.67</td>
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<tr>
<td>Citywide</td>
<td>2.68</td>
<td>2.55</td>
<td>2.84</td>
<td>2.87</td>
<td>2.91</td>
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</tbody>
</table>

**Household Size Comparison**

- Bars represent persons per household.
- Stacked bar graph showing San Pedro and Citywide comparisons.

### Housing Splits & Vacancy Factors

**San Pedro Only**

<table>
<thead>
<tr>
<th>Year</th>
<th>Single Family Dwellings</th>
<th>Multiple Family Dwellings</th>
<th>Vacancy Rate (Total Housing)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1970</td>
<td>59%</td>
<td>41%</td>
<td>4.4%</td>
</tr>
<tr>
<td>1980</td>
<td>48%</td>
<td>52%</td>
<td>4.8%</td>
</tr>
<tr>
<td>1990</td>
<td>41%</td>
<td>59%</td>
<td>3.8%</td>
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</table>

**Single Family Dwelling Units, Multiple Family Dwelling Units, and Vacancy Rates for Total Housing**

- Bars represent percent of housing.

### Age of Housing as of 1994

**Total Dwellings in San Pedro**

- Includes vacant and occupied units.

**Age of Housing**

- Bars represent number of units.
- Stacked bar graph showing age groups.

---

* Count of all persons in occupied dwellings. Does not include group quarters population.
** Housing splits are defined by the presence of a common wall between two or more dwelling units. Typical multiple family units include condominiums and apartments. Typical single family units include detached structures.
*** Source of this information is the Los Angeles County Assessor. Data derived from the Assessor LUPAMS (Land Use Planning and Management Subsystem) file. File date is mid 1994.
## SAN PEDRO – COMMUNITY PROFILE
### HOUSING and OCCUPANCY FACTORS

#### 1990 census data:

<table>
<thead>
<tr>
<th>cost of housing (as a percent of income)</th>
<th>20% or less</th>
<th>20% to 29%</th>
<th>30% or more</th>
</tr>
</thead>
<tbody>
<tr>
<td>owner occupied housing units</td>
<td>51.6%</td>
<td>22.3%</td>
<td>26.1%</td>
</tr>
<tr>
<td>renter occupied housing units</td>
<td>23.3%</td>
<td>24.0%</td>
<td>52.7%</td>
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</table>

<table>
<thead>
<tr>
<th>cost of housing (owner occupied units) (value estimated by owner)</th>
<th>under $100,000</th>
<th>$100,000 to $200,000</th>
<th>$200,000 to $300,000</th>
<th>$300,000 to $500,000</th>
<th>or more</th>
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</thead>
<tbody>
<tr>
<td>san pedro</td>
<td>3.3%</td>
<td>15.3%</td>
<td>30.0%</td>
<td>42.2%</td>
<td>9.2%</td>
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<tr>
<td>citywide</td>
<td>8.4%</td>
<td>26.5%</td>
<td>25.9%</td>
<td>21.4%</td>
<td>15.8%</td>
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<th>cost of housing (renter occupied units) (monthly cost estimated by resident)</th>
<th>under $300</th>
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<th>$500 to $750</th>
<th>$750 to $1,000</th>
<th>or more</th>
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<tbody>
<tr>
<td>san pedro</td>
<td>9.8%</td>
<td>25.4%</td>
<td>42.8%</td>
<td>15.5%</td>
<td>6.5%</td>
</tr>
<tr>
<td>citywide</td>
<td>10.9%</td>
<td>29.9%</td>
<td>38.3%</td>
<td>13.1%</td>
<td>7.9%</td>
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#### stability indicator (percent) **

<table>
<thead>
<tr>
<th>length of time in the community</th>
<th>less than 1 year</th>
<th>2 to 5 years</th>
<th>6 to 10 years</th>
<th>11 to 20 years</th>
<th>20 years or more</th>
</tr>
</thead>
<tbody>
<tr>
<td>san pedro</td>
<td>25.1%</td>
<td>30.3%</td>
<td>13.4%</td>
<td>15.5%</td>
<td>15.7%</td>
</tr>
<tr>
<td>citywide</td>
<td>25.1%</td>
<td>30.3%</td>
<td>13.7%</td>
<td>16.9%</td>
<td>14.1%</td>
</tr>
</tbody>
</table>

#### years at same address

- **San Pedro**
  - Less than 1 year: 25%
  - 2 to 5 years: 25%
  - 6 to 10 years: 30%
  - 11 to 20 years: 15%
  - 20 years or more: 17%

- **Citywide**
  - Less than 1 year: 25%
  - 2 to 5 years: 25%
  - 6 to 10 years: 30%
  - 11 to 20 years: 14%
  - 20 years or more: 14%

#### residential tenure (ownership status)

**Owners/renters 1980 and 1990**

- **San Pedro 1980**
  - Owners: 42%
  - Renters: 58%
- **San Pedro 1990**
  - Owners: 41%
  - Renters: 59%
- **Citywide 1980**
  - Owners: 42%
  - Renters: 58%
- **Citywide 1990**
  - Owners: 41%
  - Renters: 59%

---

**NOTE:** All information included on this sheet calculated on basis of householders response to census questionnaire.

* Sums to 100% by type of housing. This is a distributed calculation of all householders who responded to census questions about cost of housing. Approximately 90% of all householders responded.

** Describes length of time living at the same location. Owners and renters combined.
1990 census data:

**employment (percent)**
- females employed: 45.9%
- males employed: 54.1%
- employment participation rate: 64.9%
- (citywide rate): 67.3%

**household income (1989)**
- average: $41,641
- (citywide): $45,701
- poverty (percent): 13.8%
- (citywide): 18.9%

**education (percent)**
- high school
  - san pedro: 73.0%
  - citywide: 67.0%
- beyond high school
  - college graduate
    - san pedro: 49.2%
    - citywide: 47.8%
    - college graduate: 20.3%

**age of the general population**

**language and citizenship (percent)**
- spanish
  - san pedro: 23.0%
  - citywide: 24.3%
- asian
  - san pedro: 3.6%
  - citywide: 6.0%
- other language
  - san pedro: 9.8%
  - citywide: 5.6%
- born
  - san pedro: 29.3%
  - citywide: 44.9%

**means of transportation to work (percent)**
- drive
  - alone: 75.4%
  - san pedro: 65.2%
  - citywide: 15.4%
- vanpool/ carpool
  - public transit
  - other means
  - san pedro: 13.7%
  - citywide: 3.1%
  - 7.8%
- san pedro: 10.5%
  - citywide: 10.5%

**head of household**
- live alone
  - san pedro: 30.7%
  - citywide: 31.0%
- married with children
  - san pedro: 24.7%
  - citywide: 24.3%
- married no children
  - san pedro: 25.9%
  - citywide: 22.0%
- single parent
  - san pedro: 11.0%
  - citywide: 12.7%
- single non family
  - san pedro: 7.7%
  - citywide: 10.0%

**race/ethnicity (percent)**
- 1970
  - asian/pacific islander: 1.9%
  - black/african american: 6.1%
  - hispanic/latino: 27.0%
  - native american: 0.6%
  - white—non hispanic: 64.4%

- 1980
  - black/african american: 4.3%
  - hispanic/latino: 30.6%
  - native american: 0.9%
  - white—non hispanic: 59.7%

- 1990
  - black/african american: 4.6%
  - hispanic/latino: 34.6%
  - native american: 0.5%
  - white—non hispanic: 55.0%

**NOTE:** All information included on this sheet calculated on basis of householders response to census questionnaire.
- *Civilian persons 16 years or older. Employment participation measures only persons eligible to work; therefore, students, retirees, housewives, military personnel, etc. are not included in this calculation.
- **See the note above. Poverty is calculated on the basis of all persons surveyed (98% of citywide population).
- ***Only persons 25 years or older are included in this calculation.
- ****Persons 5 years or older (except for foreign born which excludes anyone under the age of 18).
- *****Adult person acknowledged as representing the household in response to census questionnaire. Household may consist of any number of persons or families.
- ******Census definition of hispanic/latino persons changed after 1970. Previously described as "spanish origin".
Chapter II  
FUNCTION OF THE COMMUNITY PLAN

Chapter 2 of the Plan Text contains the statutory requirements for the Community Plan outlining the mandatory elements that must be addressed. The Chapter contains the explanations of the Role, Purpose, and Organization of the Community Plan. Chapter 2 shows the relationship to other General Plan elements and provides for Plan Monitoring and Consistency.

STATUTORY REQUIREMENTS

California State Law (Government Code Section 65300) requires that each city prepare and adopt a comprehensive, long-term general plan for its development. It must contain seven mandatory elements including land use, circulation, housing, conservation, open space, noise, and safety. California State law requires that the Land Use Element be prepared as part of the city's General Plan, and that it correlate with the Circulation Element. In the City of Los Angeles thirty-five community plans comprise the City's Land Use Element.

The Land Use Element has the broadest scope of the State required General Plan elements, since it regulates how land is to be utilized. It correlates to many of the issues and policies contained in all other plan elements.

Government Code Section 65302(a) requires a land use element to designate the proposed general distribution, general location, and extent of uses of the land for housing, business, industry, open space (including agriculture, natural resources, recreation and enjoyment of scenic beauty), education, public buildings and grounds, solid waste disposal facilities, and other categories of public and private uses of land. The Land Use Element shall include a statement of the standards of population density and building intensity recommended for the various communities and other territory covered by the plan.

The San Pedro community plan is a part of the General Plan of the City of Los Angeles. It consists of this text and the accompanying map. The Community Plan text states the goals, objectives, policies, and programs. The Community Plan map outlines the arrangement and intensities of land uses, the street system, and the location and characteristics of public service facilities.

ROLE OF THE COMMUNITY PLAN

The General Plan is the fundamental policy document of the City of Los Angeles. It defines the framework by which the City's physical and economic resources are to be managed and utilized over time. The Plan
guides the City in 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 services, protection of environmental resources, protection of residents from natural and other known hazards.

The Community Plans are intended to promote an arrangement of land uses, streets, and services which will encourage and contribute to the economic, social and physical health, safety, welfare, and convenience of the people who live and work in the community. The plans are also intended to guide development in order to create a healthful and pleasant environment. Goals, objectives, policies, and programs are created to meet the existing and future needs and desires of the community through the year 2010. The plans are intended to coordinate development among the various parts of the City of Los Angeles and adjacent municipalities in a fashion both beneficial and desirable to the residents of the community.

The general plan clarifies and articulates the City’s intentions with respect to the rights and expectations of the general public, property owners, and prospective investors and business interests. Through the Community Plan, the City can inform these groups of its goals, policies, and development standards, thereby communicating what is expected of the City government and private sector to meet its objectives.

The Community Plan ensures that sufficient land is designated which provides for the housing, commercial, employment, educational, recreational, cultural, social, and aesthetic needs of the residents of the plan area. The Plan identifies and provides for the maintenance of any significant environmental resources within the Plan Area. The Plan also seeks to enhance community identity and recognizes unique neighborhoods within the Plan Area.

**Purpose of the Community Plan**

The last comprehensive review of the San Pedro Community plan was completed September 30, 1980, and revised by the General Plan Zoning Consistency Program required by AB283 in 1987 and through on-going Periodic Plan review and other Plan amendments. Since that time considerable growth has occurred, new issues have emerged, and new community objectives regarding the management of new development and community preservation have evolved. Consequently, it is necessary to update the Community Plan to reflect current conditions and the prevailing visions and objectives of the area’s residents, property owners and business owners.

The San Pedro Community Plan sets forth goals and objectives to maintain the community’s individuality by:

C Preserving and enhancing the positive characteristics of existing residential neighborhoods while providing a variety of compatible new housing opportunities.
C Improving the function, design, and economic vitality of the commercial corridors and industrial areas.

C Preserving and enhancing the positive characteristics of existing uses which provide the foundation for community identity, such as scale, height, bulk, setbacks and appearance.

C Maximizing the development opportunities around future transit system while minimizing any adverse impacts.

C Planning the remaining commercial and industrial development opportunity sites for needed job producing uses that improve the economic and physical condition of the San Pedro Community Plan Area.

**Organization and Content of the Community Plan**

This plan sets forth goals, objectives, policies, and programs that pertain to the San Pedro Community. Broader issues, goals, objectives, and policies are provided by the Citywide General Plan Framework.

The Plan is organized and formatted to facilitate periodic updates. The State recommends that the entire plan be comprehensively reviewed every five years to reflect new conditions, local attitudes, and technological advances.

The principal method for the implementation of the Land Use Map is the Zoning Ordinance. The City’s Zoning Map must be updated to remain consistent with the adopted Land Use Map. Together, the Zoning Ordinance and the Zoning Map identify specific types of land use and development standards applicable to specific areas and parcels of land within the community.

**Relationship to Other General Plan Elements**

The City of Los Angeles has the responsibility to revise and implement the City’s General Plan. Since State law requires that the General Plan have internal consistency, the San Pedro Community Plan, which is a portion of the City’s Land Use Element, must be consistent with the other elements and components of the General Plan.

The General Plan Framework, adopted by the City Council on December 11, 1996, is a long range, citywide, comprehensive growth strategy. It is a special element of the General Plan which looks to the future as required by law and replaces Concept Los Angles and the Citywide Plan (adopted in 1974).

The Framework provides a citywide context within which local planning takes place. Both the benefits and challenges of growth are shared. Because it is citywide, the Framework cannot anticipate every detail. Therefore, the Community Plans must be looked to for final determinations as to boundaries,
land use categories, intensities, and height that fall within the ranges described by the Framework.

The Citywide General Plan Framework Element neither overrides nor supersedes the Community Plans. It guides the city's long range growth and development policy, establishing citywide standards, goals, policies, and objectives for citywide elements and community plans. The Framework is flexible, suggesting a range for uses within its land use definitions. Precise determinations are made in the Community Plans.

The General Plan Framework forecasts the following population, housing, and employment levels for the San Pedro Community Plan for the year 2010:

<table>
<thead>
<tr>
<th>Category</th>
<th>Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>Population (persons):</td>
<td>88,927</td>
</tr>
<tr>
<td>Employment (units):</td>
<td>35,719</td>
</tr>
<tr>
<td>Employment (jobs):</td>
<td>22,660</td>
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</tbody>
</table>

The above population, employment, and housing numbers are provided as reference during the Community Plan Update. It needs to be recognized, however, that these figures are only best estimates and are derived from regional data which are disaggregated to the City and then the community level. Population, jobs, and housing could grow more quickly or slowly than anticipated depending on economic trends.

Regional forecasts do not always reflect the adopted community plan land use capacity or buildout estimated from planned land use. Plan capacity or buildout is also an imprecise estimate and depends on specific assumptions about future density of development and household size, which may be more, or less, than actually occur. It should also be noted that the community plan capacity does not include housing in commercial districts nor the current residential vacancy rate.

In addition to the seven State mandated elements, the City's General Plan includes a service system element, a cultural element, a major public facilities areas element and an air quality element. All the provisions and requirements of these elements apply to the San Pedro Community Plan.

Neighborhood plans involve the preparation of specific plans which blend both policy and implementation function for unique neighborhoods within a community. In addition to these specific plans, overlay zones also combine policy and implementation functions to address issues peculiar to a specific neighborhood.

The Community Plan includes appropriate policies and implementation measures generated from the mitigation measures listed in the environmental clearance. In many instances these measures encompass the policies contained in the General Plan Framework.

**Plan Consistency**

Each plan land use category indicates the corresponding zones permitted by the Plan unless further restricted by the plan text, footnotes, adopted
Specific Plans, or other specific limitations on discretionary approvals. The Plan recognizes that the residential densities, commercial intensities, and industrial intensities depicted on the Plan map are theoretical and will not occur due to plan and zone regulations, economic conditions, and design limitations.

For each plan category, the Plan permits all identified corresponding zones, as well as those zones which are more restrictive, as referenced in Section 12.23 of the Los Angeles Municipal Code (LAMC). Any subsequent action that modifies the Plan or any monitoring review that results in changes to the Plan must make new Plan consistency findings at the time of that decision.

City actions on most discretionary projects require a finding that the action is consistent or in conformance with the General Plan. In addition to the required general finding, decision makers acting on certain projects in the San Pedro Community Plan Area shall refer to each of the applicable programs, policies, or objectives which are contained in Chapter III. To further substantiate the consistency findings, decision makers may cite other programs, policies, or objectives which would be furthered by the proposed project.

**Plan Monitoring**

The Plan has a land use capacity greater than the projected development likely to occur during the Plan period. During the life of the plan, growth will be monitored and reported in the City's Annual Report on Growth and Infrastructure which will be submitted to the City Planning Commission, Mayor, and City Council. In the fifth year following Plan adoption (and every five years thereafter), the Director shall report to the Commission on the relationship between population, employment, and housing growth and plan capacities. If growth has occurred faster than projected, a revised environmental analysis will be prepared and appropriate changes recommended to the Community Plan and zoning. These Plan and zoning changes shall be submitted to the Planning Commission, Mayor, and City Council as specified in the Los Angeles Municipal Code (L.A.M.C.).
Chapter III
LAND USE POLICIES AND PROGRAMS

Chapter 3 of the Plan Text Contains Goals, Objectives, Policies, and Programs for all appropriate land use issues, such as residential, commercial, and industrial, as well as public and institutional service system categories. The Planning Department has responsibility for the goals, objectives, policies, and the initiation and direct implementation of the programs contained in Chapter 3.

RESIDENTIAL

The quality of life and stability of neighborhoods throughout San Pedro critically depends on providing infrastructure resources (i.e., police, fire, water, sewerage, parks, traffic circulation, etc.) commensurate with the needs of its population. If population growth occurs faster than projected and without needed infrastructure improvements to keep pace with that growth, the consequences for livability within San Pedro could be problematic.

Accordingly, the proposed Plan has three fundamental premises. First, is limiting residential densities in various neighborhoods to the prevailing density of development in these neighborhoods. Second is the monitoring of population growth and infrastructure improvements through the City’s Annual Report on Growth and Infrastructure with a report to the City Planning Commission every five years on the San Pedro Community following Plan adoption. Third, if this monitoring finds that population in the Plan area is occurring faster than projected; and that infrastructure resource capacities are threatened, particularly critical resources such as water and sewerage; and that there is not a clear commitment to at least begin the necessary improvements within twelve months; then building controls should be put into effect, for all or portions of San Pedro, until land use designations for the San Pedro Plan and corresponding zoning are revised to limit development.

Existing residential land use patterns in the San Pedro Plan Area fall within the middle ranges of the land use designations, from low to high medium. Single family neighborhoods are located in the southern and western portion of the Community. Multiple family residential uses are located in various areas with a majority located east of Meyler Street between Oliver Street and Twenty-second Street.

Historically, the majority of the Community Plan area has been designated for residential purposes and approximately 2,303 acres are designated for this use. Of this acreage, 61 percent (1,411 acres) is designated for single-family use. The plan policy is to provide for the continued preservation of the existing residential neighborhoods throughout the area, retain existing single family districts and multi-family clusters. Approximately one half of the number of dwelling units were developed more than 40 years ago.
The Rancho San Pedro Housing Authority facilities, built in 1942 with 284 units on 12.5 acres, and the Rancho San Pedro Extension built in 1952 with 191 units on 8.7 acres, are north of the Downtown San Pedro Regional Commercial Center.

The Plan designates residential land use densities as indicated in the following table. The table depicts the reasonable expected population and dwelling unit count for the year 2010, using the mid-point range for the dwelling units per acre category. The mid-point represents a reasonable factor to use, as new development within each land use category is not likely to occur at the extremes of the range but rather throughout the entire range.

<table>
<thead>
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</thead>
<tbody>
<tr>
<td>Low</td>
<td>6.5 (4+ to 9)</td>
<td>9,176</td>
<td>1,411</td>
<td>2.86</td>
<td>26,243</td>
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<td>10</td>
<td>2.54</td>
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<td>TOTALS</td>
<td></td>
<td>28,499</td>
<td>2,302</td>
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<td>75,327</td>
</tr>
</tbody>
</table>

**GOAL 1**

*A SAFE, SECURE, AND HIGH QUALITY RESIDENTIAL ENVIRONMENT FOR ALL ECONOMIC, AGE, AND ETHNIC SEGMENTS OF THE COMMUNITY.*

**Objective 1-1**

To provide for the preservation of existing housing and for the development of new housing to meet the diverse economic and physical needs of the existing residents and projected population of the Plan area to the year 2010.

**Policies**

1-1.1 Designate specific lands to provide for adequate multi-family residential development.

*Program:* The Plan Map identifies specific areas where multi-family residential development is permitted.

1-1.2 Protect existing single family residential neighborhood from new, out-of-scale development.

*Program:* Recent changes in the Zoning Code set height limits for new single family residential development.
1-1.3 Protect existing stable single family and low density residential neighborhoods from encroachment by higher density residential and other incompatible uses.

**Program:** The Plan Map identifies lands where only single family residential development is permitted; it protects these areas from encroachment by designating, where appropriate, transitional residential densities which serve as buffers (Transitional Height Ordinance); and reflects plan amendments and corresponding zone changes which are directed at minimizing incompatible uses.

1-1.4 Protect the quality of the residential environment through attention to the appearance of communities, including attention to building and site design.

**Program:** The Plan includes an Urban Design Chapter which is supplemented by Design Guidelines and Standards for residential development.

1-1.5 Maintain at least 60% of designated residential lands for single family uses.

**Program:** The Plan designates residential lands to reflect this ratio.

1-1.6 The City should promote neighborhood preservation, particularly in existing single family neighborhoods, as well as in areas with existing multiple family residences.

**Program:** With the implementation of the Community Plan, single family residential land use categories, all zone changes, subdivisions, parcel maps, variances, conditional uses, specific plans, community and neighborhood revitalization programs for residential projects shall provide for Plan consistency.

**Program:** The Neighborhood Preservation Program, administered by the Housing Authority of the City of Los Angeles and by the City’s Housing Department provides financial resources to rehabilitate single family homes and multi-family rental housing.

**Program:** The Homeowner’s Encouragement Loan Program (HELP), administered by the City’s Housing Department provides rehabilitation loans to owners of small buildings (one to four units) to correct code violations.

**Program:** The Residential Rehabilitation Loan Program, administered by the Community Redevelopment Agency (CRA), makes funds available for the rehabilitation of lower-income multi-family rental housing. The program is partially funded by the United States Department of Housing and Urban Development (HUD) and requires matching funds from a private lender with CRA as a last resort.
**Objective 1-2**

To locate new housing in a manner which reduces vehicular trips and makes it accessible to services and facilities.

**Policies**

1-2.1 Locate higher residential densities near commercial centers and major bus routes where public service facilities, utilities, and topography will accommodate this development.

**Program:** The plan concentrates most of the higher residential densities near transit corridors and the Regional and Community Commercial Centers.

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**Objective 1-3**

To preserve and enhance the varied and distinct residential character and integrity of existing single and multi-family neighborhoods.

**Policies**

1-3.1 Seek a high degree of architectural compatibility and landscaping for new infill development to protect the character and scale of existing residential neighborhoods.

**Program:** The Plan includes Design Guidelines for residential development to implement this policy.

1-3.2 Consider factors such as neighborhood character and identity, compatibility of land uses, impact on livability, impacts on services and public facilities, and impacts on traffic levels when changes in residential densities are proposed.

**Program:** The decision maker should adopt a finding which addresses these factors as part of any decision relating to changes in planned residential densities.

1-3.3 The location of institutional uses in residential areas shall be conditioned so as to avoid adverse impacts on the surrounding neighborhood.

**Program:** The Planning and Zoning Code requires Conditional Use Permits for these uses. The decision maker shall include conditions of approval to mitigate any adverse impacts on the surrounding neighborhood.

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**Objective 1-4**

To preserve and enhance neighborhoods with a distinctive and significant historical character.

**Policies**

1-4.1 Protect distinctive historic residential neighborhoods such as Old San Pedro.

**Program:** Develop specific plans, Community Design Overlay (CDO) Zones, Historic Preservation Overlay Zones (HPOZ) or other means
appropriate for the needs of the individual neighborhood providing for designated housing types, height limits, and possible architectural style and development design standards with the establishment of a review process for new housing development, exterior remodeling, expansion, and major building modification.

**Program:** The San Pedro Coastal Land Use Plan requires that the establishment of the HPOZs to protect historic resources shall be considered.

1-4.2 Substandard lots in the area bounded by O’Farrell Street, Hanford Avenue, Third Street, Walker Avenue, the westerly extension of Fourth Street, and Harbor View Avenue are to remain merged as developed at the time of Plan adoption in order to retain existing neighborhood scale and characteristics.

**Program:** The decision maker shall not approve a project unless a finding is made that the unmerger of substandard lots in this area retains the existing neighborhood scale and characteristics.

**Objective 1-5**

To promote and insure the provision of adequate housing for all persons regardless of income, age, or ethnic background.

**Policies**

1-5.1 Promote greater individual choice in type, quality, price, and location of housing.

**Program:** The Plan promotes greater individual choice through its establishment of residential design standards and its allocation of lands for a variety of residential densities.

1-5.2 Promote housing in mixed use projects in transit corridors and pedestrian oriented areas.

**Program:** The Plan identifies mixed-use boulevards on Gaffey Street and Pacific Avenue, and encourages a bonus in floor area for mixed use projects in the areas identified in this policy.

1-5.3 The conversion of apartment structures to condominium ownership shall not be permitted if they would exceed the density designated by this Plan, or would not have the parking spaces and other amenities required of newly constructed condominiums.

**Program:** The decision maker shall apply this policy to any conversion project.

1-5.4 Provide for development of townhouses and other similar condominium type housing units to increase home ownership options.

**Program:** The Plan cannot require that condominium units be built instead of rental units; however the Plan encourages such type of
development by designating specific areas for Low Medium residential land use categories.

1-5.5 Provide for livable family housing at higher densities.

**Program:** The Plan promotes that the Zoning Code be amended to provide that multiple residential densities should not be limited by the number of bedrooms per unit in order to facilitate family housing.

1-5.6 Housing for the elderly should be conveniently located to public transportation, commercial services and recreational, cultural and health facilities, especially within or adjacent to the Community Center.

**Program:** The Planning and Zoning Code provides housing incentives/density bonuses to encourage this policy.

1-5.7 Low and moderate-income and senior citizen housing should be implemented by the private sector, through incentives and by inclusion in condominiums and large projects.

**Program:** The Planning and Zoning Code includes incentives such as density bonuses and reduced parking for such housing.

**Objective 1-6**

Eliminate incompatible and non-conforming uses from existing residential neighborhoods, to preserve the residential character of these neighborhoods and protect residents from adverse environmental impacts caused by such uses.

**Policies**

1-6.1 The enlargement of nonconforming incompatible commercial and industrial uses within areas designated on the Plan map for residential land shall be prohibited, and action shall be taken toward their removal on a scheduled basis in conformance with section 12.23 of the Municipal Code.

**Program:** The Department of Building and Safety is responsible for administering the provisions of Section 12.23 of the Municipal Code relating to non-conforming uses.

1-6.2 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.

**Program:** The provisions of Section 12.23 of the Municipal Code allow a Zoning Administrator to authorized the continued maintenance of such uses, if they were legally established and are reasonably compatible and not detrimental to adjacent properties and the public welfare.
Objective 1-7

To minimize housing displacement whenever possible, and in those cases where displacement is unavoidable, to provide housing relocation assistance and services for persons displaced as a result of public or private actions.

Policies

1-7.1 Ensure that new housing opportunities minimize displacement of the residents.

Program: In all discretionary actions, the decision maker should adopt a finding which addresses any potential displacement of residents as part of any decision relating to the construction of new housing.

Objective 1-8

To improve the physical design, condition and security of all public housing units.

Policies

1-8.1 To rehabilitate and modernize public housing projects to conform with all applicable health and safety codes.

Program: The Plan promotes that the City should substantially rehabilitate, modernize and improve the physical and social living conditions in the Rancho San Pedro and Rancho San Pedro Extension Housing Authority facilities, include usable open space and mitigate adverse environmental conditions. Such modernization program may include the establishment of neighborhood commercial support activities along Harbor Boulevard.

Objective 1-9

To preserve visual resources in residential areas.

Policies

1-9.1 The preservation of existing scenic views from surrounding residential uses, public streets and facilities, or designated scenic view sites be a major consideration in the approval of zone changes, conditional use permits, variances, divisions of land and other discretionary permits.

Program: The San Pedro Coastal Land Use Plan and the San Pedro Specific Plan provide restriction on heights of structures to protect these resources.

Commercial

Commercial land use in the San Pedro Community Plan area is in transition due to demographic and social changes, and the increase in the amount of available commercial space. There are approximately 215 acres of commercial land use in the Plan area. The center of the commercial area is Downtown San Pedro.

The Regional Center in downtown San Pedro is located between Third Street, Harbor Boulevard, Eighth Street and Mesa Street. The boundaries for the
Community Center are Fourth Street, Mesa Street, Eighth Street, and Gaffey Street. The three Neighborhood Districts are found at the commercial area of Western Avenue and Capitol Drive, the commercial area at Western Avenue and Twenty-fifth Street, and at Weymouth Corners east of Weymouth Avenue between Seventh Street and Eighth Street. Gaffey Street from Tenth Street to Eighteenth Street, Pacific Avenue from O’Farrell Street to Fourth Street, and Pacific Avenue from Tenth Street to Twenty-second Street are Mixed Use Boulevards.

The commercial land use policies reflect the need to locate new commercial uses in the community to facilitate convenient shopping and easy 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 policy provides for the development of single or aggregated parcels for mixed use commercial and residential development. These structures would, normally incorporate retail office, and/or parking on lower floors and residential units on upper floors. Pacific Avenue has zoning [Q] conditions that prohibit residential uses on the ground floor of mixed use projects. The intent is to provide housing in close proximity to jobs, to reduce vehicular trips, congestion, and air pollution, to assure adequate sites for housing, and to stimulate pedestrian oriented areas to enhance the quality of life in the Plan area. While the Plan does not mandate mixed used projects, it encourages them in certain commercially designated areas, located along transit corridors, in pedestrian oriented districts, and in transit oriented districts.

The Land Use Diagram Map shows the general boundaries of Centers, Districts, and Mixed Use Boulevards.

The downtown area has traditionally been the focal point of social and economic life in the community. However, the development of several nearby regional shopping centers in Torrance and Long Beach, and the location of commercial facilities on Western Avenue serving the north and west San Pedro areas have added to the decline of the downtown area.

Within the downtown, the Regional Center features the San Pedro Municipal Court, the Harbor Department Headquarters, major hotels, office uses, restaurants, theaters and several high-rise buildings. The Community Center is west of the Regional Center and features lower rise office buildings, various types of retail uses, services and restaurants. The retail commercial uses on Sixth Street have been able to develop a pedestrian orientation and features the historic Warner Grand Theater, facade and street scape improvements. It is expected that tourism and recreation will play an increasingly important role in the future economic vitality of San Pedro. Location near the World Cruise Center, the Los Angeles Port, and an entrance to Ports’ O Call should be used to the areas advantage.

The Beacon Street Redevelopment Project is continuing and has achieved many of the goals that were set for this project. Office space, commercial uses, and a hotel have been developed in this area. The City Council has directed the Community Redevelopment Agency (CRA) to prepare a redevelopment plan for the Pacific Avenue Corridor and the adjacent area in
San Pedro. An Advisory Committee has been appointed by Council District Fifteen to guide the redevelopment planning. The proposed redevelopment project area is generally bounded by the Los Angeles Port Turning Basin and Channel Street on the north, Gaffey Street on the west, Twenty-second Street and the East and West Channel properties on the south and the Los Angeles Main Channel on the east.

Several neighborhood commercial areas are located throughout the community which will provide daily convenience services to people living in nearby residential areas. Typical establishments which might be found in these areas would include markets, barber and beauty shops, laundromats and dry cleaners, restaurants, liquor stores and small professional offices. The Park Plaza shopping area on Western Avenue provides for uses such as drug store, apparel store, bank, supermarket, bakery, and restaurants.

The commercial area along Pacific Avenue should continue to develop in conformance with existing uses, including retail commercial, commercial service, office, coastal/recreational uses such as sporting goods, marine supply and repair, and other similar uses which serve the Community. New automobile sales, repair, and service uses are restricted on certain sections of Pacific Avenue and Sixth Street.

The plan designates most of Gaffey Street for General Commercial facilities to take advantage of commuter traffic utilizing the Harbor Freeway. Services located in this area include motels, restaurants and coffee shops, fast food drive-ins, liquor stores, gas stations, and other similar convenience good and services.

**GOAL 2**

*A STRONG AND COMPETITIVE COMMERCIAL SECTOR WHICH BEST SERVES THE NEEDS OF THE COMMUNITY THROUGH MAXIMUM EFFICIENCY AND ACCESSIBILITY WHILE PRESERVING THE UNIQUE COMMERCIAL AND CULTURAL CHARACTER OF THE COMMUNITY.*

**Objective 2-1**

To conserve, strengthen, and encourage investment in all commercial districts.

**Policies**

The Community Plan identifies appropriate areas to encourage commercial development where design guidelines or other planning tools might be applied to enhance an area. These areas are indicated as either Regional Center, Community Center, Neighborhood District, or Mixed Use Boulevard on the Land Use Diagram map. The intent is to show the location of the area and to provide policies and standards as a guide for development to take place.

2-1.1 New commercial uses shall be located in existing established commercial areas or existing shopping centers.

*Program:* The Plan Map identifies specific areas where commercial development is permitted.
2-1.2 Require that projects be designed and developed to achieve a high level of quality, distinctive character, and compatibility with existing uses and development.

**Program:** Chapter V - Urban Design, proposes policies for commercial development which address this policy.

2-1.3 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.

**Program:** The Plan designates portions of Downtown San Pedro as Regional Center, Community Center, and Mixed Use Boulevard.

**Program:** The plan recommends the establishment of an economic development and revitalization program for Downtown San Pedro, utilizing provisions of a Business Improvement District (BID), and/or Redevelopment Project Plan which incorporates but not be limited to the following objectives and criteria:

a. Reverse the economic and physical decline and deterioration of Downtown San Pedro.

b. Recognize the unique characteristics which distinguish Downtown San Pedro from other commercial areas and capitalize on its strategic location adjacent to the port of Los Angeles, the gateway to Ports O' Call, and the World Cruise Center.

c. Establish an effective marketing management program.

d. Introduce new development projects which complement and maintain the overall character and scale of desirable uses.

e. Provide the physical space and amenities which make Downtown San Pedro an attractive and active commercial area.

f. Provide adequate and accessible parking.

g. Encourage new developments which can serve as strategic anchors to attract other new uses and induce the upgrading of existing structures.

h. Accommodate diversity while providing sufficient elements to unify and give identity to Downtown San Pedro.

i. Provide design and landscaping elements which distinguish Downtown San Pedro from peripheral locations.

J. Preserve and enhance significant building facades of designated structures in accordance with existing Codes.
Objective 2-2

To enhance the aesthetic quality and pedestrian orientation of commercial developments.

Policies

2-2.1 New development in the Regional Center, Community Center, Neighborhood Districts and Mixed Use Boulevards shall enhance the existing pedestrian street activity.

Program: Development within these areas is subject to the design standards established in the Design Guidelines in Chapter V for pedestrian oriented areas.

2-2.2 Ensure that commercial infill projects achieve harmony in design with the best of existing development.

Program: Implementation of the Design Guidelines in Chapter V.

2-2.3 Require that mixed use projects and development in pedestrian oriented districts be designed and developed to achieve a high level of quality, distinctive character, and compatibility with existing uses.

Program: The Plan includes Design Guidelines in Chapter V which implement this policy for commercial projects.

2-2.4 Require that the first floor street frontage of structures, including mixed use projects and parking structures located in pedestrian oriented districts, incorporate retail and service oriented commercial uses.

Program: Design Guidelines address this policy.

Program: Pacific Avenue zoning [Q] conditions restrict residential use of the first floor.

2-1.4 Encourage the use of private and public resources designed to stimulate commercial rehabilitation and new development.

Program: Support legislation and administrative actions which adequately allows the City to encourage business development such as taxable bonds, bond pools, historic preservation bonds, seismic rehabilitation bonds and use of bond financing by local economic development corporations.

Program: Support for legislation and administrative actions which allow the City to continue to support small business development, including but not limited to, small business revolving loan funds and commercial corridor rehabilitation program, such as those established in the City’s Commercial Area Revitalization Effort (CARE) Program.
2-2.5 Promote mixed use projects in proximity to, along transit corridors, and in appropriate commercial areas.

**Program:** Through this policy and the land use diagram, the plan establishes preferred locations for mixed use projects. The Plan allows for floor area bonus and height bonus for mixed use projects within commercially planned areas of the plan area.

### Objective 2-3

To enhance the design and land use compatibility of commercial districts.

**Policies**

2-3.1 Require urban design techniques, such as appropriate building orientation and scale, transitional building heights, landscaping, buffering and increased setbacks in the development of commercial properties to improve land use compatibility with adjacent uses and to enhance the physical environment.

**Program:** Implement conformance with policies identified in the Design Guidelines of the Plan.

2-3.2 Preserve community character, scale, and architectural diversity.

**Program:** The Plan establishes design provisions for commercial areas, included in the Design Guidelines of the Plan, to implement this policy.

2-3.3 Provide adequate employee and public parking for all commercial facilities and which is screened from public view by landscaping, berms, fencing and/or walls. Locate parking areas between commercial and residential areas where appropriate to provide a buffer, and be separated from residential uses by means of at least a solid wall and/or landscaped setback.

**Program:** Design policies for parking areas established in the Design Guidelines implement this policy.

2-3.4 Landscaped corridors should be created and enhanced through the planting of street trees along segments with no setbacks and through median plantings.

**Program:** The Design Guidelines include a section which establishes guidelines for community design and landscaping. These guidelines are intended to serve as a reference to other City Departments, public agencies, and any private entities who participate in projects which involve improvements to public spaces and rights-of-way including streetscape and landscaping.

### Objective 2-4

To maintain an adequate level of commercial services and increase the commercial employment base for community residents whenever possible.
Policies

2-4.1 Protect commercial plan designations so that commercial development is encouraged.

*Program:* The Plan maintains the current amounts of commercial land use designations to implement this policy.

**INDUSTRIAL**

Most of the Industrial land use designations in the San Pedro Community Plan Area are located along John S. Gibson Boulevard and Gaffey Street in the northern part of the community. Smaller pockets of industrial land use can be found near Downtown San Pedro and along Mesa Avenue between Twentieth and Twenty-second Streets. Approximately 270 acres are designated for industrial land use.

Industrial land use is a valuable commodity that must be maintained due to the economic benefits and the employment opportunities generated. Uses in these areas include those related to the petroleum and marine industries, and smaller firms such as plumbing and heating companies.

**GOAL 3**

*PROVIDE SUFFICIENT LAND FOR A VARIETY OF INDUSTRIAL Uses WITH MAXIMUM EMPLOYMENT OPPORTUNITIES WHICH ARE SAFE FOR THE ENVIRONMENT AND THE WORK FORCE, AND WHICH HAVE MINIMAL ADVERSE IMPACT ON ADJACENT RESIDENTIAL USES.*

**Objective 3-1**

To provide for existing and future industrial uses which contribute job opportunities for residents and which minimize environmental and visual impacts to the community.

**Policies**

3-1.1 Designate lands for the continuation of existing industry and development of new industrial parks, research and development uses, light manufacturing, and similar uses which provide employment opportunities.

*Program:* The Plan identifies lands which have industrial designations to accommodate a variety of industrial uses.

3-1.2 Define and separate new and/or expanded industrial uses from other uses by freeways, flood control channels, highways and other physical barriers.

*Program:* The Plan map implements this policy.

3-1.3 Require a transition of industrial uses, from intensive uses to less intensive uses, in those areas in proximity to residential neighborhoods.

*Program:* Land use designations on the Plan map, map footnotes and the corresponding zone implement this.
3-1.4 Land use compatibility should be achieved through design treatments, compliance with environmental protection standards and health and safety requirements for industrial uses where they adjoin residential neighborhoods and commercial uses.

Program: The Plan, map and plan footnotes establish transitional buffers between residential and industrial uses.

Program: Environmental protection standards and health and safety requirements are enforced by other public agencies.

Objective 3-2
To retain industrial plan designations to maintain the industrial employment base for the community residents.

Policies

3-2.1 Large industrially planned parcels located in predominantly industrial area shall not be developed with other uses which do not support the industrial base of the City and community.

Program: The Plan retains the existing industrial designations, including large industrially planned parcels.

Objective 3-3
To improve the aesthetic quality and design of industrial areas, eliminate blight and detrimental visual impact on residential areas, and establish a stable environment for quality industrial development.

Policies

3-3.1 Require urban design techniques, such as appropriate building orientation and scale, landscaping, buffering and increased setbacks in the development of new industrial properties to improve land use compatibility with adjacent uses and to enhance the physical environment.

Program: New development of industrial uses located adjacent to residential neighborhoods shall comply with the Industrial/Residential design guidelines found in the Urban Design Chapter (Chapter V, Section I. B.1) of this plan.

Public and Institutional Land Use

Public facilities such as fire stations, libraries, parks, schools, and police stations shown on the San Pedro Community Plan are to be developed in substantial conformance with the standards of need, site area, design, and general location identified in the Service Systems Element and the Safety Element of the General Plan. Such development shall be sequenced and timed to provide an efficient and adequate balance between land use and public services.

There is a continuing need for the modernizing of public facilities to improve services and accommodate changes in the San Pedro Community Plan.
However, the amenities and environmental quality of the community must be adequately protected. Cost and equitable distribution are major issues in the provisions of public facilities. It is essential that priorities be established and new and different sources of revenue be found. Furthermore, public and private development must be fully coordinated, in order to avoid expensive duplication and to assure a balance among needs, services, and cost.

This plan seeks to utilize the location, characteristics, and timing of public facility and utility development as a tool in achieving planned land use patterns. Further, the intent is to achieve economy and efficiency in the provision of services and facilities consistent with standards for environmental quality.

The Community Plan includes appropriate policies and implementation measures generated from the mitigation measures listed in the environmental clearance. In many instances these measures encompass the policies contained in the General Plan Framework.

The full residential, commercial, and industrial densities and intensities proposed by the Plan are predicated upon substantial compliance with the standards contained in the Public Facilities and Service Element of the General Plan. Such development should be sequenced and timed to provide a workable, efficient and adequate balance between land use and service facilities.

**RECREATION AND PARK FACILITIES**

In the San Pedro Community Plan area public parks and recreational areas are managed by the City of Los Angeles Recreation and Parks Department. There are three types of parks: regional, community, and neighborhood parks. The community parks serve a much wider interest range than those of a neighborhood site, and satisfy the need of the existing population.

**GOAL 4**

**ADEQUATE RECREATION AND PARK FACILITIES WHICH MEET THE NEEDS OF THE RESIDENTS IN THE PLAN AREA.**

**Objective 4-1**

To conserve, maintain and better utilize existing recreation and park facilities which promote the recreational experience.

**Policies**

4-1.1 Preserve and improve the existing recreational facilities and park space.

*Program*: The Plan preserves such recreation facilities and park space by designation as Open Space (OS) Zone, which provides such protection.

**Objective 4-2**

To provide facilities for specialized recreational needs within the Community, with consideration given to utilizing existing public lands such as flood control channels, utility easements, or Department of Water and Power property.
Policies

4-2.1 Flood control channels and other appropriate public lands should be considered for open space purposes. Hiking and bicycle trails in San Pedro should connect these facilities with the local and regional system.

Program: Implement the proposed hiking and bicycle trails shown on the Community Plan Map, where feasible.

Objective 4-3

To acquire and develop properties as small parks where it is not possible to acquire sufficient acreage for neighborhood parks.

Policies

4-3.1 A small park shall be approximately one-half acre in size and be located on street corners and cul-de-sacs, where possible.

Program: Park site development is the responsibility of the Department of Recreation and Parks.

4-3.2 Small parks shall be designed to meet the particular needs of the residents in the area they serve.

Program: Park site development is the responsibility of the Department of Recreation and Parks, utilizing community input and available funds.

4-3.3 Small parks shall be designed to prevent potential negative impacts on adjacent residents, and provide high visibility to prevent criminal activity.

Program: Park site development is the responsibility of the Department of Recreation and Parks, utilizing community input and available funds.

Objective 4-4

To expand and improve local parks throughout the Plan area on an accelerated basis, as funds and land become available.

Policies

4-4.1 Develop new neighborhood parks and new community parks in the Plan Area.

Program: Park site development is the responsibility of the Department of Recreation and Parks, utilizing community input and available funds.

4-4.2 The City should encourage continuous efforts by Federal, State, and County agencies to acquire vacant land for publicly owned open space.
Program: The open space and parkland purchase programs of Federal, State, and County agencies.

4-4.3 All park and recreation facilities should be designed, landscaped, and maintained to promote a high quality recreational experience.

Program: Park site development is the responsibility of the Department of Recreation and Parks, utilizing community input and available funds such as Grants, Quimby Funds, and State and Local Park Bond Funds.

4-4.4 The expansion of existing facilities on sites and the acquisition of new sites should be planned and designed to minimize the displacement of housing and the relocation of residents.

Program: Park site development is the responsibility of the Department of Recreation and Parks, utilizing community input and available funds.

Objective 4-5

To ensure the accessibility, security, and safety of parks by their users, particularly families with children and senior citizens.

Policies

4-5.1 Ensure that parks are adequately illuminated for safe use at night as appropriate.

Program: Park design, construction, and maintenance is the responsibility of the Department of Recreation and Parks for City owned parks.

OPEN SPACE

In the San Pedro Community Plan Area, important open space areas do exist separate from land under the control of the City of Los Angeles Department of Recreation and Parks. Open Space is important due to its role in both physical and environmental protection. There are approximately 484 acres designated for Open Space. There are two classifications for Open Space, publicly owned and privately owned open space.

Open Space is broadly defined as land which is essentially free of structures and buildings and/or is natural in character and which functions in one or more of the following ways:

1. Recreational and educational opportunities.
2. Scenic, cultural, and historic values.
3. Public health and safety.
4. Preservation and creation of community identity.
5. Rights-of-way for utilities and transportation facilities.
6. Preservation of natural resources or ecologically important areas.
7. Preservation of physical resources including ridge protection.

Open Space is provided on the south by the ocean and shoreline recreation areas and on the east by the harbor. On the west is the steepest portion
of the Palos Verdes Peninsula, and the resulting low-density residential development tends to maintain an open character which should be preserved and includes Friendship Park. To the north are the Navy Fuel Depot and Harbor Park which are proposed to be preserved in their present open state. The ancient landslide area in South Shores is also proposed as a predominantly 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 placed in this area.

GOAL 5

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.

Objective 5-1

To preserve existing open space resources and where possible develop new open space.

Policies

5-1.1 Encourage the retention of passive and visual open space which provides a balance to the urban development of the community.

Program: The Plan Map designates areas to be preserved for open space.

5-1.2 Protect significant environmental resources from environmental hazards.

Program: The Plan Map designates areas for open space.

Program: Implementation of State and Federal environmental laws and regulations such as The California Environmental Quality Act (CEQA), the National Environmental Protection Act (NEPA), the Clean Air Quality Act, and the Clean Water Quality Act.


Program: Implement the State mandated Congestion Management Program designed to reduce traffic congestion and to improve air quality.

Program: Offshore oil drilling 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.

Program: Any new storm drain system shall not discharge in any way that could cause the erosion of coastal bluffs. Any new storm drain system shall minimize impacts on tide pools and any other
ecologically important areas identified between the projection of the terminus of Fortieth Street and the City of Los Angeles-City of Rancho Palos Verdes border. The discharge from any new storm drain shall be consistent with the National Pollutant Discharge Elimination System (NPDES) permit requirements for storm water discharges as set forth in Section 402 of the Clean Water Act.

5-1.3 Accommodate active park lands and other open space uses in areas designated and zoned as Open Space.

Program: The Plan Map designates lands for open space as appropriate.

5-1.4 The grading of natural terrain to permit development in hillside areas shall be minimized commensurate with densities designated by this Plan, the geological stability of the area, and compatibility with adjoining land uses.

Program: The provisions of the San Pedro Coastal Land Use Plan and Specific Plan implement this policy.

5-1.5 The alteration of natural drainage patterns, canyons, and water courses shall be minimized except where improvements are necessary to protect life and property.

Program: The provisions of the San Pedro Coastal Land Use Plan and Specific Plan implement this policy. The Department of Building and Safety is responsible for administering the Grading provisions of the Building and Safety Code of all projects.

5-1.6 Developments be restricted on areas of known geologic hazard, unstable soil conditions or landslides.

Program: The provisions of the San Pedro Coastal Land Use Plan and Specific Plan implement this policy. The Department of Building and Safety is responsible for administering the Grading provisions of the Building and Safety Code of all projects.

5-1.7 Offshore oil drilling 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.

Program: Provisions of the Planning and Zoning Code require a complete review of these projects and implement this policy.

5-1.8 Coastal areas containing ecological or scenic resources be preserved and protected within State reserves, preserves, parks, or natural wildlife refuges.

Program: The San Pedro Coastal Land Use Plan and Specific Plan implement this policy.
SAN PEDRO LOCAL COASTAL PROGRAM SPECIFIC PLAN

Development in the Coastal Zone is subject to the provisions of the California Coastal Act of 1976. San Pedro has a Specific Plan and an approved Coastal Land Use Plan (LUP) which guide development in the Coastal Zone. The boundaries are generally the western City boundary, Twenty-fifth Street, Anchovy Avenue, Paseo Del Mar, Western Avenue, Twenty-fifth Street, Pacific Avenue, Ninth Street, Harbor Boulevard, and Crescent Avenue.

GOAL 6

PRESERVATION OF THE SCENIC AND VISUAL QUALITY OF COASTAL AREAS. THE CALIFORNIA COASTAL ACT OF 1976 DECLARED THE CALIFORNIA COASTAL ZONE A DISTINCT AND VALUABLE RESOURCE OF VITAL AND ENDURING INTEREST TO ALL PEOPLE AND EXISTS AS A DELICATELY BALANCED ECOSYSTEM.

Objective 6-1

To provide a guide for the Land Use of the policies contained in the California Coastal Act of 1976 within the designated Coastal Zone in San Pedro.

Policies

6.1.1 The San Pedro Coastal Land Use Plan constitutes the Land Use Plan portion of the City’s Local Coastal Program (LCP) for San Pedro. Development within the Coastal Zone shall conform to all Policies and Objectives contained within this Plan.

Program: The Coastal Land Use Plan portion of Local Coastal Program was adopted by the City Council and approved by the California Coastal Commission in 1991. The Specific Plan was adopted in 1986 and amended in 1990 as the implementation portion of the LCP.

Program: The LIP that was denied should be revised for resubmittal to the California Coastal Commission.

Objective 6-2

To protect, maintain and where feasible, enhance and restore the overall quality of the Coastal Zone environment and its natural and man-made resources.

Policies

6-2.1 That the scenic and visual qualities of San Pedro be protected as a resource of Community as well as regional importance, with permitted development sited and designed to: protect 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 views for designated public scenic view areas and Scenic Highways.

Program: The Specific Plan requirements for height and protection of public views implement this policy.
**Objective 6-3**

To assure the orderly and balanced utilization and conservation of Coastal Zone resources, taking into account the social and economic needs of the people of the region.

**Policies**

6-3.1 That existing coastal-oriented recreational facilities be maintained, developed, and expanded where needed to provide local as well as regional access to and enjoyment of San Pedro’s unique coastal resources.

*Program:* The San Pedro Local Coastal Program Specific Plan and the Port of Los Angeles Plan contain provisions to protect these resources.

**Objective 6-4**

To maximize public access and recreational opportunities to and within the Coastal zone consistent with sound resource conservation principles and the rights of private property owners.

**Policies**

6-4.1 That adequate public parking areas serving recreational facilities along the coast be freely available to be public to avoid spill-over parking into residential areas.

*Program:* The periodic use of the southerly portion of Ft. MacArthur adjacent to Stephen M. White Drive as a spill-over parking area of Cabrillo Beach recreational users is recommended.

6-4.2 Trails and paths should be developed with consideration for their unique characteristics in keeping with the natural terrain. Other trails, as indicated in the San Pedro Coastal Land Use Plan, should be improved pursuant to the Specific Plan. All trails, paths and bikeways should be indicated by appropriate signs.

*Program:* The San Pedro Coastal Land Use Plan will implement this policy.

**Objective 6-5**

To assure priority for coastal dependent development over other development on the coast.

**Policies**

6-5.1 That existing coastal-oriented recreational facilities be maintained, developed, and expanded where needed to provide local as well as regional access to and enjoyment of San Pedro’s unique coastal resources.

*Program:* The San Pedro Coastal Land Use Plan implements this policy.

6-5.2 Existing lower cost visitor and recreational facilities shall be protected where feasible, and new ones, encouraged, by allowing
them as permitted uses in the appropriate land use categories. Developments providing public recreational opportunities are preferred uses.

Oceanfront land suitable for coastal recreational uses shall be protected for coastal related recreational use and development unless present and foreseeable future demand for public or commercial recreational activities that could be accommodated in the property is already adequately provided for in the near vicinity.

The use of private lands suitable for visitor-serving commercial recreational facilities designed to enhance public opportunities for coastal recreation shall have priority over private residential, general industrial, general commercial development, but not over coastal-dependent industry.

Upland areas necessary to support coastal recreational uses shall be reserved for such uses where feasible.

**Program:** The San Pedro Coastal Land Use Plan would allow conditional approval of development in the Coastal Zone to ensure the implementation of the Coastal Act Policies.

**Objective 6-6**

To preserve existing scenic views of the ocean and harbor from designated Scenic Highways, scenic view sites, and existing residential structures.

**Policies**

6-6.1 That visual access to coastal views be provided by means of appropriately located scenic overlooks, turnouts, view spots and other areas for limited vehicular parking, especially along designated Scenic Highways and Bikeways.

Turn-out and view site areas from Paso 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 shall 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.

Until a “Corridor Plan” is prepared for Scenic Highway, any 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 facilities.

**Program:** The San Pedro Coastal Land Use Plan allows for the conditional approval of development in the Coastal zone to ensure the implementation of Coastal Act policies.
6-6.2 The Osgood/Farley Battery site, Lookout Point site, and the Korean Bell site shall be designated as public view sites and any development which obstructs views from these sites shall be prohibited.

Program: The San Pedro Specific Plan allows for the conditional approval of development in the Coastal zone and provides protections of these visual resources. The Plan requires new construction or remodeling within the visual corridors extending from these view sites be limited to 24 feet to 26 feet in height.

SCHOOLS

In the San Pedro Plan Area, the public schools are administered by the Los Angeles Unified School District (LAUSD).

The number of LAUSD facilities in the Plan area are eleven elementary schools, one middle school, three high schools, a special education center, and one Occupational Center in the plan area. The names and locations are: Bandini Street School at Bandini Street and Oliver Street; Barton Hill School at Pacific Avenue and O’Farrell Street; Cabrillo Avenue School at Cabrillo Avenue and Eighth Street; Fifteenth Street School at Fifteenth Street and Mesa Street; Leland Street School at Leland Street and Twenty-first Street; Park Western Place School at Park Western Place and Park Western Drive; Point Fermin School at Carolina Street and Thirty-second Street; Seventeenth Street School at Seventeenth Street and Weymouth Avenue; South Shores/CSUDH Magnet School at Thirty-fifth Street and Abalone Avenue; Taper Avenue School at Taper Avenue and Westmont Drive; White Point School at Silvius Avenue and Thirty-sixth Street; Richard Henry Dana Middle School at Cabrillo Avenue and Fourteenth Street; San Pedro High School at Seventeenth Street and Leland Street; Angels Gate High School near Alma Street and Thirtieth Street; James Fenimore Cooper High School at Taper Avenue and Sandwood Place; San Pedro Science Center at Barrywood Avenue and Statler Street; Ernest P. Willenberg Special Education Center at Weymouth Avenue and Western Avenue; and the Harbor Occupational Center on Pacific Avenue at Upland Avenue.

GOAL 7

Appropriate locations and adequate facilities for schools to serve the needs of the existing and future population. Public schools that provide a quality education for all of the city’s children, including those with special needs, and adequate school facilities to serve every neighborhood in the city.

Objective 7-1

To site schools in locations complementary to existing land uses, recreational opportunities and community identity.

Policies

7-1.1 Encourage compatibility in school locations, site layout and architectural design with adjacent land uses and community character and, as appropriate, use schools to create a logical transition and buffer between differing uses.
Program: Require the decision-maker involved in discretionary review of proposed schools to adopt a finding which supports the application of this policy.

7-1.2 Site schools in a manner which complements and preserves the existing stable single family and multiple-family residential neighborhoods.

Program: The decision-maker involved in discretionary review of a proposed school should adopt a finding which supports the application of this policy.

7-1.3 Proximity to noise sources should be avoided whenever possible or the school design should buffer classrooms from such noise.

Program: Implement appropriate provisions of the City's Noise Element.

Program: Incorporate noise mitigation measures to reduce adverse environmental impacts in order to comply with CEQA.

7-1.4 Expansion of existing schools should be preferred over the acquisition of new sites.

Program: The Los Angeles Unified School District is the responsible agency for providing adequate school facilities.

7-1.5 Elementary schools should be located along collector streets.

Program: The Los Angeles Unified School District is the agency responsible for the siting, design, and construction of public elementary schools.

7-1.6 Encourage cooperation to provide recreation facilities for the community.

Program: The Los Angeles Unified School District and the City's Department of Recreation and Parks should work together jointly to develop programs to fully utilize each of their respective sites.

Objective 7-2

Work constructively with LAUSD to promote the siting and construction of adequate school facilities phased with growth.

Policies

7-2.1 Explore creative alternatives for providing new school sites in the City, where appropriate.

Program: Develop plans to address issues of siting and joint use of facilities including strategies for expansion in transit-rich locations.
**Program:** Utilize the City’s *Annual Report on Growth and Infrastructure* to monitor locations for growth and potential new school sites.

**Objective 7-3**
Maximize the use of local schools for community use and local open space and parks for school use.

**Policies**

7-3.1 Encourage the siting of community facilities (libraries, parks, schools and auditoriums) together.

**Program:** Formulate/update plans to address issues relating to siting and the joint use of facilities. Identify strategies for the expansion of school facilities including:

Siting of school and other community facilities (libraries, parks, and auditoriums) within a transit station, center or mixed-use area so they can complement each other and make the most efficient use of the land provided for these services.

a. Locating middle schools and high schools where possible, close to transit stations and key centers and mixed use districts, so students can use the transit system to get to and from school.

b. Encouraging private redevelopment of existing school sites in the immediate vicinity of transit stations and centers so that the existing site (a low intensity use) would be replaced by a high intensity mixed-use development that would incorporate school facilities.

**LIBRARIES**
The Plan Area is serviced by the San Pedro Regional Library located at 931 S. Gaffey Street. The library has an area of 20,000 square feet and over 132,000 catalogued volumes.

**GOAL 8**
ENSURE THAT ADEQUATE LIBRARY FACILITIES ARE PROVIDED FOR THE COMMUNITY’S RESIDENTS.

**Objective 8-1**
To encourage the City’s Library Department to provide adequate library service which responds to the needs of the community.

**Policies**

8-1.1 Support construction of new libraries and the rehabilitation and expansion of the existing library as required to meet the changing needs of the community.

**Program:** The existing library site is designated as a public facility and is to be zoned Public Facilities (PF). This designation gives the libraries additional protection to retain their existing use and allows
8-1.2 Encourage flexibility in siting libraries in mixed-use projects, shopping malls, pedestrian-oriented areas, office buildings, and similarly accessible facilities.

Program: Through the inclusion of this policy the Plan supports such utilization when the Library Department and decision-makers review and approve sites for new libraries.

8-1.3 Substandard library facilities be upgraded and enlarged to sufficient size to conform to standards and criteria contained within the Public Library Element of the City’s General Plan.

Program: The replacement of the presently inadequate San Pedro Regional Library as funds become available.

POLICE PROTECTION

Police protection is provided by the Los Angeles Police Department. The San Pedro Community Plan Area is serviced by the Harbor Area Division located at 2175 John S. Gibson Boulevard.

GOAL 9

A COMMUNITY WITH ADEQUATE POLICE FACILITIES AND SERVICES TO PROTECT THE COMMUNITY’S RESIDENTS FROM CRIMINAL ACTIVITY, REDUCE THE INCIDENCE OF CRIME AND PROVIDE OTHER NECESSARY LAW ENFORCEMENT SERVICES.

Objective 9-1

To provide adequate police facilities and personnel to correspond with population and service demands in order to provide adequate police protection.

Policies

9-1.1 Consult with the Police Department as part of the review of new development projects and proposed land use changes to determine law enforcement needs and demands.

Program: The decision-maker shall include a finding as to the impact on police protection service demands of the proposed project or land use change. Currently, the Police Department is consulted with regard to the impacts of plan amendments on law enforcement needs and demands by the plan amendment review process of General Plan Advisory Board, of which the Police Department is a member.

9-1.2 Existing police facilities be continually evaluated and upgraded as funds become available to provide an adequate level of protection to the Community.
**Objective 9-2**

To increase the community’s and the Police Department’s ability to minimize crime and provide security for all residents, buildings, sites, and open spaces.

**Policies**

9-2.1 Support and encourage community-based crime prevention efforts (such as Neighborhood Watch), through regular interaction and coordination with existing community-based policing, foot and bicycle patrols, watch programs, and regular communication with neighborhood and civic organizations.

**Program:** Community-oriented law enforcement programs administered by the Los Angeles Police Department.

9-2.2 Insure that landscaping around buildings be placed so as not to impede visibility.

**Program:** Discretionary land use reviews and approvals by the Department of City Planning with consultation from the Los Angeles Police Department.

9-2.3 Insure adequate lighting around residential, commercial, and industrial buildings in order to improve security.

**Program:** Discretionary land use reviews and approvals by the Department of City Planning with consultation from the Los Angeles Police Department.

9-2.4 Insure that recreational facilities in multiple-family residential complexes are designed to provide adequate visibility security.

**Program:** Discretionary land use reviews and approvals by the Department of City Planning with consultation from the Los Angeles Police Department.

**FIRE PROTECTION**

The Fire Protection and Prevention Plan of the City of Los Angeles provides an official guide to City Departments, other governmental agencies, developers, and interested citizen for the construction maintenance and operation of fire facilities. It is intended to promote fire prevention by maximizing fire safety education and minimizing loss of life through fire prevention programs. Pursuant to their plan it may be necessary to expand or relocate existing facilities as land patterns change.

The adequacy of fire protection is based on the required fire-flow (measured in gallon per minute), response distance from existing fire stations and the Fire Department’s judgement for the need in the area. The Los Angeles Fire Department currently considers portions of the San Pedro Community Plan...
Area inadequate in terms of existing staffing and response distances from existing facilities.

**GOAL 10**

**PROTECT THE COMMUNITY THROUGH A COMPREHENSIVE FIRE AND LIFE SAFETY PROGRAM.**

**Objective 10-1**

Ensure that fire facilities and protective services are sufficient for the existing and future population and land uses.

**Policies**

10-1.1 Coordinate with the Fire Department as part of the review of significant development projects and General Plan Amendments affecting land use to determine the impact on service demands.

**Program:** Require a decision maker to include a finding as to the impact on fire service demands of the proposed project or land use plan change.

This coordination with the Fire Department is currently in effect for projects which are subject to the subdivision process and for plan amendments which must be reviewed by the General Plan Advisory Board which includes representation from the Fire Department.

10-1.2 Encourage the Fire Department to locate fire services facilities in appropriate locations throughout the community in order to maintain safety.

**Program:** The Plan Map identifies general locations for the establishment of fire services facilities in the community.

**TRANSPORTATION**

**TRANSPORTATION IMPROVEMENT AND MITIGATION PROGRAM (TIMP)**

A Transportation Improvement and Mitigation Program (TIMP), was prepared for the San Pedro Community Plan through an analysis of the land use impacts on transportation. The TIMP establishes a program of specific measures which are recommended to be undertaken during the anticipated life of the Community Plan. The TIMP document provides an implementation program for the circulation needs of the Plan area. For each of the following programs in the plan text, implementation measures taken from the TIMP will be identified in brackets as follows: [TIMP].

The TIMP consists generally of an analysis of the following types of measures: transit improvements, transportation system management (TSM) improvements, neighborhood traffic control plans, transportation demand management (TDM) programs and capital improvements.

**PUBLIC TRANSPORTATION**

Opportunities exist within San Pedro to increase the use of public transportation.

While it is anticipated that the private automobile will remain the primary mode of transportation within the time frame of the San Pedro Community...
Plan (to the year 2010), bus service and the community “DASH” or paratransit will be the primary public transportation modes through the year 2010.

GOAL 11

DEVELOP A PUBLIC TRANSIT SYSTEM THAT IMPROVES MOBILITY WITH CONVENIENT ALTERNATIVES TO AUTOMOBILE TRAVEL.

Objective 11-1

To encourage improved local and express bus service through the San Pedro community, and encourage park-and-ride facilities to interface with freeways, high occupancy vehicle (HOV) facilities, and rail facilities.

Policies

11-1.1 Coordinate with the Metropolitan Transportation Authority (MTA) to improve local bus service to and within the San Pedro area.

**Program:** Transit improvements

Recommended bus transit improvements [TIMP]:

C Implement the South Bay Transit Restructuring Study which recommends public transit improvements;

C Increase bus service along high-demand routes as warranted reducing the overall travel time.

11-1.2 Encourage the provision of safe, attractive and clearly identifiable transit stops with user friendly design amenities.

**Program:** The Plan includes an Urban Design chapter that outlines design guidelines for transit stops.

11-1.3 Encourage the expansion, wherever feasible, of programs aimed at enhancing the mobility of senior citizens, disabled persons, and the transit-dependent population.

**Program:** Implementation of the South Bay Transit Restructuring Study proposals.

11-1.4 Coordinate with the Community Redevelopment Agency (CRA) to improve transit service.

**Program:** Encourage the implementation of the recommendations from the Downtown San Pedro Transportation Hub project to integrate regional and local transit serving downtown San Pedro and the adjacent Port of Los Angeles. Elements include a multimodal center and a fixed-rail trolley linking Ports O’ Call, Downtown San Pedro and the World Cruise Center. Transportation agencies and providers that would coordinate services at the Hub include:

C Caltrans - Harbor Freeway HOV lane and San Pedro Park and Ride lot.
C MTA - local service and express busses to Downtown Los Angeles and other regional destinations.

C LADOT - community connector to Downtown Long Beach and the Blue Line.

C Downtown San Pedro Trolley Service.

C Private bus lines serving the World Cruise Center.

**Objective 11-2** To increase the work trips and non-work trips made on public transit.

**Policies**

11-2.1 Transit service should be made more comprehensive, convenient and reliable.

*Program:* Promote programs to reduce travel time, maintain low transit fares and improve adherence to schedule. [TIMP]

*Program:* Develop an Access Guide to San Pedro identifying locations served by transit, pedestrian paths, and bicycling facilities. The Access Guide should indicate travel times by bus, walking, and bicycling to/from the proposed Downtown San Pedro Transportation Hub. The Access Guide should be made available at worksites and community facilities. [TIMP]

**TRANSPORTATION DEMAND MANAGEMENT (TDM) PROGRAM** To the extent feasible and consistent with the Mobility Plan 2035’s and the Community Plans’ Policies promoting multimodal transportation and safety; it is the City’s objective that the traffic level of service (LOS) on the street system in the community not exceed LOS E. Although studies indicate that most of San Pedro’s major street intersections are in compliance with this City policy, the level of trips generated by future development in San Pedro and in the surrounding Harbor Sub-Region area require the implementation of a Transportation Demand Management (TDM) Program to sustain the current level of service on the street system. TDM is a program designed to encourage people to change their mode of travel from single occupancy vehicles to more efficient transportation modes. People are given incentives to utilize TDM measures such as public transit, ridesharing, modified work schedules, van pools, telecommuting, and non-motorized transportation modes such as the bicycle.

A Transportation Demand Management (TDM) Program should include the following:

1. Transportation Management Association Formation/Coordination.

   The City should encourage the formation of Transportation Management Associations (TMA’s) in order to assist employers in creating and managing trip reduction programs.

2. Participation in Regional Transportation Demand Management Programs.
The City will continue to participate in local and regional TDM programs being implemented by the City, other agencies and adjacent jurisdictions and coordinate its TDM program with those of other communities, agencies and jurisdictions.

3. TDM Ordinance. The Citywide Ordinance on TDM and trip reduction measures will continue to be implemented for the San Pedro area. This ordinance calls for several measures to be taken in new nonresidential developments to achieve trip reduction. The City of Los Angeles Department of Transportation (LADOT) is responsible for monitoring the current Citywide TDM Ordinance.

4. Bikeways. The City should implement the Bikeways Mater Plan’s recommendations for the area.

5. Telecommuting. Support facilities and businesses that use telecommunication procedures and electronic communication services.

6. Pedestrian Oriented Areas. The City should encourage the development of pedestrian oriented areas as identified in this plan.

7. Parking Management. The City should develop a parking management strategy.

GOAL 12

ENCOURAGE ALTERNATIVE MODES OF TRANSPORTATION TO THE USE OF SINGLE OCCUPANT VEHICLES (SOV) IN ORDER TO REDUCE VEHICULAR TRIPS.

Objective 12-1

To pursue transportation demand management strategies, that can maximize vehicle occupancy, minimize average trip length, and reduce the number of vehicle trips.

Policies

12-1.1 Encourage non-residential development to provide employee incentives for utilizing alternatives to the automobile (i.e., carpools, vanpools, buses, flex time, bicycles, and walking, etc.).

Program: TDM Ordinance [TIMP]:

The Citywide Ordinance on TDM and trip reduction measures will continue to be implemented for the San Pedro area and monitored by LADOT.

Program: Offer employers with 25 or more employees an incentive for participating in the Los Angeles Transit Subsidy ordinance (only firms with 100 or more employees are required to comply), such as reducing the fees for the City’s Business registration License. [TIMP]
12-1.2 Require that proposals for major new non-residential development projects include submission of a TDM Plan to the City.

*Program:* Citywide ordinances on TDM and trip reduction measures will continue to be implemented and monitored by LADOT to address this policy.

*Program:* Condition new developments to limit peak period vehicle trips to 85 percent of expected, or achieve a 1.5 peak hour Average Vehicle Ridership (AVR). Incentives could be provided for exceeding minimum performance levels and monitoring should be required. [TIMP]

*Program:* Consider measures when developing a regional TDM program including:

- Develop and implement public education on carpooling and ridesharing.
- Expand employer based commute assistance programs.
- Require new developments to include bicycle facilities.
- Implement shuttle bus programs to serve transit stations.

12-1.3 Encourage development to provide facilities for telecommuting.

*Program:* Provide incentives for developers of new multiple family housing to provide capabilities for telecommunication equipment. [TIMP]

**TRANSPORTATION SYSTEM MANAGEMENT (TSM)**

Transportation System Management (TSM) is the manipulation of the transportation system in order to improve the flow of traffic with low capital cost projects and minor construction that can be implemented in a short time frame. TSM incorporates features such as computer based traffic signal timing facilities, intersection improvements, the implementation of Smart Corridor technologies, preferential parking areas for high occupancy vehicles, park and ride facilities, anti-gridlock measures, and parking management programs.

**GOAL 13**

*A WELL MAINTAINED, SAFE, EFFICIENT FREEWAY, HIGHWAY, AND STREET NETWORK.*

**Objective 13-1**

Increase capacity on existing transportation systems through enhancements.

**Policies**

13-1.1 That San Pedro’s signalized intersections on arterial streets are integrated with the City’s Automated Traffic Surveillance and Control (ATSAC) system by the year 2010.
**Program:** Accelerated installation of ATSAC equipment when funding becomes available.

**Program:** Transportation Systems Management (TSM) Strategies [TIMP]

1. Automated Traffic Surveillance and Control (ATSAC) [TIMP]:

A Smart/Corridor, ATSAC computerized system, that directs traffic control operations based on the data collected at each signalized intersection, should be installed by the year 2010 in the area including Gaffey Street, Harbor Boulevard, Pacific Avenue and the Harbor Freeway I-110 including:

- Interconnected real time traffic control for Gaffey Street, Pacific Avenue, Harbor Boulevard, Ninth Street, Sixth Street and First Street.
- Signal system improvements on east-west streets including First Street and Ninth Street.

13-1.2 Implement peak-hour parking restrictions and striping for additional lanes where feasible and warranted. [TIMP]

**Program:** Additional parking restrictions and/or striping for:

- First Street between Gaffey Street and Harbor Boulevard;
- Gaffey Street between Fifth Street and Ninth Street to extend a six-lane cross section; and
- Harbor Boulevard between the I-110 freeway ramps and Ninth Street.

13-1.3 Provide separate right and/or left turn lanes on arterial streets, where feasible.

**Program:** The Plan supports providing separate right turn and/or left turn lanes on arterial streets.

13-1.4 Accelerate controller replacement to upgrade and improve signal efficiency.

**Program:** Implement funding when it becomes available.

**Program:** Western Avenue is part of the Phase I South Bay Signal System Improvement Program to improve signal timing and the interconnect with other signals. [TIMP]

13-1.5 Provide information to motorists about alternative routes and modes of travel.
**Program:** Request that the California Department of Transportation (CALTRANS) install a changeable message sign for southbound I-110 traffic just north of Capitol Drive to provide information on alternate routes and modes of travel. [TIMP]

**Objective 14-1**

**Goal 14**

**FREeways, HIGHways AND STREETs**

The San Pedro Community Plan area is served by the Harbor Freeway (I-110) where its southern terminus is located at O’Farrell Street.

Arterials designated as Boulevards on the Plan Area include Gaffey Street from the Northern end of the Plan Area to 9th St, Channel St between Gaffey St and John S. Gibson Boulevard, Western Ave, and John S. Gibson Boulevard. The Avenues are Westmont Drive between Western Ave and Gaffey St, Pacific Avenue, Summerland Ave, 1st St between Western Ave and Harbor Ave, 5th St between Gaffey Ave and Harbor Blvd, 7th St between Weymouth Ave and Harbor Blvd, 9th St between Western Ave and Pacific Ave, Center Ave between 1st St and 7th St, Weymouth from Western Ave and Pacific Ave, Capitol Drive between Western Ave and Gaffey St, 19th St between Western Ave and Pacific Ave, 22nd St between Gaffey St and Pacific Ave, 25th St, Gaffey St between 9th St and Paseo Del Mar, Paseo Del Mar, and Shepard Street.

Streets and arterials shall be developed in accordance with standards and criteria contained in the Mobility Plan 2035 of the General Plan and the City's Standard Street Dimensions except where environmental issues and planning practices warrant alternate standards consistent with street capacity requirement.

The full residential, commercial, and industrial densities and intensities proposed in the plan are predicated upon the eventual development of the designated infrastructure. No increase in density shall be allowed by zone change or subdivision unless it is determined that the transportation infrastructure serving the property can accommodate the traffic generated.

**A SYSTEM OF HIGHWAYS, FREeways, AND STREETs THAT PROVIDES A CIRCULATION SYSTEM WHICH SUPPORTS EXISTING, APPROVED, AND PLANNED LAND USES WHILE MAINTAINING A DESIRED LEVEL OF SERVICE AT ALL INTERSECTIONS.**

To the extent feasible and consistent with the Mobility Plan 2035’s and the Community Plans’ Policies promoting multimodal transportation and safety; comply with Citywide performance standards for acceptable levels of service (LOS) and insure that necessary road access and street improvements are provided to accommodate traffic generated by all new development.

**Policies**

14-1.1 Maintain a satisfactory LOS for streets and arterials that should not exceed LOS "D" for arterial and Collector Streets. If existing levels of service are LOS "E" or LOS "F" on a portion of a highway or collector street, then the level of service for future growth should be maintained at LOS "E."

**Program:** Improve, to their designated standard specifications, substandard segments of those arterial streets which are expected to experience heavy traffic congestion by the year 2010.
**Program:** Capital Improvements [TIMP]

1. Funded capital improvements.

   **C** Widen Twenty-second street between Gaffey Street and Mesa Street to provide 4 lanes of traffic with 1 lane of parking on one side only.

2. Proposed street widening [TIMP]:

   **C** Gaffey Street at the intersection with the I-110, (Harbor Freeway), including the portion south of the ramps where the freeway transitions to arterial lanes and possible grade separations of the most critical movements. [TIMP]

3. Freeway Ramp Connections:

   **C** Initiate a study to add freeway off and on ramps at Pacific Avenue [TIMP]. The goal is to improve the economic vitality of Pacific Avenue. Alternatives should be explored to achieve the same goals if the ramps cannot be constructed at this location; and

   **C** Add freeway on and off ramps at Capitol Drive [TIMP].

4. Arterial and street dedications shall be developed in accordance with standards and criteria contained in the Mobility Plan 2035 of the General Plan and the City’s Standard Street Dimensions, except where environmental issues and planning practices warrant alternate standards consistent with capacity requirements.

   **Program:** Implementation of the Mobility Plan 2035 supports this policy.

5. Discourage non-residential traffic flow for streets designed to serve residential areas only by the use of traffic control measures.

   **Program:** The use of Residential Neighborhood Protection Plans to reduce traffic intrusion and spillover parking into residential areas.

6. New development projects should be designed to minimize disturbance to existing flow with proper ingress and egress to parking.

   **Program:** Require that new development projects incorporate adequate driveway access to prevent auto queuing.

7. Harbor Boulevard and Twenty-fifth Street should be extended as Major Highways to intersect in the vicinity of Twenty-second Street to provide improved circulation from the Palos Verdes Peninsula to Downtown San Pedro and the I-110, Harbor Freeway.
**Program:** Complete a detailed feasibility study for the connection of these streets. Critical issues of investigation must include the alignment, availability of right of ways, impacts on local residential streets, existing significant grades, and costs of improvements.

**Objective 14-2**

To ensure that the location, intensity and timing of development is consistent with the provision of adequate transportation infrastructure utilizing the City’s streets standards.

**Policies**

14-2.1 No increase in density and intensity shall be effectuated by zone change, variance, conditional use, parcel map or subdivision unless it is determined that the transportation system can accommodate the increased traffic generated by the project.

**Program:** The decision-maker shall adopt a finding which addresses this factor as part of any decision.

**Program:** Require that new development projects incorporate TSM and/or TDM programs and/or transit improvements.

14-2.2 Driveway access points onto boulevards and avenues, and collector streets should be limited in number and be located to insure the smooth and safe flow of vehicles and bicycles.

**Program:** Require that new development projects incorporate such considerations.

**NON-MOTORIZED TRANSPORTATION**

The Plan provides for various modes of non-motorized transportation/circulation such as walking and bicycle riding. The Mobility Plan 2035 identifies a backbone bikeway system through San Pedro. The Community Plan establishes policies and standards to facilitate the development of a bicycle network system which is intended to complement other transportation modes.

**GOAL 15**

**A SYSTEM OF SAFE, EFFICIENT AND ATTRACTIVE BICYCLE, AND PEDESTRIAN ROUTES.**

**Objective 15-1**

To promote an adequate system of safe bikeways for commuter, school and recreational use.

**Policies**

15-1.1 Plan for and encourage funding and construction of bicycle facilities connecting residential neighborhoods to schools, open space areas and employment centers.

**Program:** The Plan map identifies existing and proposed bikeways. The City Mobility Plan 2035 addresses concerns regarding bicycle use issues.
**Program:** Identify and install signs and pavement marking along designated Class II and Class III bikeways [TIMP].

15-1.2 Identify bicycle connections along major and secondary arterials in the community.

**Program:** Bikeways - The City should implement the proposed Bikeway Plan in the Bikeway Five Year Program and the 20-year Plan for the San Pedro area, which includes the following proposed bikeways [TIMP]:

C Class I bike paths along Cabrillo Beach, John S. Gibson Boulevard, Harbor Boulevard, Palos Verdes Drive North, and Westmont Drive;

C Class VI bike lanes along bike routes Front Street/Harbor Boulevard from Pacific Avenue to Miner Street; Gaffey Street from Anaheim Street to Paseo del Mar; Pacific Avenue from Twenty-second Street to Shepard Street; Paseo del Mar from Gaffey Street to Kay Fiorentino; Shepard Street from Pacific Avenue to Gaffey Street; Summerland Avenue from Western Avenue to Gaffey Street; Western Avenue from Summerland Avenue to Paseo del Mar; Westmont Drive from Amalia Street to Gaffey Street; Ninth Street from Miraleste Drive to Gaffey Street, and Twenty-second Street from Pacific Avenue to Miner Street; and

C Commuter (peak hour period) bike lanes on Western Avenue from Summerland Avenue to the City limits and Westmont Drive north to the City limits.

15-1.3 Assure that local bicycle facilities are linked with the routes of neighboring areas of the City.

**Program:** The Plan map identifies bicycle facilities which link with the bicycle facilities of adjacent communities.

15-1.4 Encourage the provision of changing rooms, showers, and bicycle storage at new and existing and non-residential developments and public places.

**Program:** Provide bicycle storage at the proposed Downtown San Pedro Transportation Hub for residents and commuters when using transit services. [TIMP]

**Program:** Through the inclusion of this policy in the Plan text, the Plan supports the provision of bicycle facilities particularly in pedestrian oriented areas. The Plan recommends that this policy be considered by decision makers when reviewing projects requiring discretionary action.
Objective 15-2

To promote pedestrian-oriented mobility and the utilization of the bicycle for commuter, school, recreational use, economic activity, and access to transit facilities.

Policies

15-2.1 Encourage the safe utilization of easements and/or rights-of-way along flood control channels, public utilities, railroad rights-of-way and streets wherever feasible for the use of bicycles and/or pedestrians.

Program: The Mobility Plan 2035 addresses bicycle use issues.

Program: Implementation of the Citywide Land Use/Transportation Policy (Guide to Decisions on Design of Public Rights-of-Way) and the City's discretionary project approval process.

Program: Identify, develop and mark pedestrian paths to activity centers and the proposed Downtown San Pedro Transportation Hub that are well lighted, visible, convenient and safe. [TIMP].

Program: Develop an Access Guide identifying locations and travel times by transit, walking and bicycle to the proposed Downtown San Pedro Transportation Hub. This should be made available at work sites and community facilities.

15-2.2 Require the installation of sidewalks with all new roadway construction and significant reconstruction of existing roadways.

Program: The City's Capital Improvement Program, public works construction projects, and the City's discretionary project approval process.

PARKING

The Plan supports the City's continuing efforts to develop City owned (off-street) parking facilities in San Pedro so that an adequate supply of parking can be provided to meet the demand. City-owned parking lots should be located in or near commercial areas.

GOAL 16

A SUFFICIENT SYSTEM OF WELL-DESIGNED AND CONVENIENT ON-STREET PARKING AND OFF-STREET PARKING FACILITIES THROUGHOUT THE PLAN AREA.

Objective 16-1

To provide parking in appropriate locations in accord with Citywide standards and community needs.

Policies

16-1.1 Consolidate parking, where appropriate, to eliminate the number of ingress and egress points onto arterial.
Program: The Plan contains an Urban Design chapter which outlines guidelines for parking facilities.

16-1.3 New parking lots and garages shall be developed in accordance with design standards.

Program: The Plan contains an Urban Design Chapter which outlines guidelines for parking facilities.

NEIGHBORHOOD TRAFFIC CONTROL

A variety of neighborhood traffic controls exist which 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, simi-traffic diverters, truck prohibition signs, and right or left turn only lanes. In order for these traffic control measures 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.

Successful implementation of a neighborhood protection plan which would include traffic controls requires that residents participate in the process, to articulate their priorities and values, respond to proposed plans, and designs and offer alternatives of their own.

GOAL 17

DISCOURAGE NON-RESIDENTIAL TRAFFIC FLOW ON RESIDENTIAL STREETS AND ENCOURAGE COMMUNITY INVOLVEMENT IN DETERMINING NEIGHBORHOOD TRAFFIC CONTROLS.

Objective 17-1

To initiate neighborhood based traffic and parking mitigation plans in the Community Plan’s neighborhoods.

Policies

17-1.1 Discourage non-residential traffic flow for local streets designated to serve residential areas only by use of traffic control measures.

Program: Develop neighborhood protection plans on an areawide basis. The city should initiate a series of neighborhood meetings to identify where traffic or parking intrusion is a problem and discuss potential solutions. Through these meetings strategies and programs would be developed for an effective neighborhood protection plan. Availability of funding to pay for implementation of programs would also be discussed at these meeting. The Department of Transportation is encouraged to develop procedures to handle complaints and work with neighborhoods to develop these protection plans. [TIMP]

HISTORIC AND CULTURAL RESOURCES

This section provides a basis to preserve, enhance, and maintain sites and
structures which have been deemed architecturally and historically significant. The City has designated thirteen sites in the Community as Historic-Cultural Sites. The sites are listed as follows: Harbor View House, Muller House, Municipal Ferry Building, Maritime Museum, the combined Fire Houses Number 2 and Number 112, Korean Bell & Friendship Belfry, USS Los Angeles Naval Monument, St. Peter's Episcopal Church/Harbor View Park, Site of Timm's Landing, Cabrillo Beach Bath House, First Baptist Church of San Pedro, the Warner Brothers Grand Theater, and Battery Osgood-Farley/Fort MacArthur Upper Reservation which are identified on the Plan map. San Pedro also contains unique archaeological and paleontological sites.

For thousands of years the shoreline of what is now Wilmington and San Pedro was home to Indian Communities including the Gabrielinos (a Shoshonean group). The favorable environment enabled the groups to thrive. The first European contact with the aboriginal group, later called the Tongva, was in 1542 when Juan Rodriguez Cabrillo was attracted by the many fires of the shore and anchored in the bay, naming it the Bay of Many Smokes. There was no further intrusion until 1784 when the Rancho San Pedro was granted. In 1853, four years after California became a state, San Pedro was named a U.S. Port of Entry. In the late 1870's streets and tracts were laid out for the town of San Pedro. The Point Fermin Lighthouse, and Southern Pacific Railway track leading to the wharf at the San Pedro waterfront were also developed.

San Pedro's population boomed in the 1880's and it became a favorite beach resort for Los Angeles vacationers. In 1897 it became the site of an expanded deep water harbor and petroleum shipments rapidly increased.

In 1909, the town of San Pedro was annexed to the City of Los Angeles, and in 1913 the City of Los Angeles approved the first bonds for harbor improvements. During the 20's, 30's and 40's the area experienced significant growth in the petroleum, fishing, and shipping industries.

The 1950's and 1960's saw the development of the Ports O' Call retail area and the completion of the Harbor Freeway, now I-110. This brought more development and residents.

GOAL 18

PRESERVATION AND RESTORATION OF CULTURAL RESOURCES, NEIGHBORHOODS, AND LANDMARKS WHICH HAVE HISTORICAL AND/OR CULTURAL SIGNIFICANCE.

Objective 18-1

To ensure that the community's historically significant resources are protected, preserved, and/or enhanced.

Policies

18-1.1 Encourage the preservation, maintenance, enhancement, and reuse of existing historically significant buildings and the restoration of original facades.
**Program**: Continues identification of appropriate City designated historic and cultural monuments and preservation of those existing.

**Objective 18-2**

To encourage private owners of historic properties/resources to conserve the integrity of such resources.

**Policies**

18-2.1 Assist private owners of existing and future historic resources to maintain and/or enhance their properties in a manner that will preserve the integrity of such resources in the best possible condition.

**Program**: Adherence to the City's historic properties preservation ordinances and Cultural Heritage Board requirements for preservation and design. Implementation of design standards.

**Program**: Utilize City historic properties restoration programs which provide funding for renovating and/or reusing historic structures.

### Relationship to the Port of Los Angeles

Although not a part of the 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 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 Plan seeks to coordinate harbor related land uses and circulation system with those of adjoining areas by providing adequate buffers and transitional uses between the harbor and the rest of the Community. Toward this end, the Plan makes the following recommendations for consideration by the Harbor Commission, State Coastal Commission, and other decision making bodies having jurisdiction over the Port.

**GOAL 19**

COORDINATE THE DEVELOPMENT OF THE PORT OF LOS ANGELES WITH SURROUNDING COMMUNITIES TO IMPROVE THE EFFICIENCY AND OPERATIONAL CAPABILITIES OF THE PORT TO BETTER SERVE THE ECONOMIC NEEDS OF LOS ANGELES AND THE REGION, WHILE MINIMIZING ADVERSE ENVIRONMENTAL IMPACTS TO NEIGHBORING COMMUNITIES FROM PORT-RELATED ACTIVITIES.

**Objective 19-1**

To recognize the Port of Los Angeles as a regional resource and the predominant influence on the economic well-being of the Community and to promote its continued development so as to meet the needs of the fishing industry, recreational users, the handling of passengers and cargo, with special emphasis on the accommodation of increasingly larger ships.

**Policies**

19-1.1 That Cabrillo Beach and West Channel areas of the Port be devoted to public recreation, commercial sport fishing, and recreational boating facilities.
**Program:** The Port of Los Angeles Plan and Port Master Plan designate these locations for recreation uses.

19-1.2 That the West Bank of the main Channel (southerly of the Vincent Thomas Bridge) and East Channel areas of the Port be devoted to commercial, restaurant, and tourist-oriented facilities, passenger terminals, facilities serving the sport and commercial fishing industry, and such general cargo and container handling facilities as would not create or add to significant traffic congestion problems on Harbor Boulevard which may result from the generation of additional railroad or industrial traffic.

**Program:** The Port of Los Angeles Plan and Port Master Plan designates the West Bank of the Main Channel and the East Channel for commercial, recreational, commercial fishing and non-hazardous cargo operations and support activities.

**Program:** The West Basin Transportation Improvement program includes provisions to improve cargo handling efficiencies, reduce traffic impacts from trains, and improve existing facilities to accommodate larger vessels and greater numbers of containers.

**Objective 19-2**

To coordinate the future development of the Port with the San Pedro Community Plan, the Beacon Street Redevelopment Project, and development of the Central Business District of San Pedro.

**Policies**

19-2.1 The underutilized railroad lines in the West Channel/Cabrillo Beach and West Bank areas of the Port should be phased out upon relocation of the dry and liquid bulk transfer and storage facilities. Any rapid transit terminal serving the adjacent San Pedro Community should be located convenient to the Beacon Street Redevelopment area and Ports O’ Call Village, utilizing the railroad right-of-way adjacent to Harbor Boulevard.

**Program:** The Downtown San Pedro Transportation Hub program of the CRA is a multimodal center that will consolidate transit and transportation facilities in the San Pedro area linking these areas together.

19-2.2 Strengthen governmental inter-agency coordination in the planning and implementation of Port projects for the purpose of facilitating greater efficiency in Port operations and better serving the interest of adjacent communities.

**Program:** In all discretionary actions within the San Pedro Plan Area, the decision maker shall consider the effects of the action relative to the Port of Los Angeles in making a finding of consistency with this Plan.

**Program:** Various State and Federal laws, including the California Environmental Quality Act and the National Environmental Protection Act.
Act, provide for inter-agency review of plans for new projects adjacent to other communities.

**Program:** The Port of Los Angeles Plan remains a part of the City’s General Plan, and the City Planning Department and Port of Los Angeles are responsible for administering it, as it relates to the Port and neighboring communities within the City.

19-2.3 The port should commit resources toward providing public amenities (commercial, recreational and service oriented) that will benefit the San Pedro community, consistent with the State Tidelands Grant, the California Coastal Act of 1976 and the City Charter.

**Program:** The World Port Plaza community building at Fifth Street and Harbor Boulevard provides a location for community activities.

**Program:** The West Channel area of the Port shall continue to be reserved for recreational uses. This area is the location of Cabrillo Beach, Cabrillo Marina, and the Watchorn Basin. This area is designated for recreational uses under the Port of Los Angeles Plan.

**Objective 19-3**

To seek the relocation of potentially hazardous and/or incompatible land uses away from the adjacent commercial and residential areas of San Pedro.

**Policies**

19-3.1 Facilities used for the storage, processing, or distribution of potentially hazardous petroleum or chemical compounds, located in the Cabrillo Beach, East and West Channels or West Bank portions of the main Channel should be phased out and relocated at Terminal Island or its proposed southerly extension, with no further expansion of existing facilities or the development of new facilities permitted.

**Program:** That the existing Pennzoil/GATX terminal complex, GATX annex, and Union Oil deepwater marine terminal be relocated to Terminal Island or its proposed southerly extension.

**Program:** AB283 Zoning Ordinance No. 165,406 addresses the uses permitted in the Port and implements this policy.

**Relationship to County Unincorporated Territory**

The unincorporated County island of La Rambla is approximately 75 acres and is not part of the Community Plan. As an island, it is directly tied to the San Pedro Community in almost all respects including land use and economics. The area includes residential uses and is the location of the San Pedro Peninsula Hospital.

**Objective 20-1**

That any unincorporated County areas be annexed to the City of Los Angeles.

**Policies**
20-1.1 The unincorporated County island generally known as La Rambla be annexed to the City of Los Angeles at the earliest possible time.

Program: That the areas annexed to the City of Los Angeles be evaluated vis-a-vis the existing zoning and land use at the time of annexation and be incorporated into the General Plan.
Chapter IV
COORDINATION OPPORTUNITIES FOR PUBLIC AGENCIES

Chapter 4 identifies actions which are recommended to be promoted by the City through the appropriate city departments and through other agencies including Federal, State, and private sector entities to further the goals of the Plan. These are objectives or goals that the Planning Department does not have control over, but which involve issues that should be identified in the community plan and which help to reinforce the intent of the goals and objectives found in Chapter 3.

RECREATION AND PARK FACILITIES AND OPEN SPACE

1. The City Department of Recreation and Parks should work with the Los Angeles Unified School District to develop a program for shared use of school sites for recreation and park sites for education.

2. Encourage continuing efforts by County, State, and Federal agencies to acquire vacant land for publicly-owned open space.

3. Ensure that parks are adequately illuminated and secured for safe use at night, as appropriate.

4. Coordinate with the Department of Recreation and Parks and the Police Department to ensure adequate police patrols and the utilization of "defensible space", in the design of recreation and park facilities.

5. Promote the supervision of park activities and enforcement of codes restricting illegal activity.

6. Improve the utilization and development of recreational facilities at existing parks.

7. Coordinate with City Departments, neighboring cities, and County, State, and Federal agencies to utilize existing public lands such as flood control channels, utility easements, and Department of Water and Power properties for such recreational uses as hiking, and biking.

8. Plan and design the expansion of existing facilities and the acquisition of new sites to minimize the displacement of housing and the relocation of the residents.

9. Target the provisions of park and recreation facilities in areas with the greatest deficiencies.

10. Pursue resources to activate land that could be used for public recreation.
SCHOOLS
1. Consider large vacant parcels as a first alternative to accommodate the demand for new schools, if they are needed, prior to the displacement of existing uses.

2. Maximize the accessibility of school facilities to neighborhood organizations.

LIBRARIES
1. Support the efforts of the Library Department and the San Pedro community to increase the service levels of the libraries so they are appropriate for the San Pedro population.

2. Seek additional resources to maintain and expand library services to satisfy service demands to the Year 2010.

3. Develop a Citywide policy for locating non-English language permanent collections.

POLICE PROTECTION
1. Ensure that an adequate number of police stations and police personnel are maintained by periodically evaluating population growth, level-of-service (response time and staffing) and police service within the community.

2. Support and encourage community-based crime prevention efforts (such as Neighborhood Watch) through coordination with existing community-based policing, foot and bicycle patrols, watch programs, and regular communication with neighborhoods and civic organizations.

3. Identify neighborhoods in need of Police protection facilities.

FIRE PROTECTION
1. Ensure that an adequate number and type of fire station and fire service personnel are maintained by periodically evaluating population growth, level-of-service (response time and staffing) and fire hazards within the community.

2. Prioritize the development of fire station sites in neighborhoods deficient in fire facilities and services.

HISTORIC PRESERVATION
1. Assist private owners of historic properties/resources to maintain and/or enhance their properties in a manner that will conserve the integrity of such resources in the best possible condition.

2. Assist in the development of a Historic Preservation Overlay Zone or other ordinance for Old San Pedro to identify and preserve those preeminent characteristics which collectively have produced the San Pedro image and heritage.

HOUSING
1. Encourage development of housing for senior citizens and the physically challenged in proximity to community service facilities, commercial
services, public transportation, recreational, cultural and health facilities, especially within or adjacent to the Regional or Community Centers.

2. Maintain and preserve the character and integrity of existing neighborhoods and encourage participation in self-help preventive maintenance to promote neighborhood conservation, beautification and rehabilitation.

3. Improve the coordination of public services to support neighborhood conservation activities.

4. Ensure that the location of low and moderate income housing is equitably distributed throughout the Plan area predicated on a fair share basis in relationship to all other planning areas.

5. Encourage new and alternative housing concepts, as well as alternative materials and methods of construction, which are found to be compatible with City codes.

6. Allow for the assembly and trade of public land in order to encourage the construction of housing in appropriate locations within the Plan area.

7. Ensure that the development of transitional housing units and emergency shelters is equitably distributed throughout the Plan area predicated on a fair share basis in relationship to all other planning areas.

8. Encourage the development of housing types intended to meet the special needs of senior citizens and the physically challenged.

**INDUSTRIAL**

1. Encourage and assist economic revitalization and reuse of older industrial properties for industrial uses through City, State, and Federal programs.

2. Assist in the aggregation of smaller, older sites to facilitate revitalization or reuse, where appropriate.

**COMMERCIAL**

1. The adopted Beacon Street Redevelopment Plan that is administered by the Community Redevelopment Agency (CRA) serves as the development plan for the area shown outlined on the Plan Map.

2. Encourage the adoption of the proposed Pacific Avenue Corridor Redevelopment Plan by the CRA and that it serve as the development plan for the area generally bounded by Channel Street on the north; Gaffey Street on the west, 22nd Street and the East and West Channel properties on the south; the Los Angeles Main Channel on the east, and extending through the Turning Basin the Channel Street.

**EMPLOYMENT**

1. Encourage businesses to participate in job training programs for local residents.
2. Develop employment opportunities for a wide range of jobs, skills, and wages.

3. Encourage and assist economic revitalization and the reuse of older industrial properties for industrial uses through City, State and Federal programs.

**UTILITIES**

Install utilities underground through assessment districts or other funding, when feasible.

**PUBLIC TRANSPORTATION**

1. Coordinate with the Metropolitan Transit Authority (MTA) to improve local bus service to and within the San Pedro Plan area.

2. Encourage the expansion of transit programs, wherever feasible, aimed at enhancing the mobility of senior citizens, disabled persons, and the transit-dependent population.

3. Encourage the Metropolitan Transit Authority and the City's Department of Transportation to establish local bus service to connect public schools, and private schools to the community's major focal points, and to the existing MTA bus routes which serve San Pedro and the surrounding communities.

4. Any rapid transit terminal or hub serving San Pedro be located conveniently to the Regional Center and Ports O’ Call as designated on the Plan Map utilizing the railroad adjacent to Harbor Boulevard.

5. Park-and-Ride, shuttle, or other non-automobile-oriented systems should be utilized for transit to the beach to mitigate congestion during peak beach days.

**NON-MOTORIZED TRANSPORTATION**

Encourage funding and construction of bicycle routes connecting residential neighborhoods to schools, open space areas and employment centers.

**NATURAL DISASTERS**

Natural disasters such as earthquakes, floods, and fires may impact the San Pedro community. City government, other governmental agencies, the private sector, disaster relief agencies, and the citizens of San Pedro should be encouraged to work together to minimize the impacts of a disaster in terms of land development practices, providing essential services, preventing transportation and communication blockages and to ensure that recovery will proceed as expeditiously as possible.

**EARTHQUAKE PREPAREDNESS**

The 1994 Northridge earthquake devastated portions of the City of Los Angeles, causing extensive and widespread property damage to residences, businesses, nonprofit organizations, public facilities, and infrastructure including freeways, water lines, power lines, and natural gas lines. Since at least two major faults (Palos Verdes and Newport-Inglewood) are located in or near the San Pedro area, the potential exists for similar damage and
devastation. Therefore, it is very important that the community prepare for the possibility of future earthquakes.
Chapter V
URBAN DESIGN

The San Pedro Community Plan is made up of neighborhoods with distinctive characteristics. The purpose of this chapter is to lay out policies and standards for multiple residential, commercial and industrial projects, and for community design. This chapter identifies general Design Standards directed at individual projects. In addition, there is a Community Design and Landscaping section which is directed at the community’s use of streetscape improvements and landscaping in public spaces and rights-of-way.

The Design Policies in this chapter establish the minimum level of design that shall be observed in multiple-residential, commercial and industrial projects within the entire Plan Area. They also address design issues for parking and landscaping.

Policies and standards specified in this chapter can be accomplished with the establishment of Community Design Overlay Districts (CDO’s) and Pedestrian Overlay Districts (POD’s) or similar ordinances, in accordance with the Supplemental Use District section (Section 13.00) of the Los Angeles Municipal Code, and Specific Plan design standards and procedures for established areas. The following guidelines do not replace the regulations within the existing Specific Plan in the San Pedro Community.

GOALS AND PURPOSES

These design policies and standards are to ensure that residential, commercial and industrial projects and public spaces and rights-of-way incorporate specific elements of good design. The intent is to promote a stable and pleasant environment. In commercial corridors, the emphasis is on the provision and maintenance of the visual continuity of streetscapes and the creation of an environment that encourages pedestrian and economic activity.

In multiple-family residential areas, the emphasis is on the promotion of architectural design that enhances the quality-of-life, living conditions and neighborhood pride of the residents.

DESIGN POLICIES FOR INDIVIDUAL PROJECTS

COMMERCIAL Site Planning

Structures shall be oriented toward the main commercial street where a parcel is located and shall avoid pedestrian/ vehicular conflicts by:

1. Locating surface parking areas between commercial and residential areas, where appropriate to provide a buffer, and separate from
residential uses by means of at least a solid wall and/or landscaped setback.

2. Minimizing the number of driveways providing access from major or secondary highways.

3. Maximizing retail and commercial service uses along street level frontages of commercial developments.

4. Providing front pedestrian entrances for businesses fronting on main commercial streets.

5. Providing through arcades from the front of buildings to rear parking for projects with wide frontages.

6. Providing landscaping strips between driveways and walkways which access the rear of properties.

7. Providing speed bumps for driveways paralleling walkways for more than 50 linear feet.

8. Screening of mechanical and electrical equipment from public view.

9. Screening of all roof top equipment and non-architectural building appurtenances from public view.

10. Providing, where feasible, the undergrounding of new utility service.

11. Requiring the enclosure of trash areas for all projects.

**Pedestrian-Oriented Height and Building Design**

In Mixed Use Districts, Neighborhood Districts and Community Centers the mass, proportion and scale of all new buildings and remodels shall be at a pedestrian scale. The design of all proposed projects shall be articulated to provide variation and visual interest, and enhance the streetscape by providing continuity and avoiding opportunities for graffiti.

Building materials shall be employed to provide relief to untreated portions of exterior building facades. The purpose of these provisions is to ensure that a project does not result in large sterile expanses of building walls, is designed in harmony with the surrounding neighborhood, and creates a stable environment with a pleasant and desirable character. Accordingly, the following policies are proposed:

1. Heights of Structures
   a. Neighborhood Districts shall observe Height District 1XL (2 stories or 30 feet).
   b. Properties located in the Community Center shall observe Height District 1VL, (3 stories or 45 feet) and Height District 1 in an area
generally bounded by Fifth Street, Gaffey Street, Ninth Street, and west of Mesa Street.

c. Mixed Use Boulevards shall observe Height District 1XL (2 stories or 30 Feet).

d. Commercial properties located in the San Pedro Coastal Zone shall be limited to Height District 1XL (2 stories or 30 feet) on Pacific Avenue between Ninth Street and Thirteenth Street and 26 feet as required by the Specific Plan in all other areas.

2. Requiring the use of articulations, recesses, surface perforations, or porticoes to break up long, flat building facades and free standing walls

3. Providing accenting complementary building materials to building facades.

4. Maximizing the applications of architectural features of articulations to building facades.

5. Maximizing the areas of front facades and facades facing rear parking devoted to doors, windows, and transparent elements.

6. Locating surface parking in the rear of structures.

**Central Business District (CBD) Design**

The purpose is to enhance the image of Downtown San Pedro as a coherent and unique district and to create a vital, pedestrian-oriented shopping district. This can be encouraged through the use of urban design standards which provide for consistent form, scale and materials. The following policies are proposed and a Community Design Overlay should be considered for the area generally bounded by Third Street, Harbor Boulevard, Ninth Street and Pacific Avenue.

1. Storefronts on Sixth Street Seventh Street and Pacific Avenue should be used for a broad range of customer oriented uses, including personal and financial services.

2. Parking structures shall be permitted on Sixth Street, Seventh Street and Pacific Avenue only if ground floor frontages and side frontages within 50 feet of the corners are utilized for retail or other pedestrian oriented uses.

3. Live/work spaces such as artist’s lofts and condominiums in the form of Mixed Use projects are encouraged uses. Ground floor uses of these projects shall be limited to commercial uses only.

4. To the extent possible, existing buildings with architecturally significant features shall be preserved and restored to their original condition.

5. Restore original buildings where feasible. Restoration shall include removing non-original materials that do not enhance the original
character, repairing or replacing damaged elements and cleaning and/or refinishing the original materials.

6. For renovations and new construction variety is encouraged as a source of visual interest and character, however, the various styles and materials used should be compatible enough to be perceived as a coherent place with strong identity.

7. New and renovated buildings shall be designed to be compatible with the proportions established by the original buildings, with respect to the heights of ground floors.

8. Promote new projects which compliment the scale and character of existing buildings. Projects on the south side(s) of Sixth Street, on Seventh Street on Eighth Street shall have setbacks after the third floor level if they exceed 30 feet in building height, and for every three floors, etc., an amount equal to one-quarter of the total height.

9. New and renovated buildings shall align their major horizontal elements with those on adjacent buildings. When the elements with those adjacent buildings do not align with each other, the new or renovated building shall be designed to provide a visual transition from one building to the other.

10. All structures shall relate to the predominant or prevailing pedestrian scale. Exterior design features shall show respect for small scale which is sized for the pedestrian. This scale shall be expressed in the lower levels of the building facades. This scale may include any architectural treatment, projection, ornamentation, detail, etc. and include all details of doors, windows, cornices, columns, and arcades.

11. Rear yard setbacks shall be five (5) feet. If the project is Mixed-Use the rear yard setback shall be fifteen (15) feet.

12. All major face planes shall parallel the existing street grid, with the exception of corner parcels. A minimum of 66% of each facade within the first 20 feet of height must lie on the setback line.

13. Roof style, details and materials shall be consistent with the balance of the project and the pitch shall not exceed 6 inches in 12 inches.

14. New and renovated buildings shall incorporate three dimensional elements which break up the facade planes and create a visual play of light and shadow. Such elements include cornices at the roofline and at the top of the ground floor, pilasters at corners and structural bays and windows set into the wall surface. Ground floor facades shall be distinguished from upper floors by cornices, changes in material and other architectural devices.

15. Windows in facades above the ground floor shall consist of discrete openings in the wall surface, rather than continuous areas of glass divided by mullions. Windows shall comprise from 30 to 50 percent of
the surface area of facades above ground floors and shall be recessed at least three inches from the exterior wall surface.

16. All exterior lighting shall be designed as an integral part of the building facade in order to highlight architectural divisions, elements and details. Exposed standards and fixtures shall be harmonious with the building design and its visual environs. All buildings will be required to install exterior lighting in alleys.

17. Signs shall be designed primarily to address the pedestrian, and shall be located in places where pedestrians can easily read them. Window signs, wall signs at transom level and projecting blade or hanging signs are the types encouraged.

18. Awnings shall respect the architectural integrity of the facades on which they are placed. They shall be placed below the ground floor cornice or below the sills of second floor windows if no cornice exists and divided into sections to reflect major vertical divisions in the facade. Metal or other opaque rigid materials are restricted.

19. Masonry, stone and concrete shall be used in their natural colors on major building surfaces. Stucco and terra cotta shall have integral color in warm, muted earthtones. Brightly colored paint and/or glazed tile shall be limited to accents which comprise no more that fifteen percent of any facade. The following materials shall not be used: reflective, heavily tinted or opaque glass, plywood, plastics, fiberglass or asphalt shingles and all imitation materials.

20. Alleys shall be redeveloped as walk street/alleys to provide commercial frontage and increased pedestrian activity. Projects on alleys shall be designed with attractive entries with 20% of the rear yard landscaped and trash containers enclosed.

**Parking Structures**

Parking structures shall be integrated with the design of the buildings they serve through:

1. Designing parking structure exteriors to match the style, materials and color of the main building.

2. Maximizing commercial uses on ground floors.

3. Landscaping to screen parking structures not architecturally integrated with the main building(s).

4. Utilizing decorative walls and landscaping to buffer residential uses from parking structures.

**Surface Parking Landscaping**

1. Devoting 7% of total area of surface parking lots to landscaping.
2. Providing a landscaped buffer along public streets and/or adjoining residential uses.

Light and Glare

1. Installing on-site lighting along all pedestrian walkways and vehicular access ways, including alleys.

2. Shielding and directing on-site lighting onto driveways and walkways, directed away from adjacent residential uses.

Mixed Use

Maximize commercial uses on the ground floor by requiring 10% of commercial development to serve needs of the residential portion of the building.

INDUSTRIAL Structures

The purpose is to create attractive buffers along street frontages of industrial sites, and to serve such practical purposes as security, sound attenuation, the separation of functional areas, and the screening of unsightly nuisances, by:

1. Designing the site and building(s) to convey visual interest and to be visually compatible with adjacent uses.

2. Treating large expanses of blank walls and tilt-up concrete walls visible from the public right-of-way with contrasting complementary colors, building plane variation, murals, planters and/or other landscape elements to create visual interest.

3. Screening of mechanical and electrical equipment from public view.

4. Screening of all rooftop equipment and building appurtenances from public view.

5. Requiring the enclosure of trash areas for all projects.

6. Screening of open storage areas from public view.

7. Requiring freestanding walls to use articulations, surface perforations or other elements, and to include plantings of vines or tall shrubs or trees on exterior faces, to relieve long monotonous expanses and mitigate graffiti.

8. Using landscaping effectively to screen parking and loading areas from roadways, as a surface treatment adjacent to building walls, and to screen from public view storage areas, trash containers and utility equipment.
9. Locating loading facilities at the rear of industrial sites, or alternately, in areas where they can function efficiently yet be screened from the street (or adjacent non-industrial uses) by landscaping and offsite from driveway and accessways.

10. Providing on-site parking in areas not interfering with other site activities and which are screened from public view by landscaping, berms, fencing and/or walls.

11. New and/or expanded industrial sites have the capability of handling all parking needs, including having adequate on-site areas for trucks awaiting loading or unloading of goods, where applicable, in order to prevent the use of public street for such purposes.

Lighting

Directing exterior lighting onto the project site and locating flood lighting so as not to impact any surrounding residential uses.

Design for Industrial / Residential Interface Areas

In order to mitigate potential negative impacts generated by industrial uses when they are located adjacent to residentially zoned neighborhoods, new development of industrial uses shall incorporate the following design guidelines:

Loading areas

1. New development of industrial uses located across a local or collector street from a residentially zoned area shall be designed in such a manner that truck loading/unloading is restricted to the rear portion of the lot, and/or separated from the street by the structure housing the industrial use.

2. New development adjacent (abutting) residentially zoned areas shall locate facilities for loading and unloading or open storage of material and finished products on the project site and/or street frontage furthest from the residential development.

Walls / Landscaping

3. Where vehicle parking, loading, or open storage for a new industrial development is located within 50 feet of a public street which separates the industrial and residential uses, a minimum 3 ½ - foot high solid decorative masonry wall shall be provided in a front yard, or a minimum 5 foot- 9 inch to 8-foot solid decorative masonry wall in a side or rear yard. A minimum 5-foot landscaped setback buffer with an installed automatic sprinkler system shall be located in front of said wall, along the street frontage.

4. New industrial development located directly across a local or collector street from a residential neighborhood shall provide a minimum 5-foot landscaped setback along any portion of the frontage, not required for
driveways, facing the residential use. Said landscaping shall contain a minimum of one 24-inch box tree (with a minimum trunk diameter of two inches, a height of eight feet at the time of planting, and with an installed automatic sprinkler system) for every 20 feet of street frontage.

5. On any other interior property line which separates an industrial use from an abutting residential zone, a minimum 5 foot-9 inch to 8-foot solid decorative masonry wall shall be provided.

Architectural Guidelines

6. New industrial development located directly across a local or collector street, or with a lot line adjoining a residentially zoned area, shall have outdoor, on-site, lighting designed and installed with shielding, such that the light source cannot be seen from adjacent residential properties.

7. New industrial development on local or collector streets fronting onto residentially zoned areas shall be designed with articulated facades (for example, facades that have architectural details, wall breaks, or other architectural features which provide at least 5 feet of relief to a minimum depth of 8 inches every 20 feet of length of the building wall) facing the residential development.

8. New industrial development adjacent to residentially zoned areas shall be designed with no window openings facing residential properties and the construction of a 5 foot-9 inch to 8-foot high solid decorative masonry wall adjacent to these properties if no such wall exists. There shall be no window openings higher that the adjacent wall.

9. All exhaust fans and exterior or rooftop mechanical equipment shall be enclosed and sound absorbing and shielding provisions shall be incorporated in the design of the project. Such equipment shall be set back as far as possible from residential property lines.

MULTIPLE RESIDENTIAL

Site Planning

All multiple family residential projects of five or more units shall be designed around a landscaped focal point or courtyard to serve as an amenity for residents. Toward that goal the following policies are proposed:

1. Providing a pedestrian entrance at the front of each project.

2. Requiring useable open space for outdoor activities, especially for children.

Design

The design of all buildings shall be of a quality and character that improves community appearances by avoiding excessive variety or monotonous repetition. Achievement of this can be accomplished through:
1. Requiring the use of articulations, recesses, surface perforations and/or porticoes to break up long, flat building facades.

2. Utilizing complementary building materials on building facades.

3. Incorporating varying design to provide definition for each floor.

4. Integrating building fixtures, awnings, or security gates, into the design of building(s).

5. Screening of all roof top equipment and building appurtenances from adjacent properties.

6. Requiring decorative, masonry walls to enclose trash.

**Parking Structures**

Parking structures shall be integrated with the design of the buildings they serve through:

1. Designing parking structure exteriors to match the style, materials and color of the main building.

2. Maximizing commercial uses on ground floors.

3. Landscaping to screen parking structures not architecturally integrated with the main building.

4. Utilizing decorative walls and/or landscaping to buffer residential uses from parking structures.

**Community Design and Landscaping Guidelines**

In addition to the establishment of Design Standards for individual projects, a community’s identity can be enhanced through improvements to the streetscape and landscaping in public spaces and rights-of-way. It is the intent of this section to establish a set of guidelines that will serve to improve the environment, both aesthetically and physically, as opportunities in the San Pedro Community Plan area occur which involve public improvements or other public and/or private projects that affect public spaces and rights-of-way. These guidelines should be referred to and implemented to the extent feasible through such projects and should be a guide to other City departments as they develop, update, and implement their respective plans.

A sense of entry should be created for the San Pedro Community from adjacent cities and communities that serves to define the boundaries and the edges of the City and the unique attributes of the community. Public spaces and rights-of-way should capitalize on existing physical access to differentiate the community as a unique place in the City.

The presence or absence of street trees is an important ingredient in the aesthetic quality of an area. Consistent use of appropriate street trees
provides shade during hot summer months, emphasizes sidewalk activity by separating vehicle and pedestrian traffic, and creates an area-wide identity which distinguishes neighborhoods within San Pedro from each other.

The following improvements are recommended:

**ENTRYWAY IMPROVEMENTS**

Provide improvements along principal streets and at major identified intersections and edges which clearly distinguish these locations as major streetscapes and entries. Such improvements may include elements such as signage, landscaping, vertical pylons and/or other distinctive treatments.

1. Landscape on Sixth Street from Gaffey Street to Pacific Avenue to create an entrance to the Central Business District (CBD).

**STREETSCAPE**

1. Provide for a coordinated streetscape design at identified entries to the Plan Area, the Community Center and the Regional Center that includes street lighting, street furniture, and sidewalk/crosswalk improvements in the public right-of-way.

2. Establish a comprehensive streetscape and landscape improvement program for identified corridors and districts for the selection and installation of, but not limited to, the following:
   a. street trees
   b. street lighting
   c. streetscape elements (sidewalk/crosswalk paving, street furniture)
   d. public signage

3. Identify locations for, and develop landscaped median strips within commercial streets, provided that there is adequate space, traffic flow, site access, and the proper street cross section to insert the medians.

**STREET TREES**

1. Select species which:
   a. Enhance the pedestrian character, and convey a distinctive high quality visual image.
   b. Are drought and smog tolerant, and fire-resistant.
   c. Complement the existing street trees.

2. Establish a hierarchy for street trees which shall include:
   a. Major Accent Trees. These trees should be located at entry locations, intersections, and activity centers.
b. Street Trees. Select specific species to be the common tree for street frontages. A single flowering species may be selected for all residential neighborhoods and commercial districts or different species selected to distinguish one neighborhood, district, or street from another. In residential neighborhoods, the trees should be full, to provide shade and color. In commercial districts, the trees should provide shade, but be more transparent to promote views of store fronts and signs.

c. Ornamental or Special Plantings. At special areas along street frontages, such as linkages to pedestrian walkways and plazas and outdoor dining areas, ornamental trees providing shade and color should be utilized to emphasize and focus attention on those places.

**STREET FURNITURE**

1. Install street furniture that encourages pedestrian activity or physical and visual access to buildings and which is aesthetically pleasing, functional and comfortable. Street furniture may include such elements as bus and pedestrian benches, bus shelters, kiosks, trash receptacles, newspaper racks, bicycle racks, public telephones, landscaped planters, drinking fountains, and bollards. Priority should be given to pedestrian-oriented areas.

2. Provide for the use of kiosks or other street furniture.

**STREET LIGHTING**

1. Install new street lights in commercial districts which are attractively designed, and compatible with facades and other street furniture, to provide adequate visibility, security, and a festive night time environment.

2. Establish a consistent street lighting type utilizing a light standard that is compatible with the overall street furniture and graphics/signage program.

3. Any new street lighting or pedestrian lighting system built in the public right-of-way must be designed to currently adopted City standards. Equipment must be tested and approved by the Bureau of Street Lighting.

4. New lighting systems will be designed to minimize glare and "light trespass".

5. No new or replacement street tree shall be planted closer than 20 feet from an existing or proposed streetlight. Exceptions will be considered by the Bureau of Street Lighting after reviewing mature tree characteristics.

6. All new or replacement lighting systems require due process. Street lighting is installed through the formation of special assessment districts. Where any increase in special assessment is anticipated, public hearings are required.
7. Ornamental or historic poles cannot be removed without the prior approval of the City’s Cultural Affairs Commission.

**SIDEWALKS/PAVING**

1. Repave existing sidewalks and crosswalks in the San Pedro Regional Center and the Community Center with brick pavers, concrete, or other safe, non-slip materials to create a distinctive pedestrian environment and, for crosswalks, to visually and physically differentiate these from vehicle travel lanes and promote continuity between pedestrian sidewalks.

2. Develop sidewalk “pull-outs” at intersections, where they do not adversely impact traffic flow or safety or disrupt bus service, by extending the sidewalk to the depth of a parking stall to accommodate landscaping and street furniture and reduce the crosswalk width.

**SIGNAGE**

1. Establish a consistent design for all public signage, including fixture type, lettering, colors, symbols, and logos designed for specific areas or pathways.

2. Provide for distinctive signage which identifies principal entries to unique neighborhoods, historic structures, and public buildings and parks.

3. Ensure that public signage complements and does not detract from adjacent commercial and residential uses.

4. Provide for signage which uniquely identifies principal commercial areas.

**PUBLIC OPEN SPACE AND PLAZAS**

Establish public open space standards that will guide the design of new public plazas and open spaces. These standards should include the following:

1. Consideration of the siting of open space to maximize pedestrian accessibility and circulation.

2. Solar exposure or protection.

3. Adjacent to pedestrian routes and other open spaces.

4. Appropriate plant and hardscape materials.
Richard Riordan, Mayor
James Kenneth Hahn, City Attorney
Rick Tuttle, Controller

City Council
John Ferraro, President
Richard Alarcon
Richard Alatorre
Hal Bernson
Laura Chick
Michael Feuer
Jackie Goldberg
Mike Hernandez
Nate Holden
Cindy Miscikowski
Mark Ridley-Thomas
Rudy Svorinich, Jr.
Joel Wachs
Rita Walters

City Planning Commission
Peter M. Weil, President
Robert L. Scott, Vice-President
Marna Schnabel
Nicholas H. Stonnington
Jorge Jackson

Department of City Planning
Con Howe, Director of Planning
Franklin Eberhard, Deputy Director
Gordon B. Hamilton, Deputy Director
Robert H. Sutton, Deputy Director

Community Plan Update
Community Planning
Jack Sedwick, Principal City Planner
Merryl Edelstein, Senior City Planner
Jim Yoshinaga, City Planner
Kevin Jones, Planning Assistant
Nancy Scrivner, Planning Assistant
Michael LoGrande, Planning Assistant

Geographic Information Systems
Paul Burns, GIS Supervisor I
Carmen Miraflor, GIS Supervisor I
Daniel Garcia, GIS Specialist
Cecelia Hernandez, GIS Specialist

Publication
Gary Booher, City Planner
Jae H. Kim, City Planning Associate
Hilda Garcia, Principal Clerk
Edna Roxas-Zafra, Clerk Typist
Julie Hanaoka, Clerk Typist
April 21, 2005

All Interested Parties:

RAS INTERPRETATION TO COMMUNITY PLAN FOOTNOTES
DIRECTOR’S INTERPRETATION

Attached is a copy of the Department of City Planning’s interpretation of Ordinance 174,999, effective January 15, 2003, which established the RAS Zones. This published interpretation becomes final and effective 20 days from the date of this communication unless an appeal to the City Planning Commission is filed within this time period. Appeals shall be filed in duplicate on forms provided at any of the following public offices of the Department of City Planning, along with the required filing fee:

Planning Department – Public Counter
201 North Figueroa Street, 3rd Floor
Los Angeles, CA 90012
Phone: (213) 482-7077

San Fernando Valley Office
6262 Van Nuys Boulevard
Van Nuys, CA 91401
Phone: (818) 374-5050

If you have any questions regarding this case, please contact Jane Blumenfeld at (213) 978-1372 or myself at (213) 978-1274.

Sincerely,

CON HOWE
Director of Planning

ROBERT H. SUTTON
Deputy Director

cc: Counsel Planning Deputies
Ray Chan, Building and Safety Department
David Kabashima, Department of City Planning
Jane Blumenfeld, Department of City Planning

AN EQUAL EMPLOYMENT OPPORTUNITY – AFFIRMATIVE ACTION EMPLOYER
April 21, 2005

RAS RELATIONSHIP TO COMMUNITY PLAN FOOTNOTES
DIRECTOR’S INTERPRETATION

All Interested Parties:

SUBJECT:

Inquiries have been made regarding potential conflicts between Footnotes on the Community Plans and the RAS 3 and RAS 4 (hereafter referred to as RAS) Zones.

BACKGROUND:

The Residential/Accessory Services Zones (RAS) allow a greater floor area than commercial zones and greater height than otherwise allowed in height district 1VL.

"An example is:
Where a traditional C2-1VL with a Commercial plan designation is limited to a 1.5:1 FAR and a 45 height limit, the RAS 3-1VL and RAS 4-1VL shall not exceed a 3:1 FAR and 50 feet in height in accordance with the LAMC 12.10.5, 12.11.5 and 12.21.1."

The Community Plans as recommend by the City Planning Commission and adopted by City Council are a general guide to development for the community and city as a whole. Rarely do the Community Plans specify special planning rights or restrictions for particular parcels.

Some community plan maps contain footnotes regarding height and floor area. Footnotes appear on the map legend next to the commercial land use categories or in some cases on specific property or areas. The footnotes that are attached to the commercial land use categories generally relate in a broad-brushed manner to all areas of the plan designated for that particular use. Typically such footnotes are not site specific, and as such, do not relate to specific locations, blocks, or parcels within the community plan area.

"An example of such a footnote which appears in most Community Plans reads:
Footnote 1: ‘Height District 1VL’
This means all properties within the commercial land use category that have this footnote are limited to an FAR of 1.5:1 with a 45-foot height limit."

DISCUSSION:

When the City Council adopted the RAS Zones in 2002, their purpose was to promote mixed use development in the city’s commercial zones, particularly in the commercial corridors which provide the greatest access to transit. In their adoption of the RAS Zones, the City Council recognized that
the additional floor area and height allowed by the RAS zones are necessary to make such primarily residential projects viable. However to protect the integrity of the Community Plans, the Council limited the residential density permitted in the RAS 3 and RAS 4 Zones to correspond to the residential densities permitted in the R3 and R4 Zones, respectively. Thus, they permitted RAS 3 and RAS 4 Zones in Plans that permit R4 and higher zoning but only permitted the RAS 3 Zone (and not RAS 4) in Plans that previously had R3 as the highest zoning category.

In one particular plan, the Plan Footnote on a Neighborhood Commercial area states:

“Floor Area Ratio 1:1.”

In this specific situation it cannot be the intent of Council to allow a 3:1 FAR since they knowingly restricted the property to a 1:1 FAR.

INTERPRETATION:

It is hereby interpreted that the RAS Zones can exceed a Community Plan Footnote when that footnote is general in nature and generally refers to all parcels under that plan category. Where there is a specific footnote that refers to a (s) specific parcel(s) that is more restrictive, the RAS Zone would not be permitted without a corresponding Plan Amendment.