

4.9 LAND USE/PLANNING

This section contains a discussion of the possible environmental land use impacts of the San Pedro Community Plan (proposed plan) and implementing ordinances, and it summarizes the overall land use pattern in San Pedro Community Plan Area (CPA) and analyzes the compatibility of land use changes in the proposed CPA and evaluates their consistency with any applicable land use plans, policies, or regulations. Comments on the notice of preparation (NOP) circulated for the proposed plan were concerned with the inclusion of other areas into the CPA and intensification of uses.

Data for this section were taken from the San Pedro Community Plan (1999), San Pedro Local Coastal Specific Plan (1990), San Pedro Coastal Land Use Plan (1991), Beacon Street Redevelopment Project Area Implementation Plan (2009), and Pacific Corridor Redevelopment Project, Five-Year Implementation Plan (2007). Full reference-list entries for all cited materials are provided in Section 4.9.5 (References).

4.9.1 Environmental Setting

The San Pedro CPA contains approximately 3,674 acres and is situated in the southern portion of the City of Los Angeles. The CPA is geographically located on the Palos Verdes Peninsula at the southern terminus of the Harbor Freeway (I-110), and is adjacent to the Wilmington-Harbor City Community Plan Area. The CPA is also located adjacent to the Port of Los Angeles, the Pacific Ocean, and the community of Rancho Palos Verdes. The CPA 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 community of Rancho Palos Verdes.

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. Transportation corridors include Western Avenue, Gaffey Street, Pacific Avenue, and Harbor Boulevard providing north/south circulation; Capitol Drive, 9th Street, 25th Street, and Paseo Del Mar provide east/west circulation.

The predominant land use in the CPA is residential. Existing residential land use patterns in the CPA fall within the middle ranges of the land use designations, from Low to High Medium. Based on surveys conducted by City staff and assessor's data, there are approximately 2,354.7 acres of land designated Residential in the CPA, equivalent to 65 percent of the land area of the community. This acreage includes single-family and multi-family residential uses. Most of the housing in the CPA is over 40 years old. Single-family neighborhoods are located in the southern and western portion of the CPA. Multiple-family residential uses are located in various areas with the majority located east of Meyler Street between Oliver Street and 22nd Street. Higher density multiple-family residential use is located in the Downtown area of the CPA with low-density single-family residential generally located west of Alma Street and south of 22nd Street.

Other land uses in the CPA include commercial uses, which are primarily concentrated in the central and eastern portions of the CPA and along Gaffey Street. Commercial uses comprise approximately 6 percent of the total acreage in the CPA. Industrial uses are concentrated in the northeast portion of the CPA along I-110 and the rail corridor, and comprise approximately 7 percent of the total land area. There are small pockets of industrial uses around Centre and 7th Streets, 22nd and Crescent Streets, Pacific Avenue along I-110, and along Front Street. Large open space areas occur in the northern portion of the CPA north of Summerland Avenue and in the southern portion of the CPA south of 25th Street. There are scattered open spaces and parks elsewhere throughout the CPA. Overall, open space totals approximately 13.4 percent of the total land area in the CPA.

The proposed San Pedro Community Plan is a conservative growth plan that aims at preserving existing single-family residential neighborhoods and accommodating a variety of housing opportunities near public transit, services, and amenities. Under the proposed plan, most of San Pedro's residential neighborhoods will be preserved and are not expected to change significantly as the area matures. The Community Plan map allocates land uses in a manner that promotes economic, social, and physical welfare of the community, providing sufficient land for housing, jobs, and recreation while preserving historic, cultural, and environmental resources. The policies emphasize the importance of planning for sustainability, improved mobility, more open space, plazas, and parks, and better urban design.

There are also new policies for improving the attractiveness and functionality of Downtown, the Gaffey Street and Pacific Avenue commercial corridors, and the North Gaffey Street industrial corridor. Policies for preserving neighborhood character throughout San Pedro are also included. Additionally, policies for where and how commercial and mixed-use districts evolve are included to encourage attractive, quality development projects that complement and enhance San Pedro's existing character. The establishment of lively and walkable commercial districts is a key goal of the San Pedro Community Plan while retaining positive elements of San Pedro's small-town environment.

The San Pedro Community Plan addresses the creation of new housing options, mostly downtown and in areas identified for mixed use, in accordance with General Plan Framework guiding policy to focus growth in higher-intensity commercial centers close to transportation and services. Many of the community's neighborhoods, including single-family neighborhoods, are established and not expected to change significantly as growth in other parts of the community occurs. The proposed plan would preserve the character of existing single-family and lower density neighborhoods by maintaining lower density land use designations and limiting the allowed residential density of some neighborhood commercial areas. The proposed plan seeks to direct growth away from these existing residential neighborhoods towards transit-oriented and mixed-use corridors in commercial centers. In addition, policies and regulations are added that continue the emphasis on development of the downtown as San Pedro's regional center with increased residential and commercial activity.

San Pedro's commercial areas will serve as focal points and activity centers for surrounding neighborhoods by supporting new development which accommodates a variety of uses and encourages pedestrian activity. Established industrial areas in San Pedro will be preserved for future industrial use and continue to serve as valuable source of employment and revenue to the community.

4.9.2 Proposed Plan Recommendations

In support of the San Pedro Community Plan's objectives and policies, the following are recommended:

- Restrict zoning in the northern industrial areas of San Pedro along North Gaffey Street to allow the lightest of industrial uses, prohibit large-scale retail uses, and limit building height within 100-ft of a single-family residential zone. Retain existing restrictions to prohibit uses such as truck terminals and yards, recreation vehicles storage, small boat building, and concrete manufacturing.
- Require ground floor commercial use or prohibit stand-alone residential use in selected areas designated for Neighborhood or Community Commercial. These areas include the Pacific and Gaffey commercial corridors as well as the Harbor Boulevard "Gateway" area.
- Increase the FAR or height maximum for commercial and industrial designations in selected areas. Add height limitations for parcels that abut R2 or lower residential zones to create transition buffers between existing uses and new development.
- Establish CPIO (Community Plan Implementation Overlay) or other zoning regulations with design standards for commercial corridors, industrial areas, and small lot subdivisions, to ensure that new development complements existing character/scale of neighborhoods. Design regulations address architectural compatibility, scale, and massing and identify other desirable design elements.
- Expand the existing Vinegar Hill Historic Preservation Overlay Zone (HPOZ) near Centre and 10th Streets south to 12th Street and just west of Mesa Street, to preserve additional historically significant structures.
- Expand the existing Downtown Community Design Overlay (CDO) or establish new zoning regulations to provide design guidelines and standards for development projects, including new construction and/or improvements to existing properties, within a larger portion of the downtown area. The expanded area would include parcels along and between Pacific Avenue and Gaffey Street in Downtown San Pedro.
- Revise selected land use designations as part of the effort to create consistency with the Framework element. Several designations would be replaced or eliminated; e.g., General Commercial is eliminated; Regional Commercial replaces Regional Center; and Neighborhood Commercial replaces Neighborhood Office Commercial; Light, Limited, and Heavy Manufacturing categories would be renamed with Light, Limited and Heavy Industrial designations. The Parking Buffer designation would be eliminated.
- A new land use designation, Hybrid Industrial, would be added to allow for residential and mixed uses if a specified mix of targeted job-producing light industrial uses is provided on the site.
- Re-classify selected streets to reflect current function and existing street dimensions and better accommodate walking, bicycling, transit and motorized vehicles; including modifying 9th Street, Pacific Avenue and Gaffey Street designations.
- The Transportation section of this EIR includes analysis of limiting vehicular access on 6th Street between Harbor Boulevard and Pacific Avenue to increase pedestrian activity in this area.
- Correct inconsistencies in land use classification and zoning designation throughout the CPA. Provide clarification and certainty about development regulations by removing existing Land Use map footnotes and implementing them through land use and zone changes.

Figure 4.9-1 (San Pedro Community Plan Summary Recommendations by Type of Change) illustrates the areas of change, implementation of design regulations, minor changes in nomenclature, and corrections for consistency. Figure 4.9-2 (Proposed General Plan Land Use Designations San Pedro CPA) illustrates the subareas that correspond to the Table 4.9-1 (Proposed Recommendations by Sub-Area), which is a detailed matrix of the specific changes that would be made under the proposed plan.

4.9.3 Proposed Land Use Changes

The proposed San Pedro Community Plan includes changes to land use designations, as mentioned in previous section. Other land use changes would be implemented throughout the CPA, including maintaining lower density land use designations and limiting the allowed residential density of some neighborhood commercial areas to preserve the character of existing single-family and lower density neighborhood. In addition, zoning regulations are proposed that would restrict adjacent incompatible uses and encourage mixed-use. Beyond these changes, the proposed plan and implementing ordinances do not introduce major changes to land use in the CPA.

Table 4.9-2 (Summary of Net Changes in Land Use) shows the net change in acreage by land use designation as a result of the proposed community plan land use designations.

4.9.4 Proposed Revisions to Land Use Designations

As part of the NCP program, the Department of City Planning (DCP) redefined existing Land Use Designations and the Corresponding Zones for the Community Plans being revised. The proposed land use designation and corresponding zone changes are intended to allow the development of uses and features that are beneficial to the community, make the community a more sustainable place to live and work, contribute to the overall fiscal health, and to provide for the development of new housing, including affordable and workforce that is appropriate to each community. Several land use designations shown in the existing community plan land use maps would be revised as part of the effort to create consistency with the General Plan Framework Element and would be renamed (e.g., Regional Center would be renamed to Regional Commercial and Limited Manufacturing would be renamed to Limited Industrial). Other land use designations would be revised to create consistency with future proposed land uses, restrict incompatible uses, or to limit density within a particular category (e.g., Low Residential would be divided into Low I, Low II, and Low III).

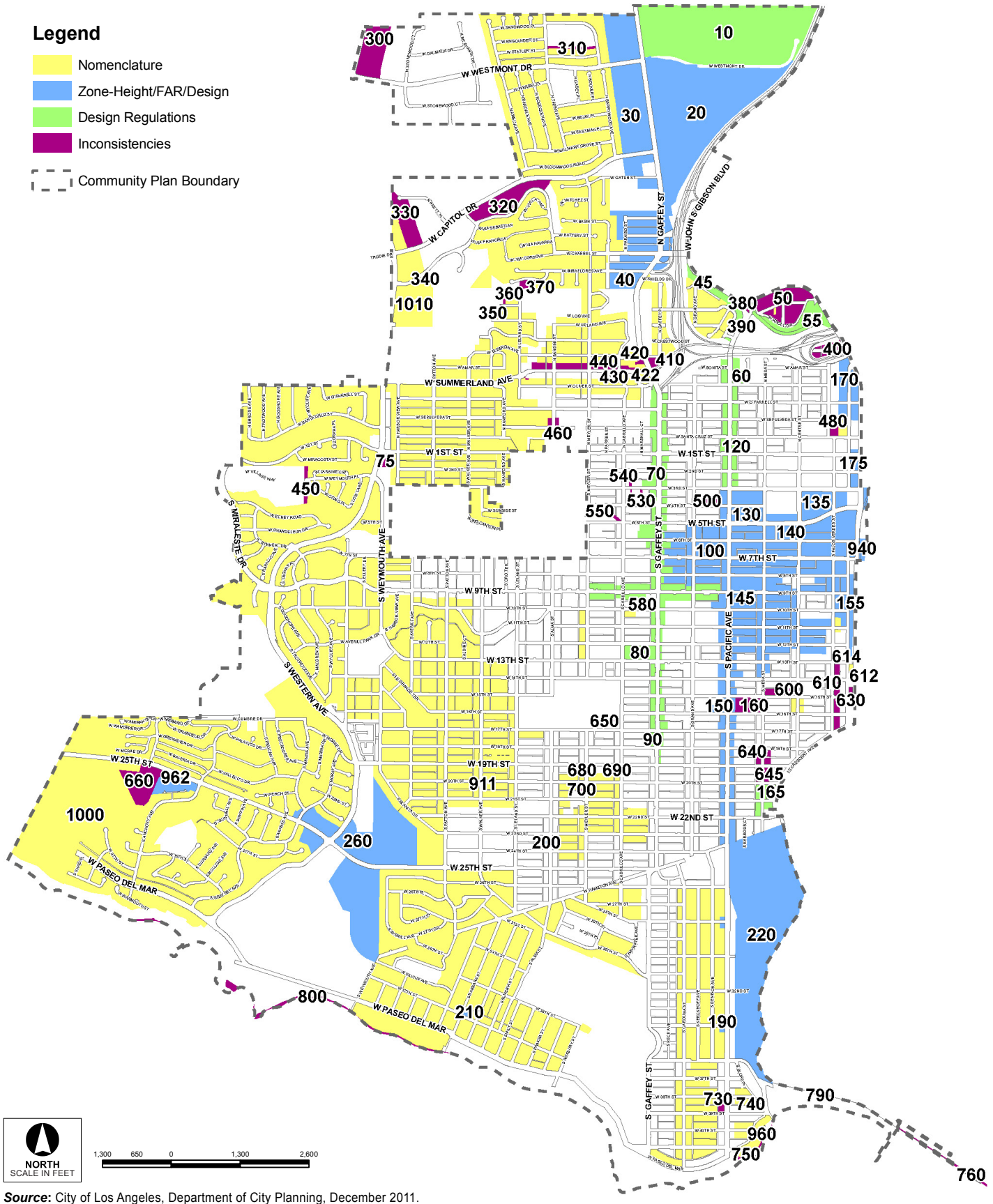
4.9.5 Regulatory Framework

■ Federal

There are no federal regulations related to land use that apply to the proposed plan.

Legend

- Nomenclature
- Zone-Height/FAR/Design
- Design Regulations
- Inconsistencies
- Community Plan Boundary



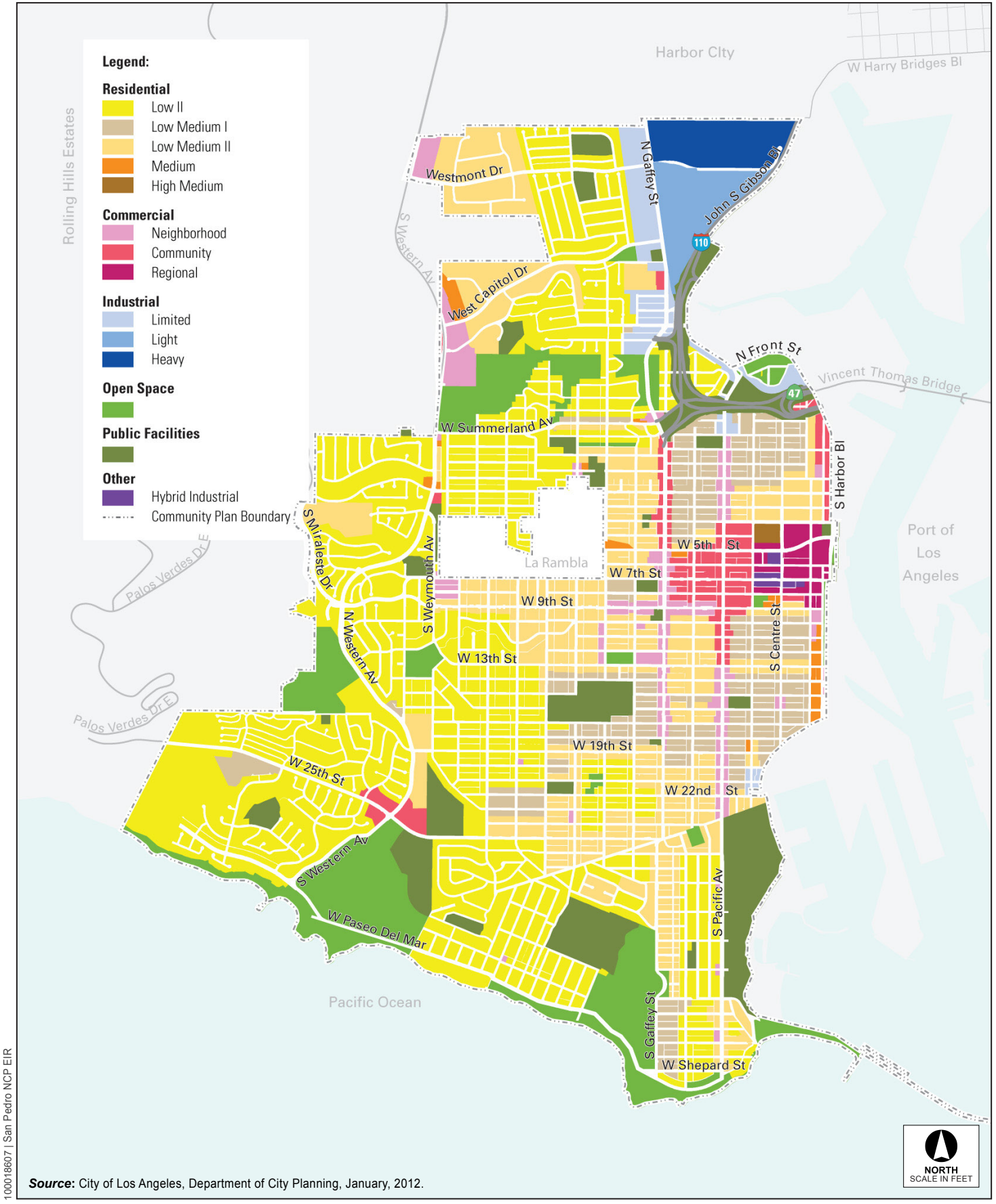
100018607 | San Pedro NCP EIR



Source: City of Los Angeles, Department of City Planning, December 2011.

Figure 4.9-1

San Pedro Community Plan Summary of Recommendations by Type of Change



100018607 | San Pedro NCP EIR

Figure 4.9-2
 Proposed General Plan Land Use Designations San Pedro CPA

Table 4.9-1 Proposed Recommendations by Sub-Area

<i>Subarea</i>	<i>Existing GP LU Designation</i>	<i>Existing Zoning</i>	<i>Proposed GPLU Designation</i>	<i>Proposed Zoning</i>	<i>Acres</i>	<i>Existing FAR</i>	<i>Proposed FAR</i>	<i>Location</i>	<i>Proposed Changes</i>
10	Heavy Manufacturing, Light Manufacturing	[Q]M2-1VL, [Q]M3-1VL	Heavy Industrial	[Q]M2-1VL, [Q]M3-1VL	76.02	1.5	1.5	North Gaffey Industrial—east side	Retain existing “Q” conditions prohibiting incompatible uses; limit commercial uses to <50,000 sf; add design guidelines & regulations; require landscaped buffer along Gaffey
20	Light Manufacturing, Heavy Manufacturing	[Q]M2-1VL, [Q]M3-1VL	Light Industrial	[Q]M2-2D	78.27	1.5	3.0	North Gaffey Industrial—east side	Increase height from 45 to 55' height and FAR from 1.5 to 3 for green/clean technology uses only, other uses 45' and 1.5 FAR; prohibit stand alone commercial; limit commercial to less than 50,000 sf; add design guidelines limit to <50,000 sf; add design guidelines & regulations; require landscaped buffer along Gaffey
30	Limited Manufacturing	[Q]M1-1VL	Limited Industrial	[Q]M1-2D	39.98	1.5	3.0	North Gaffey Business Park—west side	Increase height from 45 to 55' height and FAR from 1.5 to 3 for green/clean technology uses only, other uses 45' and 1.5 FAR; limit height to 30' within 100' for R1 zone; prohibit stand alone commercial; limit commercial to less than 50,000 sf; add design guidelines limit to <50,000 sf; add design guidelines & regulations; require landscaped buffer along Gaffey

Table 4.9-1 Proposed Recommendations by Sub-Area

Subarea	Existing GP LU Designation	Existing Zoning	Proposed GP LU Designation	Proposed Zoning	Acres	Existing FAR	Proposed FAR	Location	Proposed Changes
40	Limited Manufacturing, Light Manufacturing	[Q]CM-1VL, [Q]CM-1XL, [T][Q]M1-1VL, M1-1VL, [Q]M3-1VL	Limited Industrial	[Q]M1-2D	21.40	1.5	3.0	North Gaffey Industrial Services—west and east side	Increase height from 45 to 55' height and FAR from 1.5 to 3 for green/clean technology uses only, other uses 45' and 1.5 FAR; limit height to 30' within 100' for R1 zone; prohibit stand alone commercial; limit commercial to less than 50,000 sf; add design guidelines limit to <50,000 sf; add design guidelines & regulations; require landscaped buffer along Gaffey
45	Limited Manufacturing	M1-1VL	Limited Industrial	[Q]M1-1VL	3.98	1.5	1.5	Front St at John S. Gibson	Add design guidelines & regulations; prohibit incompatible uses
50	Low Residential, Limited Manufacturing	R1-1XL, M1-1VL	Open Space	R1-1XL, OS-IXL	9.48	1.5	1.5	Knoll Hill	Zone change except for R1-1XL parcel
55	Limited Manufacturing	M1-1VL	Limited Industrial	[Q]M1-1VL	8.27	1.5	1.5	South of Knoll Dr between Pacific and Front	Design guidelines and regulations for visible frontage
60	Limited Manufacturing	MR1-1VL	Limited Industrial	[Q]MR1-1VL	3.40	1.5	1.5	Pacific and Oliver	Design guidelines and regulations for visible frontage
70	Low Medium II Residential, General Commercial, Parking Buffer	[Q]C2-1VL, [Q]C2-1XL, [Q]C2-1, QP1	Community Commercial	[Q]C2-1VL-GFC	10.26	1.5	1.5	Gaffey Commercial Corridor—Oliver to 5th St	Add design guidelines; prohibit stand alone residential; require ground floor commercial
75	Medium Residential	R3-1XL	Community Commercial	C2-1VL	1.09	3.0	1.5	Western & 1st St	Existing use is medical office but zone is R3. Change zone to match use.
80	Neighborhood Office Commercial, Community Commercial, General Commercial, Low Residential, Low Medium II Residential	[Q]C2-1XL, [Q]C2-1XL, (T)[Q]C2-1XL, C2-1VL, [Q]P-1XL P-1XL	Neighborhood Commercial	[Q]C2-1VL-CDO-GFC	23.21	1.5	1.5	Gaffey Commercial Corridor—5th to 13th St; 9th St between Meyler and Pacific	Add design guidelines & regulations or extend CDO; modify 9th St designation from Major Highway Class II to Modified Secondary

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90	Neighborhood Office Commercial	[Q]C1-1XL, [Q]C2-1XL, [Q]P-1XL, C1-1, C1-1XL	Neighborhood Commercial	[Q]C2-1XL-PED	5.46	1.5	1.5	Gaffey Commercial Corridor—13th to 19th St	30' height limit no change; add pedestrian-oriented design guidelines w/PED
100	Community Commercial	C2-1, (T)[Q]C2-2D	Community Commercial	[Q]C2-2D -CDO	17.72	1.5	1.5	Grand—5th to 8th St	75' height limit (currently unlimited); extend CDO
120	Low Medium II Residential, Neighborhood Office Commercial, Community Commercial	RD1.5-1XL, [Q]C2-1XL, [Q]C2-1VL	Neighborhood Commercial	[Q]C2-1VL	7.51	1.5	1.5	Pacific Ave—Oliver to 3rd St	45' height limit; limit height within 30' of R2 zone or more restrictive zone to 30'; prohibit stand alone residential; restrict auto related uses
130	Community Commercial, Limited Manufacturing, High Medium Residential, Low Medium II Residential	RD 1.5-1XL, R4-2, CM-1-CDO, C2-1-CDO, C2-1, [Q]C2-2, [Q]C2-1XL-CDO, [Q]C2-1XL, [Q]C2-1-CDO, [Q]C2-2D	Community Commercial	[Q]C2-2D CDO	26.64	1.5-6	4.5	Pacific Ave—3rd to 10th St	75' height limit (currently 30' to unlimited); extend CDO 4th to 3rd St; prohibit auto related uses; consider TFAR
135	Regional Center Commercial, Regional Center, Community Commercial	[Q]C2-1, [Q]C2-2-CDO, C2-1XL, C2-2-CDO	Regional Commercial	[Q]C2-2D-CDO	34.16	1.5-6.0	6.0	Downtown	Add scale, massing, and site development regulations
140	Limited Manufacturing	CM-2-CDO	Hybrid Industrial	[Q]CM-2D-CDO	6.54	6.0	4.5-6	7th St between Mesa and one parcel east of Palos Verdes (Southside of St only between Centre and east boundary)	75' height limit (currently unlimited)
145	Community Commercial	[Q]C2-1XL, C2-1VL	Community Commercial	C2-1VL-GFC-PED	6.45	1.5	1.5	Pacific Ave 9th to 13th St	Require ground floor commercial w/GFC, and pedestrian-oriented design guidelines w/PED

Table 4.9-1 Proposed Recommendations by Sub-Area

Subarea	Existing GP LU Designation	Existing Zoning	Proposed GP LU Designation	Proposed Zoning	Acres	Existing FAR	Proposed FAR	Location	Proposed Changes
150	Neighborhood Office Commercial, Community Commercial, Low Medium II Residential	[Q]C2-1XL, P-1XL	Neighborhood Commercial	[Q]C2-1XL-GFC-PED	14.96	1.5	1.5	West side of Pacific Ave 10th St to Hamilton	Retain 30' limit; require ground floor commercial, add pedestrian oriented design guidelines
155	Community Commercial, Low Med I Residential, Low Med II Residential, Medium Residential, Neighborhood Office Commercial, Open Space, Regional Center	[Q]R3-1XL, C2-1, C2-1VL, C2-1XL, R2-1XL, R3-1XL, R4-2, RD 1.5-1, RD1.5-1XL. [Q]C2-1, [Q]C2-1XL, OS-1XL	No change	C2-1XL-HPOZ, R2-1XL-HPOZ, RD1.5-1XL-HPOZ, [Q]C2-1-HPOZ, [Q]C2-1XL-HPOZ, OS-1XL-HPOZ	41.39	3.0	3.0	Vinegar Hill HPOZ proposed expansion area	Currently evaluating for HPOZ
160	Community Commercial, Public Facilities, Low Medium I Residential	[Q]PF-1XL, R2-1XL	Public Facilities	no change	3.10	1.5	1.5	Fifteenth St Elementary School—15th St/Pacific	Land Use designation consistency
165	Limited Manufacturing	MR1-1XL	Limited Industrial	[Q]MR1-1XL	2.89	1.5	1.5	Mesa St between 20th and 22nd St (West side of Mesa and between Mesa and Crescent, and 20th and 22nd St	Retain 30' height limit; restrict outdoor storage; add design guidelines & regulations
170	Limited Manufacturing, Community Commercial	M1-1VL-CDO, [T][Q]C2-2D-CDO	Community Commercial	[Q]C2-2D CDO	6.94	1.5	4.0	Harbor Boulevard Gateway—Beacon St	75' height limit; prohibit stand alone residential; retain site Qs, add policies for streetscape and gateway improvements
175	Low Med II Residential, Light Manufacturing	RD1.5-1XL-CDO, MR2-1VL-CDO	Community Commercial	[Q]C2-2D-CDO	2.03	3.0	4.0	Harbor Boulevard Gateway—Beacon St east side	75' height limit; prohibit stand alone residential; retain site Qs; add policies for streetscape and gateway improvements
190	Low Residential	[Q]C2-1XL	Neighborhood Commercial	[Q]C1-1VL-GFC	0.86	1.5	1.5	Northwest and Southwest corner of 34th St and Pacific Ave	30' height limit per San Pedro Specific Plan; require ground floor commercial w/GFC

Table 4.9-1 Proposed Recommendations by Sub-Area

Subarea	Existing GP LU Designation	Existing Zoning	Proposed GP LU Designation	Proposed Zoning	Acres	Existing FAR	Proposed FAR	Location	Proposed Changes
200	Neighborhood Office Commercial	C1-1XL	Neighborhood Commercial	[Q]C1-1VL-GFC	0.62	1.5	1.5	Northeast Corner of Walker Ave. and 20th St, and west side of Alma St between 23rd and 24th St	30' height limit; require ground floor commercial w/GFC
210	Neighborhood Office Commercial	C1-1XL	Neighborhood Commercial	C1-1XL-GFC	0.30	1.5	1.5	Barbara and 37th St	Require ground floor commercial w/GFC
220	Public Facilities, Open Space, Low Residential	PF-1XL, A1-1, OS-1XL	Public Facilities	PF-1XL	135.35	1.5	1.5	Northeast portion of White Point Reservation-Fort MacArthur	Zone change; add policies for future development
260	Neighborhood Office Commercial, Low Residential	[Q]C2-1XL, P-1XL	Community Commercial	[Q]C2-1L	15.69	1.5	1.5	Western and 25th St	75' height limit w/transition buffer adjacent to R1; prohibit stand alone residential; restore R4 density
300	Neighborhood Office Commercial	[Q]C4-1XL, P-1XL, [Q]C2-1XL	Neighborhood Commercial	[Q]C2-1XL	9.86	1.5	1.5	S Western Ave/Westmont Dr	Consistency
310	Public Facilities	R1-1XL	Public Facilities	PF-1XL	1.06	3.0	0.0	Taper Ave/Statler St	Consistency
320	Low Medium II Residential	[Q]R3-1VLD	Low Medium II Residential	[Q]RD1.5-1VLD	9.66	0.0	0.0	Capitol Dr/W Via Sebastian	Consistency
330	Neighborhood Office Commercial	R3-1VLD	Medium Residential	R3-1VLD	6.89	3.0	3.0	Western Ave/Capitol Dr	Consistency
340	Neighborhood Office Commercial	RD1.5-1XL	Neighborhood Commercial	[Q]C2-1XL	0.08	3.0	1.5	Western Ave/Park Western Dr	Consistency
350	Open Space	R1-1XL	Low II	R1-1XL	0.02	3.0	3.0	N Leland Ave/W Upland Ave	Consistency
360	Low Residential	OS-1XL	Open Space	OS-1XL	0.14	0.0	0.0	N Leland Ave/W Park Western Dr	Consistency
370	Open Space	R1-1XL	Low II	R1-1XL	0.96	3.0	3.0	Goldenrose St/Miraflores Ave	Consistency
380	Open Space	M1-1	Open Space	OS-1XL	0.09	1.5	0.0	N Pacific Ave/N Front St	Consistency

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<i>Subarea</i>	<i>Existing GP LU Designation</i>	<i>Existing Zoning</i>	<i>Proposed GP LU Designation</i>	<i>Proposed Zoning</i>	<i>Acres</i>	<i>Existing FAR</i>	<i>Proposed FAR</i>	<i>Location</i>	<i>Proposed Changes</i>
390	Public Facilities	PF-1	Public Facilities	no change	0.00	0.0	0.0	N Pacific Ave/N Front St	
400	High Medium Residential	R4-1XL	Community Commercial	C2-1XL	1.74	3.0	1.5	N Harbor Blvd/Swinford St	Consistency
410	Neighborhood Office Commercial	C1-1XL, [Q]C1-1XL	Neighborhood Commercial	C1-1XL	0.61	1.5	1.5	N Gaffey St/ W Summerland Ave	Consistency
420	Low Residential	C2-1XL	Neighborhood Commercial	C2-1XL	0.32	1.5	1.5	N Gaffey St/ W Summerland Ave	Consistency
422	Low Residential	[Q]R3-1XL	Neighborhood Commercial	C1-1XL	0.06	3.0	1.5	N Gaffey/W Summerland	Consistency
430	Neighborhood Office Commercial	[Q]R3-1XL, R3-1XL	Medium Residential	[Q]R3-1XL	0.41	3.0	3.0	N Gaffey St/ W Summerland Ave	Consistency
440	Low Medium II Residential	R2-1XL	Low Medium I Residential	R2-1XL	4.07	3.0	3.0	W Summerland Ave/ N Meyler	Consistency
450	Parking Buffer	P-1XL	Low Medium II Residential	RD1.5-1XL	1.05	0.0	3.0	Weymouth Pl/Village Wy	Consistency
460	Low Residential, Neighborhood Office Commercial	R1P-1XL, C1-1XL, RD1.5-1XL, P-1XL	Neighborhood Commercial	C1-1XL	1.07	1.5	1.5	W Sepulveda St/ N Bandini St	Consistency
480	Neighborhood Office Commercial	R4-1XL	Low Medium II Residential	RD1.5-1XL	1.14	3.0	3.0	N Palos Verdes St/ W Sepulveda St	Consistency
500	Low Medium II Residential	R2-1XL	Low Medium II Residential	RD1.5-1XL	1.26	3.0	3.0	S Grand Ave/4th St	Consistency
530	Public Facilities	RD1.5-1XL, P-1XL	Low Medium II Residential	RD1.5-1XL	0.26	3.0	3.0	Gaffey/3rd St (e)	Consistency
540	Low Medium II Residential	P-1XL	Low Medium II Residential	RD1.5-1XL	0.07	0.0	3.0	Cabrillo Ave/3rd St	Consistency
550	Low Medium II Residential	R3-1	Medium Residential	R3-1XL	0.64	3.0	3.0	Cabrillo Ave/5th St	Consistency

Table 4.9-1 Proposed Recommendations by Sub-Area

Subarea	Existing GP LU Designation	Existing Zoning	Proposed GP LU Designation	Proposed Zoning	Acres	Existing FAR	Proposed FAR	Location	Proposed Changes
580	Low Medium II Residential	PF-1XL	Public Facilities	PF-1XL	0.11	0.0	0.0	S Gaffey St/W 10th St	Consistency
600	Low Medium II Residential	R2-1XL	Low Medium I Residential	R2-1XL	1.38	3.0	3.0	S Mesa St/W 15th St	Consistency
610	Low Medium II Residential	R3-1XL	Medium Residential	R3-1XL	2.60	3.0	3.0	S Palos Verdes St/ W 13th St-17th St	Consistency
612	Neighborhood Office Commercial	OS-1XL	Open Space	OS-1XL	0.00	0.0	0.0	S Beacon & 13th St	Consistency
614	Neighborhood Office Commercial	OS-1XL	Neighborhood Commercial	C2-1XL	0.00	0.0	1.5	S Beacon & 13th St	Consistency
630	Neighborhood Office Commercial	A1-1	Neighborhood Commercial	C1-1XL	0.28	3.0	3.0	S Beacon St/W 15th St	Consistency
640	Commercial Manufacturing	[Q]R3-1XL	Medium Residential	[Q]R3-1XL	0.61	3.0	3.0	S Mesa St/W 18th St	Consistency
645	Low Medium II Residential	[T][Q]RD1.5-1XL	Low Medium II Residential	[Q]RD1.5-1XL	2.16	3.0	3.0	S Mesa St/w 18th to 20th St	Consistency
650	Public Facilities	R2-1XL	Public Facilities	PF-1XL	0.06	3.0	0.0	S Cabrillo Ave/W 17th St	Consistency
660	Low Residential	(O)RD3-1XL	Low Medium I Residential	(O)RD3-1XL	8.84	3.0	3.0	Mermaid Dr/W 25th St	Consistency
680	Low Medium II Residential	R1-1XL	Low Medium II Residential	RD1.5-1XL	0.31	3.0	3.0	S Meyler St/W 20th St	Consistency
690	Low Medium II Residential	R1-1XL	Low Medium II Residential	RD1.5-1XL	0.31	3.0	3.0	S Cabrillo Ave/W 19th St	Consistency
700	Low Residential	A1-1	Low II	R1-1XL	0.10	3.0	3.0	Meyler St/20th St	Consistency
730	Neighborhood Office Commercial	RD2-1XL	Neighborhood Commercial	C1-1XL-GFC	0.75	3.0	1.5	S Pacific Ave/W 38th St	Consistency
740	Low Medium II Residential	R1-1XL	Low Medium II Residential	RD2-1XL	0.00	3.0	3.0	Pacific Ave/38th St	Consistency

Table 4.9-1 Proposed Recommendations by Sub-Area

<i>Subarea</i>	<i>Existing GP LU Designation</i>	<i>Existing Zoning</i>	<i>Proposed GPLU Designation</i>	<i>Proposed Zoning</i>	<i>Acres</i>	<i>Existing FAR</i>	<i>Proposed FAR</i>	<i>Location</i>	<i>Proposed Changes</i>
750	Low Residential	OS-1XL	Open Space	OS-1XL	0.67	0.0	0.0	Bluff Pl/40th St	Consistency
760	Open Space	R1	Open Space	OS-1XL	4.48	0.0	0.0	Bluff Pl/38th St	Consistency
790	Open Space	R1	Open Space	OS-1XL	0.02	0.0	0.0	Bluff Pl/38th St	Consistency
800	Open Space	SL	Open Space	OS-1XL	3.43	0.0	0.0	Paseo del Mar	Consistency
911	Low Residential	R1P-1XL	Low II	R1-1XL	0.23	0.0	3.0	Walker Ave	Nomenclature
940	Light Manufacturing	[Q]M2-1, M2-1	Public Facilities	PF-1	1.90	1.5	0.0	East of Harbor 3rd/5th St and 6th/7th St	Consistency
960	Low Residential	R1-1	Low II	R1-1XL	2.71	3.0	3.0	South of Bluff Pl east of Pacific	Specific Plan
962	Low Residential	RD6-1XL	Low Medium I	RD3-1XL	4.97	3.0	3.0	SWC Anchovy/25th St	Consistency
1000	Low Residential, Low Medium II Residential, Neighborhood Office Commercial	R1-1XL	Low II	R1-1XL	1384.33	30.0	3.0		Nomenclature
1010	Neighborhood Office Commercial	(Q)C2-1VLD, (Q)C2-1XL, [Q]C1-1XL, [Q]C2-1XL, [Q]C2-2D, C2-1, C2-1XL	Neighborhood Commercial	same	33.74	1.5	1.5		Nomenclature

SOURCE: Los Angeles Department of City Planning (2011).

Table 4.9-2 Summary of Net Change in Land Uses			
<i>Land Use Designation</i>	<i>Existing Land Use Designation (Acres)^a</i>	<i>Proposed Community Plan Land Use Designation (Acres)</i>	<i>Net Change (Acres)^b</i>
Commercial			
General Commercial	14.3	—	(14.3)
Neighborhood Commercial	100.9	106.2	5.3
Community Commercial	74.8	90.3	15.5
Regional Center	25.2	—	(25.2)
Regional Commercial	8.3	33.5	25.2
<i>Commercial Subtotal</i>	<i>223.5</i>	<i>230.0</i>	<i>6.5</i>
Industrial			
Commercial Manufacturing	0.6	—	(0.6)
Hybrid Industrial	—	4.8	4.8
Light Manufacturing	55.5	—	(55.5)
Limited Manufacturing	96.8	—	(96.8)
Light Industrial	—	80.2	80.2
Limited Industrial	—	81.7	81.7
Heavy Manufacturing	101.0	—	(101.0)
Heavy Industrial	—	76.0	76.0
<i>Industrial Subtotal</i>	<i>253.9</i>	<i>242.7</i>	<i>(11.2)</i>
Residential			
Low II Residential (previously Low)	1,438.2	1,393.4	(44.8)
Low Medium I Residential	248.9	263.0	14.1
Low Medium II Residential	645.2	635.0	(10.2)
Medium Residential	13.5	23.5	10.0
High Medium Residential	8.9	5.9	(3.0)
<i>Residential Subtotal</i>	<i>2,354.7</i>	<i>2,320.8</i>	<i>(33.9)</i>
Public/Semi-Public			
Open Space	494.2	481.7	(12.5)
Parking Buffer	1.0	—	(1.0)
Public Facilities	346.3	399.2	52.9
<i>Public/Semi-Public Subtotal</i>	<i>841.5</i>	<i>880.9</i>	<i>41.4</i>
Total*	3,674.4	3,674.4	

SOURCE: City of Los Angeles (2009).

a. Acreages for existing land uses are approximate and compiled by the City of Los Angeles GIS unit. Acreages represent existing land use as shown in the LUPAMS database, grouped accordingly to General Plan land use designation.

b. Net decreases shown in parentheses ().

c. Greater than 0 due to rounding.

■ State

Government Code Sections 65300, et seq.

Government Code Sections 65300 et seq. establish the obligation of cities and counties to adopt and implement general plans. The general plan is a comprehensive, long-term, and general document that describes plans for the physical development of a city or county and of any land outside its boundaries that, in the city's or county's judgment, bears relation to its planning. The general plan addresses a broad range of topics, including, at a minimum, land use, circulation, housing, conservation, open space, noise, and safety. In addressing these topics, the general plan identifies the goals, objectives, policies, principles, standards, and plan proposals that support the city's or county's vision for the area. Government Code Section 65302(a) requires that the "land use element" designate "the proposed general distribution and general location and extent of the 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 and liquid waste disposal facilities, and other categories of public and private uses of land." In addition, the land use element "shall include a statement of the standards of population density and building intensity recommended for the various districts and other territory covered by the plan." In the City of Los Angeles, the land use element is comprised of thirty-five Community Plans.

California Coastal Act

The California Coastal Act recognizes the value of the California coastal zone and is intended to protect the coast as a resource. The basic goals of the Coastal Act, as stated in Public Resources Code Section 30001.5 are to:

- a. Protect, maintain, and where feasible, enhance and restore the overall quality of the coastal zone environment and its natural and artificial resources
- b. Assure orderly, balanced utilization and conservation of coastal zone resources taking into account the social and economic needs of the people of the state
- c. Maximize public access to and along the coast and maximize public recreational opportunities in the coastal zone consistent with sound resources conservation principles and constitutionally protected rights of private property owners
- d. Assure priority for coastal-dependent and coastal-related development over other development on the coast
- e. Encourage state and local initiatives and cooperation in preparing procedures to implement coordinated planning

The California Coastal Commission is the state agency established to implement the Coastal Act. The California Coastal Commission has the capacity to determine whether actions, projects, or programs within the coastal zone are appropriate. Consistent with the Coastal Act many local jurisdictions have developed Local Coastal Programs (LCPs), which are approved by the Coastal Commission and reallocate discretion for activities within the coastal zone to that local jurisdiction, providing the activity is consistent with the LCP.

AB 32 and Senate Bill 375

Recently approved legislation is intended to create a framework to help California meet the challenges of climate change, including through land use and transportation policy. The California Global Warming Solutions Act of 2006, commonly known as AB 32 (Health and Safety Code Sections 38500–38599) mandates reductions in the emission of green house gases (GHGs). AB 32 establishes regulatory, reporting, and market mechanisms to achieve quantifiable reductions in greenhouse gas emissions and establish a cap on statewide GHG emissions. AB 32 requires that statewide GHG emissions be reduced to 1990 levels by 2020. This reduction will be accomplished by enforcing a statewide cap on GHG emissions that will be phased in starting in 2012. To effectively implement the cap, AB 32 directs the Air Resources Board (ARB) to develop and implement regulations to reduce statewide GHG emissions from stationary sources.

Signed into law in September 2008, SB 375 (Chapter 728, Statutes of 2008) is intended to supplement AB 32 by providing incentives for local land use choices that reduce the reliance on the automobile and reduce green house gases. SB 375 aligns regional transportation planning efforts, regional GHG reduction targets, and land use and housing allocations. SB 375 requires metropolitan planning organizations (MPOs) such as the Southern California Council of Governments (SCAG) to adopt a sustainable communities strategy (SCS) or alternative planning strategy (APS) that will prescribe land use allocation in that MPO's regional transportation plan. The California ARB, in consultation with MPOs, will provide each affected region with reduction targets for GHGs emitted by passenger cars and light trucks in the region for the years 2020 and 2035. The MPOs are required to develop the SCS through integrated land use and transportation planning and demonstrate an ability to attain the proposed reduction targets. Consistency of City or county land use policies (including general plans) with the regional transportation plan (and associated SCS or APS) is not required. Regional transportation decisions and funding, however, will be influenced by climate change considerations, thus giving local governments incentives to conform their general plans to policies contained in the governing regional transportation plans (RTP) with its SCS or APS.

■ Regional

Southern California Association of Governments (SCAG)

SCAG Regional Transportation Plan

SCAG is the designated Metropolitan Planning Organization for six Southern California counties (Los Angeles, Ventura, Orange, San Bernardino, Riverside, and Imperial), and is federally mandated to develop plans for transportation, growth management, hazardous waste management, and air quality.

On May 8, 2008, the Regional Council of SCAG adopted the 2008 Regional Transportation Plan (RTP): *Making the Connections*. The 2008 RTP strives to provide a regional investment framework to address the region's transportation and related challenges, and looks to strategies that preserve and enhance the existing transportation system and integrate land use into transportation planning. The RTP links the goal of sustaining mobility with the goals of fostering economic development, enhancing the environment, reducing energy consumption, promoting transportation-friendly development patterns, and encouraging fair and equitable access to residents affected by socio-economic, geographic, and

commercial limitations. Relevant goals and policies of the RTP are discussed in Table 4.9-4 (SCAG Regional Transportation Plan and Growth Visioning Policies), below.

SCAG Compass Growth Visioning

The Compass Blueprint Growth Vision effort by SCAG is a response, supported by a regional consensus, to the land use and transportation challenges facing Southern California now and in the coming years. The Growth Vision is driven by four key principles:

- Mobility—Getting where we want to go
- Livability—Creating positive communities
- Prosperity—Long-term health for the region
- Sustainability—Preserving natural surroundings

The fundamental goal of the Compass Growth Visioning effort is to make the SCAG region a better place to live, work, and play for all residents regardless of race, ethnicity, or income class. Thus, decisions regarding growth, transportation, land use and economic development should be made to promote and sustain for future generations the region's mobility, livability and prosperity. Specific growth visioning principles and strategies are discussed in Table 4.9-4, below.

South Coast Air Quality Management District (SCAQMD)

The CPA is also located within the South Coast Air Basin (Basin) and is therefore within the jurisdiction of the SCAQMD. In conjunction with SCAG, the SCAQMD is responsible for formulating and implementing air pollution control strategies, including periodic updates to the Air Quality Management Plan (AQMP), and guidance to local government about how to incorporate these strategies into their land use plans and decisions about development.

SCAG is responsible for generating the socio-economic profiles and growth forecasts on which land use, transportation, air quality management and implementation plans are based. The growth forecasts provide the socioeconomic data used to estimate vehicle trips and vehicle miles traveled (VMT). Emission estimates can then be forecast by SCAQMD based on these projected estimates. Reductions in emissions due to changes in the socio-economic profile of the region are an important way of taking account of changes in land use patterns. For example, changes in jobs/housing balance induced by changes in urban form and transit-oriented development induce changes in VMT by more closely linking housing to jobs. Thus, socio-economic growth forecasts are a key component to guide the Basin toward attainment of the National Ambient Air Quality Standards (NAAQS).

The current AQMP establishes a comprehensive regional air pollution control program leading to the attainment of state and federal air quality standards in the Basin. In addition to setting minimum acceptable exposure standards for specified pollutants, the AQMP incorporates SCAG's growth management strategies that can be used to reduce vehicle trips and VMT, and hence air pollution. These include, for example, co-location of employment and housing, and mixed-use land patterns that allow the integration of residential and non-residential uses.

Metropolitan Transportation Authority (MTA)

The 2004 Congestion Management Program for Los Angeles County (CMP) was developed in accordance with Section 65089 of the California Government Code. The CMP is intended to address vehicular congestion relief by linking land use, transportation, and air quality decisions. Further, the program seeks to develop a partnership among transportation decision-makers to devise appropriate transportation solutions that include all modes of travel and to propose transportation projects which are eligible to compete for state gas tax funds. To receive funds from Proposition 111 (i.e., state gasoline taxes designated for transportation improvements), cities, counties, and other eligible agencies must implement the requirements of the CMP. Within Los Angeles County, the Metropolitan Transportation Authority (MTA) is the designated congestion management agency responsible for coordinating the County's adopted CMP.

The CMP is a comprehensive strategy to relieve traffic congestion and maintain levels of service on roadways within the Southern California region. The CMP is linked to the AQMP in several areas, but most particularly through the Transportation Control Measures (TCMs). Most TCM projects identified in the RTIP are designed to help relieve congestion at the local level. Thus, implementation of the AQMP helps local governments tackle congestion, which, in turn, reduces emissions from idling vehicles or the number of vehicles traveling on congested roadways, and also helps maintain the level of service (LOS) standards. At the same time, the CMP process provides local governments a mechanism to contribute to the regional effort toward attaining the air quality standards.

■ Local

City of Los Angeles General Plan

The General Plan of the City of Los Angeles addresses community development goals and policies relative to the distribution of land use, both public and private. The General Plan includes a Framework Element, citywide Elements, and Community Plans, and gives policy direction to the planning regulatory and implementation programs.

The ten citywide Elements include the Air Quality Element, Conservation Element, Historic Preservation and Cultural Resources, Housing Element, Infrastructure Systems Element, Noise Element, Open Space Element, Public Facilities and Services Element, Safety Element, and the Transportation Element. These elements provide long-range citywide policy and direction, taking into account citywide goals and needs.

The Land Use Element of the General Plan is divided into thirty-five Community Plans for the purpose of developing, maintaining and implementing the General Plan. These Community Plans collectively comprise the Land Use Element of the General Plan. The 1999 San Pedro Community Plan is one of the thirty-five Community Plans.

The General Plan Framework (GPF) adopted December 1996 and amended most recently in August 2001, is a long-range, citywide, comprehensive growth strategy. The GPF is a special element of the General Plan and defines citywide policies that influence most of the City's General Plan Elements. It focuses on providing strategies for accommodating growth by encouraging growth in a number of

higher-intensity commercial and mixed-use districts, centers, and boulevards and industrial districts particularly in proximity to transportation corridors and transit stations. As stated in the GPF, “[the Framework] does not convey or affect entitlements for any property. Specific land use designations are determined by the Community Plans.” Thus, the GPF neither overrides nor supersedes the Community Plans.

The GPF is intended to be flexible and provides a Long Range Land Use Diagram recommending the creation of new land use categories for targeted growth areas in various areas of the City that will contain a Downtown center, regional centers, community centers, neighborhood districts, and mixed-use boulevards based on the planning principles, goals, objectives and policies it discusses. Potential uses within these areas are general and broad ranging, and the Framework does not discuss individual sites or projects in these areas. The GPF provides that precise determinations regarding future growth and development will be made through the Community Planning process. The GPF encourages future growth and development within target areas, but does not require that future development and growth be limited to target areas.

The GPF contains goals, objectives, and policies related to land use that address the issues of distribution of land use, policies specific to GPF land use designations, and density. The primary objectives of the policies in the GPF’s Land Use chapter are to support the viability of the City’s residential neighborhoods and commercial districts, and, when growth occurs, to encourage sustainable growth in a number of higher-intensity commercial and mixed-use districts, centers and boulevards and industrial districts particularly in proximity to transportation corridors and transit stations. The GPF’s key guiding principles are listed below:

- **Grow strategically.** Any new growth should be focused in a number of higher-intensity commercial and mixed-use districts, centers, and boulevards, particularly in proximity to transportation corridors and transit stations. This type of focused growth links development with available infrastructure and encourages more walkable, transit-friendly neighborhoods, helping to ease our reliance on the automobile, and minimize the need for new, costly infrastructure.
- **Conserve existing residential neighborhoods.** By focusing much of the City’s growth in centers and along commercial corridors, the City can better protect the existing scale and character of its single- and multi-family neighborhoods. The elements that contribute to the unique character of different residential neighborhoods should be identified and preserved whenever possible.
- **Balance the distribution of land uses.** Maintaining a variety of land uses is crucial to the long-term sustainability of the City. Commercial and industrial uses contribute to a diverse local economy, while residential uses provide necessary housing for the community. Integrating these uses within smaller geographical areas can better allow for a diversity of housing types, jobs, services, and amenities.
- **Enhance neighborhood character through better development standards.** Better development standards will improve both the maintenance and enhancement of existing neighborhood character, and ensure a high level of design quality in new development. These standards are needed for all types of development– residential, commercial, industrial uses, and public facilities.
- **Improve the connection of public and private space through good urban design.** Good urban design improves the relationship between private development and the public realm. The placement of architectural features, windows, entrances, walkways, street trees, landscaping, and

lighting all help to establish either a positive or negative interaction between a building and its surroundings. Good urban design practices help to create successful public and private spaces where people feel comfortable and that foster a sense of community.

- **Create more small parks, pedestrian districts, and public plazas.** While regional parks and green networks are an important component of the City’s open space strategy, more small-scale, urban open spaces must be developed as well, as they are crucial to the quality of life of the City’s residents. There are many opportunities at the community level to create public “pocket” or mini parks as part of new developments, to enhance pedestrian orientation in key commercial areas, and to build well-designed public plazas.
- **Improve mobility and access.** The City’s transportation network should provide adequate access to jobs, services, amenities, open space, and entertainment, and maintain acceptable levels of mobility for all those who live, work, travel, or move goods in Los Angeles. Attainment of this goal necessitates a comprehensive program of physical infrastructure improvements, traffic systems and traffic demand management techniques, and land use and behavioral changes that reduce vehicle trips. An emphasis should be placed on providing for and supporting a variety of travel modes, including walking, bicycling, public transit, and driving.
- **Identify a hierarchy of commercial Districts and Centers.** The GPF provides an overall structure and hierarchy for the City’s commercial areas. This hierarchy, described in more detail below, helps us better understand the functions of different types of commercial areas within our communities so that we can better foster their unique characteristics. Our City’s commercial areas serve a variety of roles and functions, from small neighborhood gathering places with local cafes and shops to major job centers and entertainment hubs. Although these areas are typically designated for commercial use, they often contain residential and mixed-use buildings as well.

The following General Plan policies pertain to land use:

Table 4.9-3 General Plan Policies Relevant to Land Use	
No.	Policy
GENERAL PLAN FRAMEWORK	
Policy 3.1.1	Identify areas on the Long-Range Land Use Diagram and in the community plans sufficient for the development of a diversity of uses that serve the needs of existing and future residents (housing, employment, retail, entertainment, cultural/institutional, educational, health, services, recreation, and similar uses), provide job opportunities, and support visitors and tourism.
Policy 3.1.2	Allow for the provision of sufficient public infrastructure and services to support the projected needs of the City’s population and businesses within the patterns of use established in the community plans as guided by the Framework Citywide Long-Range Land Use Diagram.
Policy 3.1.3	Identify areas for the establishment of new open space opportunities to serve the needs of existing and future residents. These opportunities may include a citywide linear network of parklands and trails, neighborhood parks, and urban open spaces.
Policy 3.1.4	Accommodate new development in accordance with land use and density provisions of the GPF Long-Range Land Use Diagram (Figure 3-1 to Figure 3-4) and Table 3-1.
Policy 3.1.5	Allow amendments to the community plans and coastal plans to further refine GPF Element land use boundaries and categories to reflect local conditions, parcel characteristics, existing land uses, and public input. These changes shall be allowed provided (a) that the basic differentiation and relationships among land use districts are maintained, (b) there is no reduction in overall housing capacity, and (c) additional environmental review is conducted in accordance with the California Environmental Quality Act should the impacts of the changes exceed the levels of significance defined and modify the conclusions of the Framework Element’s Environmental Impact Report.

Table 4.9-3 General Plan Policies Relevant to Land Use

No.	Policy
Policy 3.1.6	Allow for the adjustment of GPF Element land use boundaries to account for changes in the location or introduction of new transit routes and stations (or for withdrawal of funds) and, in such cases, consider the appropriate type and density of use generally within one quarter mile of the corridor and station to reflect the principles of the GPF Element and the Land Use/Transportation Policy.
Policy 3.1.7	Allow for development in accordance with the policies, standards, and programs of specific plans in areas in which they have been adopted. In accordance with Policy 3.1.6, consider amending these plans when new transit routes and stations are confirmed and funding is secured.
Policy 3.1.8	Consider the formulation of plans that facilitate the local community's identification of precise uses, densities, and design characteristics for development and public streetscape for neighborhood areas smaller than the community plans, provided that the Framework Element's differentiation and relationships among land use districts are generally maintained, there is no significant change in the population and employment capacity of the neighborhood, and there is no significant reduction in overall housing capacity.
Policy 3.2.1:	Provide a pattern of development consisting of distinct districts, centers, boulevards, and neighborhoods that are differentiated by their functional role, scale, and character. This shall be accomplished by considering factors such as the existing concentrations of use, community-oriented activity centers that currently or potentially service adjacent neighborhoods, and existing or potential public transit corridors and stations.
Policy 3.2.2	Establish, through the Framework Long-Range Land Use Diagram, community plans, and other implementing tools, patterns and types of development that improve the integration of housing with commercial uses and the integration of public services and various densities of residential development within neighborhoods at appropriate locations.
Policy 3.2.3	Provide for the development of land use patterns that emphasize pedestrian/bicycle access and use in appropriate locations.
Policy 3.2.4	Provide for the siting and design of new development that maintains the prevailing scale and character of the City's stable residential neighborhoods and enhance the character of commercial and industrial districts.
Policy 3.3.1	Accommodate projected population and employment growth in accordance with the Long-Range Land Use Diagram and forecasts in Table 2-2 (see Chapter 2: Growth and Capacity), using these in the formulation of the community plans and as the basis for the planning for and implementation of infrastructure improvements and public services.
Policy 3.3.2	<p>Monitor population, development, and infrastructure and service capacities within the City and each community plan area, or other pertinent service area. The results of this monitoring effort will be annually reported to the City Council and shall be used in part as a basis to:</p> <ol style="list-style-type: none"> Determine the need and establish programs for infrastructure and public service investments to accommodate development in areas in which economic development is desired and for which growth is focused by the GPF Element. Change or increase the development forecast within the City and/or community plan area as specified in Table 2-2 (see Chapter 2: Growth and Capacity) when it can be demonstrated that (1) transportation improvements have been implemented or funded that increase capacity and maintain the level of service, (2) demand management or behavioral changes have reduced traffic volumes and maintained or improved levels of service, and (3) the community character will not be significantly impacted by such increases. <p>Such modifications shall be considered as amendments to Table 2-2 and depicted on the community plans.</p> <ol style="list-style-type: none"> Initiate a study to consider whether additional growth should be accommodated, when 75 percent of the forecast of any one or more category listed in Table 2-2 (see Chapter 2: Growth and Capacity) is attained within a community plan area. If a study is necessary, determine the level of growth that should be accommodated and correlate that level with the capital, facility, or service improvements and/or transportation demand reduction programs that are necessary to accommodate that level. Consider regulating the type, location, and/or timing of development, when all of the preceding steps have been completed, additional infrastructure and services have been provided, and there remains inadequate public infrastructure or service to support land use development.
Policy 3.4.1	Conserve existing stable residential neighborhoods and lower-intensity commercial districts and encourage the majority of new commercial and mixed-use (integrated commercial and residential) development to be located (a) in a network of neighborhood districts, community, regional, and downtown centers, (b) in proximity to rail and bus transit stations and corridors, and (c) along the City's major boulevards, referred to as districts, centers, and mixed-use boulevards, in

Table 4.9-3 General Plan Policies Relevant to Land Use	
No.	Policy
	accordance with the Framework Long-Range Land Use Diagram (Figure 3-1 and 3-2).
Policy 3.4.2	Encourage new industrial development in areas traditionally planned for such purposes generally in accordance with the Framework Long-Range Land Use Diagram (Figure 3-2) and as specifically shown on the community plans.
Policy 3.4.3	Establish incentives for the attraction of growth and development in the districts, centers, and mixed-use boulevards targeted for growth that may include: <ol style="list-style-type: none"> a. Densities greater than surrounding areas, b. Prioritization of capital investment strategies for infrastructure, services, and amenities to support development, c. Economic incentives (e.g., redevelopment, Enterprise Zones, Neighborhood Recovery, and other), d. Streamlined development review processes, e. "By-right" entitlements for development projects consistent with the community plans and zoning, f. Modified parking requirements in areas in proximity to transit or other standards that reduce the cost of development, and g. Pro-active solicitation of development.
Policy 3.5.1	Accommodate the development of single-family dwelling units in areas designated as "Single-Family Residential" on the GPF Long-Range Land Use Diagram, in accordance with Table 3-1. The density permitted for each parcel shall be identified in the community plans using land use categories specified in Table 3-2.
Policy 3.5.2	Require that new development in single-family neighborhoods maintains its predominant and distinguishing characteristics such as property setbacks and building scale.
Policy 3.5.3	Promote the maintenance of existing single-family neighborhoods and support programs for the renovation and rehabilitation of deteriorated and aging housing units.
Policy 3.5.4	Require new development in special use neighborhoods such as water-oriented, rural/agricultural, and equestrian communities to maintain their predominant and distinguishing characteristics.
Policy 3.5.5	Promote the maintenance and support of special use neighborhoods to encourage a wide variety of these and unique assets within the City.
Policy 3.6.1	Ensure that the new development of "duplex" or multi-family units maintains the visual and physical character of adjacent single-family neighborhoods, including the maintenance of front property setbacks, modulation of building volumes and articulation of facade to convey the sense of individual units, and use of building materials that characterize single-family housing.
Policy 3.7.1	Accommodate the development of multi-family residential units in areas designated in the community plans in accordance with Table 3-1 and Zoning Ordinance densities indicated in Table 3-3, with the density permitted for each parcel to be identified in the community plans.
Policy 3.7.2	Consider decreasing the permitted densities, by amendments to the community plan, of areas designated for multi-family residential where there is a mix of existing unit types and density and/or built densities are below the maximum permitted. When determining whether to reduce these densities, consider the following criteria: <ol style="list-style-type: none"> a. There is inadequate public infrastructure or services to provide for the needs of existing or future residents for which the cost of improvements would result in an undue burden on the community or are infeasible; b. The quality of life of the area's residents has been adversely impacted by the density of development (crime, noise, pollution, etc.); c. The neighborhood is physically and functionally stable; Existing housing units are structurally sound or can be upgraded without undue costs; <ol style="list-style-type: none"> d. There is a desire of the residents to preserve existing housing and neighborhood qualities; and/or e. Adequate housing potential exists or can be provided in nearby areas, including those designated for mixed-use development, in order to offset the loss of any potential units due to the reduced densities.
Policy 3.7.3	Allow the reconstruction of existing multi-family dwelling units destroyed by fire, earthquakes, flooding, or other natural catastrophes to their pre-existing density in areas wherein the permitted multi-family density has been reduced below the pre-existing level.

Table 4.9-3 General Plan Policies Relevant to Land Use

No.	Policy
Policy 3.7.4	Improve the quality of new multi-family dwelling units based on the standards in Chapter 5 Urban Form and Neighborhood Design Chapter of this Element.
Policy 3.8.1	Accommodate the development of neighborhood-serving uses in areas designated as "Neighborhood District" in accordance with Table 3-1 and Table 3-4. The range and densities/intensities of uses permitted in any area shall be identified in the community plans.
Policy 3.8.2	Encourage the retention of existing and development of new commercial uses that primarily are oriented to the residents of adjacent neighborhoods and promote the inclusion of community services (e.g., childcare and community meeting rooms).
Policy 3.8.3	Encourage the owners of existing commercial shopping centers that contain chain grocery and drug stores to include additional uses, such as restaurants, entertainment, childcare facilities, public meeting rooms, recreation, cultural facilities, and public open spaces, which enhance neighborhood activity.
Policy 3.8.4	Enhance pedestrian activity by the design and siting of structures in accordance Chapter 5 Urban Form and Neighborhood Design policies of this Element and Pedestrian-Oriented District Policies 3.16.1 through 3.16.3.
Policy 3.8.5	Initiate a program of streetscape improvements, where appropriate.
Policy 3.8.6	Encourage outdoor areas within neighborhood districts to be lighted for night use, safety, and comfort commensurate with their intended nighttime use.
Policy 3.12.1	Accommodate the development of uses in areas designated as "General Commercial" in the community plans in accordance with Table 3-1 and Table 3-7. The range and densities/intensities of uses permitted in any area shall be identified in the community plans.
Policy 3.12.2	<p>Consider adjusting permitted densities of areas designated for General Commercial, where existing buildings are developed at densities substantially below the maximum permitted by amendments to the community plans, where appropriate, based on consideration of the following:</p> <ul style="list-style-type: none"> a. Where commercial parcels of less than 150 feet in depth abut areas designated for single-family residential; b. Where the total area and/or configuration of the commercial parcel precludes the development of adequate on-site parking, unless adjacent to a transit station or code-required parking is provided in a common parking facility in proximity to the site; c. Where site driveways may adversely impact traffic flows along principal streets or in adjacent residential neighborhoods; and/or d. Where there are local community objectives for the preservation of the prevailing scale and character of development.
Policy 3.14.4	Limit the introduction of new commercial and other non-industrial uses in existing commercial manufacturing zones to uses which support the primary industrial function of the location in which they are located.
Policy 3.14.6	<p>Consider the potential re-designation of marginal industrial lands for alternative uses by amending the community plans based on the following criteria:</p> <ul style="list-style-type: none"> a. Where it can be demonstrated that the existing parcelization precludes effective use for industrial or supporting functions and where there is no available method to assemble parcels into a unified site that will support viable industrial development; b. Where the size and/or the configuration of assembled parcels are insufficient to accommodate viable industrial development; c. Where the size, use, and/or configuration of the industrial parcels adversely impact adjacent residential neighborhoods; d. Where available infrastructure is inadequate and improvements are economically infeasible to support the needs of industrial uses; e. Where the conversion of industrial lands to an alternative use will not create a fragmented pattern of development and reduce the integrity and viability of existing industrial areas; f. Where the conversion of industrial lands to an alternative use will not result in an adverse impact on adjacent residential neighborhoods, commercial districts, or other land uses; g. Where it can be demonstrated that the reduction of industrial lands will not adversely impact the City's ability to accommodate sufficient industrial uses to provide jobs for the City's residents or incur adverse fiscal impacts; and/or

Table 4.9-3 General Plan Policies Relevant to Land Use	
No.	Policy
	h. Where existing industrial uses constitute a hazard to adjacent residential or natural areas.
Policy 3.14.7	<p>Consider the potential redesignation of non-industrial properties located adjacent to lands designated and developed with industrial uses for industrial purposes by amending the community plans or by conditional use permits based on the following criteria:</p> <ul style="list-style-type: none"> a. The redesignation is required to accommodate the expansion of existing industrial uses to facilitate their retention in areas in which they are located; b. There is substantial support of the property owners of the parcels to be redesignated; c. There is no significant disruption or intrusion into existing residential neighborhoods, commercial districts, or other land uses; d. There are no adverse environmental impacts (traffic, noise, lighting, air pollution, other) on adjacent land uses due to the industrial uses; and e. There is adequate infrastructure to support the expanded industrial use(s).
Policy 3.18.1	<p>Consider decreasing the permitted densities of areas designated for multi-family residential, mixed-use, and/or commercial uses where there is (1) a mix of existing unit types and densities; (2) built density is below the maximum permitted; and (3) a significant concentration of high-density development relative to the intensity of development in the surrounding area or other communities in the City. This may be accomplished by amendments of the permitted densities in Community Plans or by zoning. Determination of reducing permitted densities should consider the following criteria:</p> <ul style="list-style-type: none"> a. There is inadequate public infrastructure or services to provide for the needs of the existing residents and/or businesses and the cost of additional improvements would result in an undue burden on the community or are infeasible; b. The quality of life of the area's residents and/or businesses has been adversely affected by the density of development as measured by crime, noise, pollution, traffic congestion, overcrowded schools, lack of open space, limited sewer capacity and other comparable conditions; c. There is an over-concentration of existing high density multi-family residential, mixed and commercial uses relative to the intensity of development in the surrounding area or other communities in the City; d. The neighborhood and/or commercial area is physically and functionally stable; e. The existing buildings are structurally sound or can be upgraded without undue costs; f. There is a desire of the residents to preserve existing housing and neighborhood qualities; and g. Adequate housing and/or commercial potential can be provided in nearby areas with sufficient infrastructure and services capacities, including those designated for mixed-use development, in order to offset the loss of potential housing units and/or commercial square footage due to reduced densities.

SOURCE: Los Angeles Department of City Planning, *The Citywide General Plan Framework: An Element of the City of Los Angeles General Plan* (adopted August 8, 2001), CPC 94-0354 GPF CF 95-2259 CF 01-1162, <http://cityplanning.lacity.org>.

County of Los Angeles General Plan

Located in the middle of San Pedro is an unincorporated County Island known as “La Rambla.” Although it is located geographically within the San Pedro Community Plan area, the land uses in this area are regulated by the Los Angeles County General Plan. The area includes residential uses, medical services, and is the location of the Providence Little Company of Mary Hospital. The Draft 2008 Los Angeles County General Plan designates the area as a mixture of residential, commercial, and public uses.

San Pedro Coastal Land Use Plan and San Pedro Specific Plan

Portions of San Pedro are located within the state of California coastal zone. The Coastal Commission, in partnership with coastal cities and counties, plans and regulates the use of land and water in the coastal zone. The Coastal Act of 1976 declared that the California Coastal Zone is a distinct and valuable resource of vital and enduring interest to all the people and exists as a delicately balanced ecosystem. In

order to protect, maintain, and, where feasible, enhance and restore the overall quality of this ecosystem, the Coastal Act requires that local government prepare a Local Coastal Program for those parts of the Coastal Zone within its jurisdiction.

The San Pedro Coastal Land Use Plan (LUP) and the San Pedro Specific Plan comprise the City of Los Angeles's Local Coastal Program for the San Pedro Coastal Zone. The San Pedro Local Coastal Specific Plan and the San Pedro Coastal LUP protect, maintain, enhance, and restore the overall quality of the Coastal Zone environment while meeting provisions of the California Coastal Act. The San Pedro coastal zone boundaries are generally the western portion of the CPA boundary, 25th Street, Anchovy Avenue, Paseo Del Mar, Western Avenue, 25th Street, Pacific Avenue, 9th Street, Harbor Boulevard, and Crescent Avenue.

San Pedro Coastal Land Use Plan

The San Pedro Coastal LUP sets forth Objectives, Policies, Standards, and Programs for land use and new development, circulation, access, and services systems that implement policies contained in the California Coastal Act. Objectives of the San Pedro Coastal LUP are as follows:

1. To coordinate the development of the San Pedro Community with the adjacent communities of Rancho Palos Verdes, Harbor City, and Wilmington; the Port of Los Angeles; and other parts of the metropolitan area.
2. To balance population growth with available public facilities, services, and circulation system so as to enable the Community to develop in a harmonious, efficient, and attractive manner.
3. To develop a zoning pattern which realistically reflects future land uses, densities, and population levels.
4. To encourage the preservation and enhancement of the varied and distinctive residential neighborhoods and character of San Pedro.
5. To promote the development of Beacon Street Redevelopment Area as the basis for the Community Center, with a high density of employment and population.
6. To preserve scenic views and improve the visual environment of the Community through the protection of its natural features, topography, and coastline.

San Pedro Specific Plan

The purpose of the San Pedro Specific Plan is to promote a sense of community consistent with San Pedro's maritime heritage. The San Pedro Specific Plan provides for the development of the area designated for community commercial uses along Pacific Avenue, with uses similar to those existing, including, but not limited to coastal dependent and recreational uses. The San Pedro Specific Plan also provide procedures to facilitate the establishment of a Historic Preservation Overlay Zone (HPOZ) in the Old San Pedro area, which is located in the San Pedro Local Coastal Zone, and to integrate the HPOZ with San Pedro Specific Plan

It is the intent of the San Pedro Specific Plan to preserve access to the beach and the recreation areas and to protect ocean and coastal views as seen from public areas such as highways, roads, beaches, parks, trails, accessways, and other public preserves. It is intended that development be designed and sited to protect views to and along the ocean and scenic coastal areas, to minimize alteration of natural

landforms, to be visually compatible with the character of surrounding areas, and to restore and enhance visual quality to the extent feasible.

City of Los Angeles Zoning Ordinance

Development in the City is also governed by the applicable land use, zoning, and subdivision regulations in the Los Angeles Municipal Code. The City of Los Angeles Zoning Ordinance, which is set forth in Sections 12.00 et seq. of the Los Angeles Municipal Code, serves as the primary implementation tool of the General Plan and Community Plans. Whereas the General Plan is a policy document adopted by resolution and sets forth direction for development decisions, the Zoning Ordinance contains regulations and the development standards for the various zoning districts in the City.

As illustrated in Figure 3-3 (Existing Zoning), the majority of uses in the CPA are single- and multi-family residential. Commercial uses representing 6.1 percent of the CPA in approximately 224 acres are concentrated in the downtown area, along the Gaffey Street and Pacific Avenue corridors, and along Western Avenue. Industrial uses, comprising approximately 253 acres and 6.9 percent of the CPA, are primarily concentrated in the northern portion of the CPA along North Gaffey Street and between Gaffey Street and I-110. Smaller pockets of industrial uses can be found in the eastern portion and the downtown of the CPA. Open Space comprises 494.2 acres, or 13.5 percent of the CPA. Large open space expanses are located along the southern portion and coastal areas of the CPA, including Bogdanovich Park, and Peck Park. Smaller parks are located throughout the CPA. The CPA also includes 346.3 acres of Public Facilities, approximately 9 percent of the CPA. Uses located on Public Facility designated land include the public library, schools, a military reservation (Fort MacArthur Middle Reservation), police station, and city maintenance yard.

Downtown San Pedro Community Design Overlay

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

Vinegar Hill Historic Preservation Overlay Zone

The Vinegar Hill Historic Preservation Overlay Zone covers several blocks south of Downtown San Pedro. The regulations of historic preservation overlay zones ensure that the rehabilitation of historic houses takes place in a manner that respects the historic integrity of the structures and the neighborhood. New development is also reviewed to assure that the character of the historic neighborhood is maintained.

Community Redevelopment Agency

The Community Redevelopment Agency (CRA/LA) is a public agency that was established in 1948 pursuant to California State Law (Code Section 33000) in order to attract private investment into economically depressed communities. In Los Angeles, the CRA/LA managed thirty-two redevelopment areas, including the Beacon Street Redevelopment Project Area and the Pacific Corridor Redevelopment

Project Area in San Pedro. However, in 2012, the CRA/LA was eliminated by State Legislature, resulting in a change in the implementation of Redevelopment Project Areas and accompanying plans. The implementation of such plans may become the responsibility of a Successor Agency or ultimately with the DCP.

Beacon Street Redevelopment Project Area

The Beacon Street Redevelopment Project Area is generally bounded by the Southern Pacific Railroad right-of-way on the east, 7th and 5th Streets on the south, Centre and Mesa Streets on the west, and 2nd and 3rd Streets on the north. The Redevelopment Plan was adopted by the City Council on April 21, 1969, and amended on February 22, 1971, and August 29, 1980. One of the main focuses of the plan is to revitalize the San Pedro Downtown (designated in the plan as a Regional Commercial Center) with a hotel, office building, housing, theatres, and improved infrastructure.

The Redevelopment Plan establishes a variety of goals for the Project Area; these are listed below:

1. The elimination and prevention of the spread of blight and deterioration and the renewal, redevelopment and restoration of the Project Area to the extent permitted by law and specified in the Redevelopment Plan.
2. The removal of structurally substandard buildings, to permit the return of the Project Area land to economic use and new construction.
3. The elimination of certain environmental deficiencies, including among others, inadequate street layout; overcrowding or improper location of structures on the land; conversions to incompatible types of uses, obsolete building types; detrimental land uses or conditions, such as incompatible uses, and structures in mixed use; unsafe, congested, poorly designed, or otherwise deficient streets; inadequate public utilities or community facilities contributing to unsatisfactory living conditions or economic decline, and other equally significant environmental deficiencies.
4. The provision of land for needed public facilities within a proposed Civic Center area.
5. The achievement of changes in land use through the development of a new pedestrian connection between the Central Business District and the waterfront and the further provision for new water oriented commercial development in the Project Area.
6. The removal of impediments to land disposition and development through the assembly of land into reasonably sized and shaped parcels served by an improved street system and improved public facilities.
7. The achievement of an environment reflecting a high level of concern for architectural and urban design principles.
8. The expansion of employment opportunities in the Community.
9. The creation of new sites for residential development and the provision of a substantial number of housing units for families with low to moderate incomes.

Pacific Corridor Redevelopment Project Area

The Pacific Corridor Redevelopment Project was adopted by the Los Angeles City Council in 2002. It is located in the portside community of San Pedro, at the terminus of I-110. The Project Area contains approximately 693 acres, and generally bounded by North Capitol Drive on the north; Gaffey Street on the west; 22nd Street on the south, and Harbor Boulevard on the east. The area is adjacent to the existing Beacon Street Redevelopment Project Area.

The main goal of the Pacific Corridor Redevelopment Project is to improve the economic vitality and appearance of the Downtown San Pedro area, including the Pacific Avenue and Gaffey Street Corridors, creating new economic and employment opportunities and providing quality designed new housing opportunities to a variety of income groups.

The Pacific Corridor includes sections of commercial districts along Pacific Avenue and Gaffey Street, the Downtown and industrial portions of North Gaffey. The project area includes sections of the Community and Regional Commercial Centers in the CPA, as well as a small portion of land designated as Limited Industrial. Project objectives of the Pacific Corridor Redevelopment Plan are as follows:

1. **Community Image and Vision**—To maintain the Downtown San Pedro and the surrounding area as an aesthetically pleasing community reflecting its past and reinforcing its status as an international port city, with waterfront access
2. **Health and Public Safety**—To assure a crime-free and drug-free community
3. **Economic Revitalization and Job Creation**—To retain and expand business and ensure San Pedro as a fully employed community
4. **Development of Tourist-Oriented Facilities**—To promote tourism related activities that enhance economic and recreational opportunities in the community
5. **Social Services and Community Recreation Facilities**—To maintain and expand community services and facilities
6. **Diversification of Retail and Entertainment Activities**—To develop a variety of consumer retail, shopping, and entertainment opportunities and discourage commercial activities perceived to have a detrimental effect on the community
7. **Historic Preservation and Promotion of Cultural Heritage**—To preserve the unique cultural, social, and physical features of the community
8. **Preservation of Existing Housing Stock and Creation of New Home Ownership Opportunities**—To preserve existing housing stock and provide choice for a variety of new and rehabilitated housing opportunities
9. **Public Improvements and Amenities**—To install, repair and maintain public improvements and amenities
10. **Port involvement and Participation in Community Revitalization**—To engage and increase involvement of the Port in the physical and economic revitalization of the community

Harbor Enterprise Zone

The Harbor Enterprise zone covers the general areas of the industrial core located in the northern portion of the CPA between Gaffey Street and John S. Gibson Boulevard, the Gaffey Street and Pacific Avenue corridors, and a segment of Downtown San Pedro bounded by 5th Street, Harbor Boulevard, 8th Street, and Pacific Avenue. Enterprise zones are state funded geographic areas designated by City Council resolution to receive various economic incentives for the purpose of stimulating local investment and employment, in addition to other state level incentives. Projects which are located within enterprise zones may use a lower parking ratio for commercial office, retail and other uses, thus increasing the buildable area of small parcels.

Fort MacArthur (USAF)

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

Port of Los Angeles (POLA)

The Port of Los Angeles is a proprietary with responsibilities for planning and overseeing operations at the harbor. POLA administers a separate community plan for the harbor area. Given the proximity of community and harbor, it is necessary to ensure coordinated planning occurs. The San Pedro Community Plan recognizes that the primary function of the harbor is to promote “commerce, navigation, and fisheries,” with a secondary emphasis on providing water-oriented recreational opportunities. The proposed plan seeks to coordinate harbor-related land uses and the circulation system with those of adjoining areas by providing adequate buffers and transitional uses between the harbor and the rest of the Community. The Port of Los Angeles Community Plan designates the northern and western portions of the Harbor, including the West Basin, as Commercial/Industrial land uses, which are further classified as General/Bulk Cargo and Commercial/Industrial Uses/Non-Hazardous uses. General Cargo includes container and passenger facilities. Commercial uses include restaurants and tourist attractions, offices, retail facilities, and related uses. Industrial uses include light manufacturing/industrial activities, ocean-resource industries, and related uses.

■ Proposed Plan Policies

Table 4.9-4 (Proposed San Pedro Community Plan Policies) lists the proposed Land Use policies.

Table 4.9-4 Proposed San Pedro Community Plan Policies	
No.	Policy
Policy LU1.1	Neighborhood character. Maintain the distinguishing characterizes of San Pedro's residential neighborhoods with respect to lot size, topography, housing scale, and landscaping, to protect the character of existing stable neighborhoods from new, out-of-scale development.
Policy LU1.2	Adequate housing and services. Provide housing that accommodates households of all sizes, as well as integrates safe and convenient access to schools, parks, and other amenities and services.
Policy LU 1.3	Neighborhood transitions. Assure smooth transitions in scale, form, and character, by regulating the setback, stepbacks, design of the rear elevation of buildings, and landscaping of backyards where neighborhoods of differing housing product and density abut one another.
Policy LU1.4	Hillside development. Limit the intensity and density in hillside areas to that which can be reasonably accommodated by infrastructure and natural topography. Development should be integrated with and be visually subordinate to natural features and terrain.
Policy LU1.6	Alleys. Maintain and improve existing neighborhood alleys as an alternative, safe, well-maintained access to homes that reduces curb cuts, driveways, and associated pedestrian-automobile conflicts.

Table 4.9-4 Proposed San Pedro Community Plan Policies	
No.	Policy
Policy LU1.7 (also Policy LU5.10, Policy LU14.6, and Policy LU16.5)	Build Green. Developments should be sustainable, attractive and incorporate green building design, systems, and materials to the greatest extent feasible.
Policy LU 2.2 (Single-Family Residences)	Height transitions. Provide height transitions between established single-family neighborhoods and adjacent multi-family, commercial, and industrial areas.
Policy LU3.1	Neighborhood stability. Stabilize and improve existing multi-family residential neighborhoods, allowing for growth in areas where there is sufficient public infrastructure and services and where quality of life can be maintained or improved.
Policy LU3.2	Key locations. Incorporate housing in areas targeted for mixed use and in the Regional Center.
Policy LU3.3	Equitable housing distribution. Provide an equitable distribution of housing types for all income groups throughout San Pedro's multi-family neighborhoods and promote mixed-income developments rather than creating concentrations of below-market-rate housing.
Policy LU3.4	Minimize displacement. Minimize displacement of residents when building new housing.
Policy LU3.5	Compatibility. Ensure that the new development of multi-family, duplex, small lot subdivisions or lower density units located in or adjacent to single-family neighborhoods maintains the visual and physical character of single-family housing and be designed to respect and complement the architectural and building patterns of surrounding existing residential development.
Policy LU3.6	Amenities. Include amenities for residents such as on-site recreational facilities, community meeting spaces, and useable private and/or public open space in new multi-family development
Policy LU3.7	Senior housing. Develop senior housing in neighborhoods that are accessible to public transit, commercial services, recreational and health and community facilities, especially within or adjacent to designated Community Centers.
Policy LU3.8	Special needs housing. Maintain and improve developments that serve homeless, transitional needs and special needs populations. Support the retention of residential hotels and Single-Room Occupancy (SRO's) to provide housing for extremely low and very-low income residents.
Policy LU4.1	<p>Improve Rancho San Pedro. When redevelopment of the Rancho San Pedro site is planned, including rehabilitation and modernization to conform with all applicable health and safety codes, such development should be:</p> <ul style="list-style-type: none"> ■ designed to provide a mix of housing types for a range of incomes; ■ planned with an appropriate mix of rental and for-sale units; ■ compatible with low medium to medium plan density designation on average; ■ open and integrated into the community (not gated); ■ coordinated with LAUSD to provide needed school facilities; ■ coordinated with LAPD to include design features that reduce the incidence of criminal activity; and ■ developed with accessible public open and recreational space.
Policy LU4.2	Public private partnerships. Support and encourage public/private partnerships and other efforts to revitalize Rancho San Pedro, including those available to the City of Los Angeles Housing Authority.
Policy LU4.3	<p>Integrate Reservation sites. When redevelopment of the Fort MacArthur sites is planned, such development should be:</p> <ul style="list-style-type: none"> ■ designed to provide a mix of housing types for a range of incomes ■ compatible with a Low Medium I density designation on average ■ open and integrated into the community (not gated); and ■ developed with accessible public open space, community facilities, and other public amenities.

Table 4.9-4 Proposed San Pedro Community Plan Policies

No.	Policy
Policy LU4.4	Annex La Rambla. Annex the unincorporated Los Angeles County land generally known as "La Rambla," to the City of Los Angeles.
Policy LU4.5	Integrate Ponte Vista. New development at Ponte Vista should include a mix of uses and densities, a range of housing types, neighborhood services and amenities, compatible with and integrated into the adjacent San Pedro community. Development of the Ponte Vista site should be: <ul style="list-style-type: none"> ■ designed to provide a mix of housing types for a range of incomes; ■ compatible with a Low Medium density designation; ■ open and accessible to the community (not gated); and ■ developed with accessible public open space, community facilities and other public amenities.
Policy LU5.1	Investment. Conserve, strengthen and encourage investment in San Pedro's existing commercial districts.
Policy LU5.3	Limit specific uses. Discourage the following types of uses in all neighborhood commercial districts, and, require a CUP in other districts: auto parts stores, auto repair garages, auto sales offices, auto trailer parks, unenclosed automobile service stations, unenclosed drive-in establishments, used car lots.
Policy LU5.4	Appropriate transitions. New development should respect and respond positively to the architectural and building patterns of surrounding existing residential areas. New commercial buildings that face residential uses or are adjacent to residential neighborhoods that have lower development intensities and building heights should ease the scale of transition through use of downsizing scale, massing, heights, or setbacks.
Policy LU5.5	Complimentary residential uses. Residential uses in commercial areas should complement and enhance commercial districts with compatible design, entrances, scale, massing and continuation of the streetwall.
Policy LU5.6	High quality development. Design new commercial development, including infill projects, to produce a high-quality built environment, with distinctive character, and compatibility with existing and adjacent development, that reflect San Pedro's unique historic, environmental, and architectural context, and create memorable places that enrich community life.
Policy LU5.7	Strategically locate new large projects. Allow large projects only in appropriate locations, and provided that projects do not interrupt community fabric, street grid, designated public views, or the viability of Neighborhood Centers, and that those facilities are designed to be compatible in scale and character with surrounding uses.
Policy LU5.8	Spaces for people. Integrate pedestrian amenities, traffic-calming features, plazas and public areas, attractive streetscapes and signage, lighting, shade trees, outdoor dining and open spaces to create destinations for area residents to shop and gather.
Policy LU5.9	Enhanced pedestrian street activity. Incorporate retail and service oriented commercial uses on the first floor street frontage of structures, including mixed use projects and parking structures
Policy LU5.11	Buildings that engage the street. Require buildings to be oriented to and actively engage the public realm through such features as building orientation, build-to and setback lines, façade articulation, ground-floor transparency, and location of parking.
Policy LU5.12	Retail streetscapes. Maintain and, where deficient, improve street trees, plantings, furniture (such as benches, trash receptacles, news racks, and drinking fountains), signage, public art, and other amenities that promote pedestrian activity in retail commercial districts.
Policy LU5.13	Improve design. Promote quality site, architectural and landscape design that incorporates walkable blocks, distinctive parks and open spaces, tree-lined streets, and varied architectural styles.
Policy LU5.14	Safety. Create and promote environments that enhance safety and are more conducive to walking through the use of design guidelines and standards. Encourage outdoor areas within neighborhood districts to be lighted for night use, safety and comfort.
Policy LU5.15	Well-designed parking. Provide adequate employee and public parking for all commercial facilities that is complementary to adjacent uses, separating it from residential uses. Where possible, replace surface parking with structured parking, and infill parking areas with multi-story mixed-use buildings.

Table 4.9-4 Proposed San Pedro Community Plan Policies	
No.	Policy
Policy LU5.16	Minimize parking impacts. Reduce the visual prominence of parking within the public realm by requiring off-street parking to be located behind or within structures or otherwise fully or partially screened from public view
Policy LU5.17	Public spaces. Develop connecting public plazas and paseos to encourage outdoor activity and public gathering places.
Policy LU6.1	Neighborhood services. Encourage the retention of existing and the development of new commercial uses that are primarily oriented to the residents of adjacent neighborhoods and promote the inclusion of community services (e.g., childcare and community meeting rooms).
Policy LU6.2; Policy LU5.2	Mix of uses. Encourage the vertical and horizontal integration of a complementary mix of commercial, service and other nonresidential uses that address the needs of families and other household types living in urban neighborhoods. Such uses may include daycare and school facilities, retail and services, and parks, plazas, and open spaces.
Policy LU6.3	Promote neighborhood activity centers. Encourage the owners of existing commercial shopping centers that contain chain grocery or drug stores to include additional uses, such as restaurants, entertainment, childcare facilities, public meeting rooms, recreation, cultural facilities, and public open spaces, which enhance neighborhood activity.
Policy LU6.4	Protect neighborhood uses. Compatible “non-conforming uses” that are a recognized part of a neighborhood (e.g., “Mom and Pop” neighborhood stores), should be allowed to continue in accordance with applicable provisions of the Municipal Code.
Policy LU6.5	Limit new residential uses. Discourage new residential uses in Neighborhood Commercial designated areas to maintain an adequate level of neighborhood commercial services.
Policy LU7.1	Revitalize Downtown. Revitalize and strengthen the Downtown San Pedro commercial area as the historic commercial center of the community, to provide shopping, civic, social, and recreational activities.
Policy LU7.2	Mixed Use projects. Promote mixed use projects and higher density developments along transit priority streets, and in Community Commercial and Regional Commercial areas. Redevelop existing commercial centers into dynamic mixed-use centers.
Policy LU7.3	Activity centers. Encourage the inclusion of public service uses (e.g., day and elder care, community meeting rooms, and recreational facilities), school classrooms, cultural facilities (museums and libraries), and similar uses in mixed use development.
Policy LU7.4	Plan new development to avoid creating a “wall of development” along Harbor Boulevard by requiring setbacks, variation in massing and heights, and preservation of view corridors.
Policy LU7.5	Above ground facilities (AGF) should not be located in the Specific Plan area or on scenic highways. If necessary, AGFs should be located below grade or out of public view when sited along scenic highways or in proximity to view corridors, vista points, community design overlays or other public scenic access points.
Policy LU8.1	Vibrant Community Center. The Community Commercial center at Western Avenue and 25th when redeveloped, should be: <ul style="list-style-type: none"> ■ designed to include a mixed use center to serve the surrounding community with services and retail opportunities ■ developed with a mix of housing types for a range of incomes ■ designed with buildings of varied heights to maximize existing and new public views to the ocean ■ developed with parking below ground level if feasible; and ■ integrated with public plazas and other public gathering spaces.
Policy LU9.1	Active Downtown. Develop 6th Street between Harbor Boulevard and Pacific Avenue into a pedestrian-only street, with sidewalk dining, pedestrian oriented commercial uses, improved streetscape and landscape amenities, public art spaces and water features.
Policy LU9.2	Waterfront Connections. Strengthen the connection between downtown and the waterfront by providing for extension of the Red Car line through downtown and coordinating with the Port’s Waterfront project

Table 4.9-4 Proposed San Pedro Community Plan Policies

No.	Policy
Policy LU9.3	Maintain Parking Options. Maintain public parking lots so that pedestrians can easily access restaurants and other entertainment uses.
Policy LU10.1	Downtown and Waterfront connection. Continue to coordinate with the Port of Los Angeles, CRA/LA and Public Works to implement design improvements that provide physical design connections between the Waterfront and downtown San Pedro. These should include but not be limited to street trees, landscaping, lighting, paving, wayfinding signage and gateway signage.
Policy LU10.2	Harbor "Gateway." The Harbor Boulevard surface parking lot (currently owned by Caltrans) presents an opportunity to redevelop the site with a gateway building and use. New development at this site should exhibit high quality architecture, integrate public parking, and public plaza if feasible, and also mark the entrance to Downtown San Pedro in a significant manner. The development should have prominent pedestrian oriented design at the ground floor and if a mid to high rise structure, be developed as a slim tower to both mark the entrance to San Pedro and retain public views of the waterfront consistent with the Downtown San Pedro CDO guidelines
Policy LU10.4	Attractive design. New development along Harbor Boulevard should be high quality, with well designed signature architecture that invites and welcomes people to San Pedro. This development should complement and benefit from the POLA promenade improvements such as the Welcome Water Fountain. Developments should have: prominent pedestrian oriented design at the ground floor with a mix of uses; individual entrances for limited ground floor residential; abundant landscaping; and structures that are designed to retain public views to the waterfront per the Downtown San Pedro CDO guidelines.
Policy LU10.5 (also Policy LU10.7)	Expand visitor-serving opportunities. Encourage a variety of shopping, dining, entertainment, lodging and visitor-oriented activities to increase tourism and enhance economic activity in San Pedro.
Policy LU11.1	Commerce and jobs. Develop regional shopping and office projects in the Regional and Community centers that provide shopping and jobs for the San Pedro labor force, as well as residents of neighboring communities.
Policy LU11.2	Urban vitality. Promote housing and employment uses in San Pedro's existing Regional Center as a means of enhancing retail viability, establishing pedestrian-oriented shopping districts, creating more attractive buildings and public spaces, supporting transit viability, and reducing vehicle trips.
Policy LU11.3	Urban core. Foster development of the Regional Center into a compact but high intensity office and employment hub of downtown, with a strong government, financial, commercial, and visitor-serving orientation, while permitting residential development to provide vitality during non-work hours.
Policy LU11.5	Regional Center emphasis. Generally direct higher-intensity land uses and taller buildings to major intersections along arterial roads to facilitate access, enhance transit service, and promote physical differentiation between the Downtown Regional Center and adjacent Community Commercial Center along Pacific Avenue and Gaffey Street.
Policy LU11.6	Downtown revitalization. Revitalize and strengthen Downtown San Pedro as the historic commercial center of the community, to provide shopping, civic, social, and recreational activities.
Policy LU11.7	Develop a multi-modal center. Develop a multi-modal transportation center (Multi-modal transportation considers various modes such as walking, cycling, automobile, public transit, etc.) in or near Downtown.
Policy LU11.9 (also Policy LU18.6)	Discourage AGFs. Above ground facilities (AGF) should not be located in the Specific Plan area or on scenic highways. If necessary, AGFs should be located below grade or out of public view when sited along scenic highways or in proximity to view corridors, vista points, community design overlays or other public scenic access points.
Policy LU12.1	Cultural facilities. Actively support the development of arts, cultural and entertainment facilities and events in Downtown San Pedro to attract visitors and establish a unique identity for this district.
Policy LU12.2	Celebrate artists. Encourage the development of individual offices, studios, galleries and live/work units for artists, architects, landscape architects, interior designers, craftsmen, and other design-oriented professionals in Downtown San Pedro.

Table 4.9-4 Proposed San Pedro Community Plan Policies	
No.	Policy
Policy LU12.3	Art display. Develop accessible locations and public spaces for display of public art, featuring both permanent and temporary installations.
Policy LU12.4	Historic resource preservation. Support the preservation of culturally and historically significant sites and structures in Downtown.
Policy LU13.1	Governmental coordination. Strengthen governmental inter-agency coordination in the planning and implementation of Port projects in order to better serve the interests of the San Pedro Community, including recreation, quality of life and jobs.
Policy LU13.2	Capitalize on synergies. Capitalize on Port improvements to the waterfront promenade and Ports O' Call to develop Downtown San Pedro and the Port waterfront into a desirable center of commerce, recreation and tourism
Policy LU13.3	Green the Port. Support efforts to "Green the Ports," including measures that improve air and water quality, reduce vehicle emissions, and enhance coastal resources.
Policy LU13.4	Reduce impacts. Utilize Port of Los Angeles resources to reduce local impacts where appropriate
Policy LU14.1	Preserve employment base. Retain industrial plan designations to maintain the industrial employment base for existing and new businesses that provide higher-skilled and high wage manufacturing and research/development jobs, particularly those in port-related and maritime industries.
Policy LU14.2	Retain industrial land. Large industrially planned parcels located in predominantly industrial areas shall not be developed with other uses that do not support the industrial base of the City and community.
Policy LU14.3	Sustain the arts. Encourage artisan, artisanal and craft industries in light industrial zones, particularly in adaptive reuse of obsolete industrial buildings.
Policy LU14.4	Improve safety and jobs. Ensure that industrial land uses are safe for human health and the environment and that they provide a robust source of employment.
Policy LU14.5	Encourage sustainable industry. Incentivize development opportunities for businesses that are oriented towards green or clean technologies, and employ green building practices and processes.
Policy LU15.1	Transitions. Require a transition of industrial uses, from intensive uses to less intensive uses, in those areas in close proximity to residential neighborhoods.
Policy LU15.2	Enhanced design. Require design techniques, such as appropriate building orientation and scale, landscaping, buffering, noise insulation and increased setbacks, in the development of new industrial properties to improve land use compatibility with adjacent uses and to enhance the physical environment.
Policy LU15.3	Street beautification. Require streetscape improvements such as street trees, sidewalks, landscaping, lighting, and undergrounding of utilities.
Policy LU15.4	Adequate parking. Require adequate customer and employee parking be provided for all types of industrial and manufacturing facilities, and that truck traffic and parking be restricted from residential areas.
Policy LU15.5	Hazardous materials. Promote the phasing out or relocation of facilities used for the storage, processing, or distribution of potentially hazardous petroleum or chemical compounds to Terminal Island or the more heavily industrialized areas of Wilmington and discourage any further expansion of existing facilities.
Policy LU16.1	Create an industrial sanctuary. Prohibit commercial and residential uses in the North Gaffey Industrial District to limit the displacement of industrial uses that serve the community and to stabilize land values for industrial job producing uses.
Policy LU16.2	Encourage green industries. Plan for and facilitate the location of industries and businesses that develop or utilize clean and green technologies and capitalize on Los Angeles' competitive advantages; incentives should be available for such uses.
Policy LU16.3	Encourage sustainable industry. Industries that are environmentally sustainable businesses, and employ green or clean technologies, building practices, and processes and provide jobs for San Pedro's residents should be encouraged to locate in this district.

Table 4.9-4 Proposed San Pedro Community Plan Policies

No.	Policy
Policy LU16.6	Sustain commerce. Encourage industries to locate in this district that can apply for and benefit from foreign trade zone status. The Foreign-Trade Zones Act of 1934 was designed to lower costs for businesses engaged in international trade through tariff and tax relief.
Policy LU16.7	Enhance design. Improve the aesthetic quality of North Gaffey Street, including sidewalks, trees, lighting, and signage; eliminate blight and detrimental visual impacts on residential areas, and establish a stable environment for quality industrial development.
Policy LU17.1	Celebrate history. Protect, preserve and enhance San Pedro's historically significant resources
Policy LU17.2	Retain historic elements. Protect, preserve and enhance the historic characteristics of distinctive historic neighborhoods such as Old San Pedro/Downtown, Vinegar Hill HPOZ and its proposed expansion Area, Averill Park and the Cabrillo/27th/Gaffey neighborhood.
Policy LU17.3	Incentivize preservation. Encourage and promote the use of incentives for private owners of historic properties/resources to conserve the integrity of such resources.
Policy LU17.4	Identify partnerships for funding. Coordinate with the CRA and the Los Angeles Housing Department to identify new financial resources for rehabilitation grants and loans to low- and moderate-income owners of historic homes
Policy LU17.5	Maintain character. Support the study of Residential Floor Area (RFA) Special Districts or Community Design Overlays (CDOs) for neighborhoods that retain a cohesive character but are not eligible to become Historic Preservation Overlay Zones.
Policy LU17.6	Retain neighborhood scale. Retain existing neighborhood scale and characteristics in the area bounded by O'Farrell Street, Hanford Avenue, Third Street, Walker Avenue, the westerly extension of Fourth Street, and Harbor View Avenue, by retaining substandard lots as developed at the time of original Plan adoption.
Policy LU18.1	Maintain visual resources. Protect the scenic and visual qualities of San Pedro as a local as well as regional resource, 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.
Policy LU18.2	Preserve access to coastal views. Ensure public visual access to coastal views by means of appropriately located scenic overlooks, turnouts, view spots and other areas for limited vehicular parking, especially along designated Scenic Highways and Bikeways.
Policy LU18.3	Protect public views from Scenic Highways. Preserve existing public scenic views of the ocean and harbor from designated Scenic Highways, and designated scenic view sites. Until a "Corridor Plan" is prepared for Scenic Highways, 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 public facilities.
Policy LU18.4	Paseo del Mar. Turn-out and view site areas from Paseo del Mar shall provide unobstructed views of the ocean. All development seaward of the turn-out and viewsite areas of Paseo del Mar and Shepard Street should be sited, designed and constructed so that public views to and along the ocean are protected to the maximum extent feasible. All development in this area, including public recreation and public works, shall be subordinate to their setting and minimize in height and bulk to the maximum extent feasible to accomplish view protection.
Policy LU18.5	Preserve Public View Sites. The Osgood/Farley Battery site, Lookout Point site, and the Korean Bell site shall be designated as public view sites and no development which obstructs views from these sites shall be allowed or approved.
Policy LU19.1	Maintain coastal resources. Protect coastal resources from environmental hazards, such as impacts associated with offshore oil drilling and erosion of coastal bluffs.
Policy LU19.2	Coastal-oriented recreation. Maintain, develop and expand existing coastal-oriented recreational facilities where needed, including but not limited to trails and paths, to provide local and regional access to San Pedro's unique coastal resources while maintaining their unique characteristics and natural terrain.

Table 4.9-4 Proposed San Pedro Community Plan Policies	
<i>No.</i>	<i>Policy</i>
Policy LU19.3	Affordable recreational opportunities. Protect existing public lower cost visitor and recreational facilities and encourage new ones by allowing them as permitted uses in the appropriate land use categories
Policy LU19.4	Encourage public uses. On suitable private land, prioritize visitor-serving, commercial recreational uses designed to enhance public opportunities for coastal recreation over private residential, general industrial, or general commercial developments, but not over coastal-dependent industry.
Policy LU19.5	Require development to provide access. Require that developments in proximity to coastal resources provide access to public recreational opportunities.
Policy LU19.6	Develop trails. Require all trails, paths and bikeways to be indicated by appropriate signs.
Policy LU19.7	Utilize Parking Resources. Maintain public parking areas serving recreational facilities along the coast to avoid spill-over parking into residential areas.

4.9.6 Project Impacts and Mitigation

■ Analytic Method

The analysis in this section focuses on the compatibility of land uses identified in the proposed plan with existing and planned land uses within the CPA, as well as consistency with any applicable land use plans, policies, or regulations. Applicable land use goals, policies, and development standards were compared and contrasted with the proposed goals and policies, and potential areas of change within the proposed plan.

The Los Angeles CEQA Thresholds Guide (2006) sets forth guidance for the determination of significance of aesthetic impacts. This guidance is based on Appendix G of the CEQA Guidelines and provides specific criteria to be considered when making a significance determination. In some cases, the Thresholds Guide includes quantitative thresholds. For purposes of this analysis, Thresholds Guide criteria are used, supplemented by the thresholds identified in Appendix G, where appropriate.

■ Description of Potential Areas of Change

The proposed San Pedro Community Plan defines the areas of the CPA to be conserved and those areas where change is expected to occur. The majority of land use designation and zoning in the CPA will be preserved. Most of the CPA is estimated to remain stable and is not expected to change its character within the timeframe of the proposed community plan horizon year. The areas of change are relatively few and small in size.

■ Thresholds of Significance

Implementation of the proposed plan may have a significant adverse impact on land use if it would:

- Substantially disrupt, divide, or isolate existing neighborhoods, communities, or land uses
- Conflict with any applicable habitat conservation plan or natural community conservation plan

- Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect
- Result in a substantial increased potential for land use conflicts and nuisance relationships between existing and future land uses as a result
- Convert a substantial existing developed area from a residential use to nonresidential use over time or vice-versa as a result
- Result in zoning actions that would cause a substantial amount of existing development to be considered non-conforming

■ Effects Not Found to Be Significant

The plan and implementing ordinances do not include any extensions of roadways or other development features through currently developed areas that could physically divide or isolate existing neighborhoods or an established community. The majority of the land use changes proposed by the plan and implementing ordinances consist of General Plan Amendments to create consistency with GPF Land Use designations and/or changes to create consistency between the Community Plan Land Use Map and the actual built land uses on parcels. The CPA is a developed area and the plan and implementing ordinances do not propose any land use changes that would substantially change land use patterns in the CPA. Development under the plan and implementing ordinances would occur on discrete or undeveloped parcels that are scattered throughout the CPA. Therefore, the plan and implementing ordinances would not result in the disruption, division, or isolation of an established community. There is *no impact*.

As discussed in Chapter 4.3 (Biological Resources), the plan would not conflict with any adopted habitat conservation plans. Therefore, *no impact* would occur.

The proposed plan would implement the goals, policies, and objectives within the Los Angeles GPF and would be consistent with other Elements of the General Plan. The majority of the land use changes proposed by the plan and implementing ordinances consist of General Plan Amendments to create consistency with GPF land use designations. As such, the proposed plan would apply updated GPF Land Use categories, and correct minor errors. In fact, fewer nonconforming uses would exist on implementation of the proposed plan. Existing residential neighborhoods would be protected and would not be converted to nonresidential use. The proposed plan, in addition to providing consistency with the GPF, would focus on intensification of development along existing industrial and commercial corridors and in the Downtown. The policies of the proposed plan support the primary objectives and policies of the GPF Element's Land Use chapter to support the viability of the City's residential neighborhoods and commercial districts, and, when growth occurs, to encourage sustainable growth in a number of higher-intensity commercial and mixed-use districts, and industrial districts, particularly in proximity to transportation corridors and transit stations. Therefore, there is *no impact*.

■ Impacts

Impact 4.9-1 Implementation of the proposed plan would not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect. This impact is *less than significant*.

Applicable land use plans include the SCAG Regional RTP and Compass Growth Visioning (CGV), the GPF, the San Pedro Specific Plan, the San Pedro Local Coastal Plan, and the CRA/LA Beacon Street and Pacific Corridor redevelopment plans.

The SCAG regional plans cover Los Angeles County, which includes the community of San Pedro, and five other counties within Southern California. The SCAG regional plans that require a consistency discussion in this section of the EIR are the RTP and CGV, which are administered by SCAG. The consistency analysis is provided in Table 4.9-5 (SCAG Regional Transportation Plan and Growth Visioning Policies). The analysis concludes that the proposed plan would be consistent with SCAG’s policies. Therefore, implementation of the plan would not result in potentially significant land use impacts due to conflict with applicable land use plans such as SCAG’s.

Table 4.9-5 SCAG Regional Transportation Plan and Growth Visioning Principles		
SCAG RTP Policies		Project Consistency
REGIONAL TRANSPORTATION PLAN		
RTP Goal 1	Maximize mobility and accessibility for all people and goods in the region.	Consistent: The proposed plan contains multiple policies that support the provision of a comprehensive multi-modal and interconnected transportation system, and the use of public transit as an alternative to automobile travel. The proposed plan would encourage housing, particularly in Downtown San Pedro and along commercial corridors and centers, which would increase accessibility to services and facilities, reduce vehicular trips, and encourage walking.
RTP Goal 2	Ensure travel safety and reliability for all people and goods in the region.	Consistent: The proposed plan includes goals, policies, and programs that support the creation of a comprehensive multi-modal transportation network that maximizes efficiency and safety for vehicles, transit users, bicyclists, and pedestrians. These policies include measures to enhance safety such as roadway design, traffic control design, advanced signal technology, and safe routes to school among others. In addition to safety, these measures also enhance the efficiency of the circulation system and reduce total vehicular miles traveled in the community.
RTP Goal 3	Preserve and ensure a sustainable regional transportation system.	Consistent: The proposed plan includes policies and programs to work with adjacent jurisdictions and regional agencies to coordinate improvement projects that relieve regional congestion and to maintain consistency with the regional system.
RTP Goal 4	Maximize the productivity of our transportation system.	Consistent: The proposed plan Mobility Chapter includes goals and policies support the creation of a well-connected, productive transportation network that includes providing current traffic data to reduce congestion, coordination with adjacent jurisdictions, and coordination of system improvements with development. Further, the updated land use plan includes the creation of distinct walkable commercial centers and districts to enhance transit ridership in these areas, or walking or bicycling for short trips.

Table 4.9-5 SCAG Regional Transportation Plan and Growth Visioning Principles

<i>SCAG RTP Policies</i>		<i>Project Consistency</i>
RTP Goal 5	Protect the environment, improve air quality, and promote energy efficiency.	Consistent: The proposed plan includes policies aimed at relieving congestion, improving air quality, support for mixed-use walkable development, regional traffic mitigation and intersection improvements that reduce congestion in compliance with the Congestion Management Program, mixed-use and transit oriented development strategies that reduce vehicle miles traveled, focusing new development in infill areas away from sensitive habitat and near existing uses, and supporting sustainable land development practices that promote energy efficiency.
RTP Goal 6	Encourage land use and growth patterns that complement our transportation investments and improve the cost-effectiveness of expenditures.	Consistent: Growth and development under the proposed plan would prioritize infill development and redevelopment, provide greater connectivity among existing development, and promote a development pattern that maximizes provision of community facilities and services to residents which minimizes the need for auto travel and minimizes costs of infrastructure. These policies promote efficient development patterns that enhance the use and efficiency of existing transportation systems and enhancements.
RTP Goal 7	Maximize the security of our transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies.	Consistent: The proposed plan incorporates goals and policies to maintain a safe, efficient, and coherent circulation system. Policies include improved system monitoring and coordination with regional agencies and adjacent jurisdictions to improve transit service, accessibility, security, frequency, and connectivity.

COMPASS GROWTH VISIONING PRINCIPLES

Principle 1: Improve mobility for all residents

GV P1.1	Encourage transportation investments and land use decisions that are mutually supportive.	Consistent: A key vision of the proposed plan is to support efficient land use and development patterns that integrate land use and infrastructure decisions, particularly transportation so that investments in the system result in maximum mobility and reduced congestion and environmental impacts. Relevant policies are intended to create a transportation system that supports the land use pattern of mixed uses, community services, and public facilities in close proximity to residential areas, and street improvements and amenities that support walking, and biking for short trips. Further policies are designed to limit sprawl, by prioritizing infill development and general organization of land uses that promotes efficient development and the organization of land uses that minimizes travel and congestion in the community.
GV P1.2	Locate new housing near existing jobs and new jobs near existing housing	Consistent: The proposed plan provides enhanced opportunities for a full range of housing types, locations, and densities to address the community's fair share of regional housing needs, and provide market support to economically sustain commercial land uses. The land use plan includes an emphasis on mixed-use areas that provide opportunities for higher density housing near employment and transit. Mixed-use developments are encouraged so that new residential projects are located within walking distance of employment, transit, and community services.
GV P1.3	Encourage transit-oriented development.	Consistent: Policies in the proposed plan are designed to promote efficient development patterns that include enhanced transit-oriented development. The land use pattern focuses new development as infill located in proximity to existing development and near existing transit routes where possible. Policies also support a variety of transit services and pedestrian uses to meet the needs of residents, workers, and visitors.

Table 4.9-5 SCAG Regional Transportation Plan and Growth Visioning Principles		
<i>SCAG RTP Policies</i>		<i>Project Consistency</i>
GV P1.4	Promote a variety of travel choices.	Consistent: Policies in the proposed plan promote a variety of mode choices including walking, biking, and transit. Updated policies and strategies promote the development of complete pedestrian and vehicular connections that provide access from residential area and commercial areas. Policies that encourage complete neighborhoods and pedestrian and bikeway connectivity to nearby commercial uses, will promote alternative travel modes in the community. Policies require new development to provide pedestrian, bicycle and transit amenities, such as sidewalks, benches, bicycle racks, etc., will promote travel by alternative modes.

Principle 2: Foster livability in all communities

GV P2.1	Promote infill development and redevelopment to revitalize existing communities.	Consistent: The proposed plan targets new growth as infill in areas with vacant land, underutilized/under-performing or obsolescent development. Policies provide for strategic growth and change that preserves existing neighborhoods and targets infill areas for new development scaled to complement existing uses and to provide enhanced economic vitality and jobs in the community. Changes focus on enhancing the quality of life with reduced need for automobile trips and increased walkability, connectivity among neighborhoods and districts, and the completion of cohesive and well-defined districts.
GV P2.2	Promote developments which provide a mix of uses.	Consistent: The proposed plan includes a number of areas designated as mixed use designed to allow new vertical mixed-use developments as well as horizontal mixed uses along certain commercial centers and the Downtown that would allow residential, commercial, office and service uses. Mixed uses would create a more walkable community and are intended to provide opportunities for an individual to participate in multiple activities at a site (shopping, working, living, and recreating), thereby reducing automobile trips, air pollution, greenhouse gas emissions, energy consumption, and noise.
GV P2.3	Promote "people-scaled," walkable communities.	Consistent: The proposed plan mobility and land use strategies are correlated to enhance pedestrian activity as a quality of life issue as well as a mode choice that aims to reduce the need for automobile trips and increase walkability by requiring connectivity among neighborhoods and districts, and centers.
GV P2.4	Support the preservation of stable, single-family neighborhoods	Consistent: Single-family residential development will not change substantially under the proposed plan due to the strategy to target growth as infill and near commercial centers and districts, and the Downtown. Updated policies seek to ensure that the scale and character of established neighborhoods are preserved and fully shielded from potential adverse impacts of new development and that homes and neighborhoods are well maintained.

Principle 3: Enable prosperity for all people

GV P3.1	Provide, in each community, a variety of housing types to meet the housing needs of all income levels.	Consistent: The proposed plan provides opportunities for a full range of housing types, locations, and densities to address all household income types while addressing regional housing needs, and assuring the availability of affordable housing. The mix, density, size, and location are specifically determined by the projected needs specified in the City of Los Angeles Housing Element.
GV P3.2	Support educational opportunities that promote balanced growth.	Consistent: The proposed plan supports public and private schools in the City. In addition, goals and policies of the draft updated General Plan support other community educational facilities.
GV P3.3	Ensure environmental justice regardless of race, ethnicity, or income class.	Consistent: The proposed plan seeks to continually monitor land use in the City to ensure a balanced inventory of sufficient land offering appropriate use designations and development intensities in strategic locations, which would help ensure environmental justice and encourage balanced growth. The proposed San Pedro plan also avoids the concentration of high-impact uses in a manner that disproportionately affect a particular neighborhood or area.

Table 4.9-5 SCAG Regional Transportation Plan and Growth Visioning Principles

SCAG RTP Policies		Project Consistency
GV P3.4	Support local and state fiscal policies that encourage balanced growth.	Consistent: A focus of the proposed plan is the development and preservation of land uses that will assist the City in maintaining a strong diversified economic base that provides employment opportunities while generating sufficient revenues for ongoing City operations, infrastructure, and public services, in light of sustainability goals, and new development paying its fair share for infrastructure and services.
GV P3.5	Encourage civic engagement.	Consistent: Goals and policies within the proposed plan provide for the development and maintenance of civic, park, school, utility, institutional, and other public uses to assure adequate distribution and access for residents and businesses; consistency with the pattern, scale, and quality of development; and prevention of adverse impacts on the community.
Principle 4: Promote sustainability for future generations		
GV P4.1	Preserve rural, agricultural, recreational, and environmentally sensitive areas.	Consistent: The proposed plan contains goals and policies that preserve San Pedro's coastal areas and sensitive ecological areas and protect its open space and recreational resources.
GV P4.2	Focus development in urban centers and existing cities.	Consistent: The proposed plan conserves the majority of land uses San Pedro at the existing type and density. New growth will occur in limited areas that have been previously planned to accept growth; such as existing commercial centers, downtown areas and business and industrial districts to sustain their economic vitality and evolve in response to changing market dynamics; and to meet mandates for more sustainable forms of development that reduce reliance on the automobile, consume less energy and water, and produce less pollution and greenhouse gas emissions.
GV P4.3	Develop strategies to accommodate growth that use resources efficiently, eliminate pollution and significantly reduce waste.	Consistent: The proposed plan provides an overall pattern of land uses that promotes efficient development; minimizes the impact of traffic congestion; reduces transportation distances, energy consumption, air pollution, and greenhouse gas emissions; ensures compatibility between uses; protects the open space, and trees; enhances community livability and public health; and sustains economic vitality.
GV P4.4	Utilize "green" development techniques.	Consistent: The proposed plan contains policies relating to environmental sustainability and "green" development techniques which minimizes consumption of scarce resources, pollution, greenhouse gas emissions, wastes and the exposure of residents and visitors to toxics and hazards. Policies encourage the incorporation of green building principles and materials to the extent practicable and financially feasible for new development.

SOURCE: SCAG, Regional Transportation Plan; Compass Growth Visioning

The proposed plan would support the GPF by preserving existing neighborhoods and targeting new commercial, industrial, and mixed-use development in strategic infill areas near existing development, transit, and services. Additionally, the proposed plan includes policies to encourage attractive, quality development projects that complement and enhance San Pedro's existing character. Therefore, the proposed plan would be consistent with the GPF and the City of Los Angeles General Plan.

Goals and policies within the proposed plan would support the objectives and land uses identified in the San Pedro Coastal Land Use Plan and San Pedro Specific Plan. It is the intent of the San Pedro Coastal Land Use Plan and San Pedro Specific Plan to preserve coastal resources, access to the beach and the recreation areas and to protect ocean and coastal views as seen from public areas such as highways, roads, beaches, parks, trails, accessways, and other public preserves. It is intended that development be designed and sited to protect views to and along the ocean and scenic coastal areas, to minimize

alteration of natural landforms, to be visually compatible with the character of surrounding areas, and to restore and enhance visual quality to the extent feasible.

Goals, policies, and objectives in the proposed plan preserve the scenic and visual quality of coastal areas, minimize the alteration of natural landforms, protect coastal resources and views, and support the creation of coastal recreational resources. The proposed plan would strengthen commercial and recreational opportunities by facilitating improvements in Downtown San Pedro and encouraging improvements to the waterfront promenade and Port waterfront for a desirable center of commerce, recreation, and tourism. The proposed plan continues and expands the Vinegar Hill Historic Preservation Overlay Zone, to ensure that the rehabilitation of historic houses takes place in a manner that respects the historic integrity of the structures and the neighborhood. As such, the proposed plan is considered to be consistent with the goals of the Pedro Coastal Land Use Plan and the San Pedro Specific Plan.

The proposed plan also supports the objectives and land uses identified in the Beacon Street Redevelopment Plan and the Pacific Corridor Redevelopment Plan. The Beacon Street Redevelopment Plan establishes a number of goals for the project area within the proposed plan including the elimination and prevention of the spread of blight and deterioration and the creation of new economically viable uses, employment opportunities and creation of affordable housing, removal of inadequate street layouts; overcrowding or improper location of structures on the land; incompatible types of uses, obsolete building types; detrimental land uses or conditions, inadequate public utilities or community facilities, creation of development of a new pedestrian connection between the Central Business District and the waterfront and the further provision for new water oriented commercial development in the Project Area. The Pacific Corridor Project Area has similar goals to the Beacon Street Redevelopment Plan, including the elimination and prevention of the spread of blight and deterioration, improve the economic vitality and appearance of the Downtown San Pedro area, including the Pacific Corridor, creating new economic and employment opportunities and providing quality designed new housing opportunities to a variety of income groups.

The proposed plan contains policies and land use that support the Beacon Street Redevelopment Plan and the Pacific Corridor Redevelopment Plan. Land uses, goals and polices aim to improve land uses, create new jobs and economically viable commercial and industrial development, create and preserve community services and parks, increase connectivity to the waterfront and among neighborhoods and commercial areas, and create of cohesive and well-defined districts. Therefore, the proposed plan is considered to be consistent with the Beacon Street Redevelopment Plan and the Pacific Corridor Redevelopment Plan.

Impact 4.9-2 Implementation of the proposed plan would not result in a substantial increased potential for land use conflicts and nuisance relationships between existing and future land uses. This impact is *less than significant*.

As discussed earlier, the majority of the land use changes proposed by the plan and implementing ordinances consist of General Plan Amendments to create consistency with the GPF designations. Several land use designations currently shown in the current land use maps would be revised as part of the proposed plan update and adoption and would be renamed. The proposed plan does not include any substantial alteration to existing land use patterns. Many of the community's neighborhoods, including

single-family neighborhoods, are established and not expected to change significantly as growth in other parts of the community occurs. The proposed plan would not result in the creation of a new road, disrupt traffic patterns, nor would it displace residents or alter neighborhoods. Updated policies and strategies promote the development of complete pedestrian and vehicular connections that provide access between residential and commercial areas.

Zone changes would be implemented in selected areas throughout the proposed plan to enable opportunities for new housing, particularly in Downtown San Pedro and along commercial corridors and centers. Floor Area Ratio (FAR) in some planning subareas would be increased or decreased. Zone changes would also set height limits and density, require transition buffers for building heights adjacent to residential uses, restrict some industrial zoning to only allow the lightest industrial uses, limit outdoor storage, and require ground floor commercial for mixed-use development.

The proposed plan and implementing ordinances propose some changes in height districts in selected areas of the CPA. The height district changes vary from reducing heights in some areas along North Gaffey and North Front Streets, increasing heights in a small area along Western Avenue, or expanding the Downtown San Pedro Community Design Overlay (CDO) to include a small area along Harbor Boulevard. All areas within a CDO or with an increase in height would require transition buffers to decrease the building height for areas of development adjacent to residential areas. In addition, height district changes proposed in the southern portion of the CPA are limited to some changes to a small group of commercial properties along Western Avenue in an area already developed with commercial properties.

As described above, the plan and implementing ordinances would include design standards and guidelines for new industrial, commercial, and multi-family building uses and small lot subdivisions. These standards would ensure that new development complements the existing character and scale of neighborhoods in the proposed plan. Furthermore, the plan would provide new housing opportunities in Downtown San Pedro and along commercial corridors and centers, protect stable residential neighborhoods, and expand the existing Vinegar Hill HOPZ, which protects and enhances buildings and structures in the Vinegar Hill area. These structures in Vinegar Hill area are reminders of the City's history.

As the proposed plan would not intensify development in residential areas, instead focusing intensification in the Downtown and along established commercial and industrial corridors, impacts to existing land uses would be minimal and the proposed plan would not result in a substantial increased potential for land use conflicts and nuisance relationships between existing and future land uses. Implementation of mitigation measures would ensure this impact remains *less than significant*.

■ Mitigation Measures

The proposed plan includes policies and programs that would reduce any potential land use impacts. In addition, the City of Los Angeles provides additional environmental review for discretionary development on a project-by-project basis.

■ Level of Significance After Mitigation

No mitigation is required to ensure that impacts remain less than significant.

4.9.7 Cumulative Impacts

Because land use policies are regional in scope, the geographic context for the cumulative impacts associated with land use issues is broader than the City of Los Angeles and would include development in all of Los Angeles, Ventura, Riverside, Imperial, Orange, and San Bernardino Counties, the six regions within the jurisdiction of SCAG. Past, present, and future cumulative development within this geographic context assumes full build-out of the General Plan of these six counties, as well as development envisioned in the Land Use Element of the City of Los Angeles General Plan (as represented by the thirty-five Community Plans). For an analysis of potential land use conflicts, the geographic context is substantially smaller, and would represent development in the CPA and adjacent communities. Cumulative impacts are only addressed for those thresholds that have a project-related impact, whether it is less than significant, significant, or significant and unavoidable. If “no impact” occurs, no cumulative analysis is provided for that threshold.

Regional growth in general is reviewed for consistency with adopted land use plans and policies by the County, City of Los Angeles, and other incorporated cities, in accordance with the requirements of CEQA, the state Zoning and Planning Law, and the state Subdivision Map Act, all of which require findings of plan and policy consistency prior to approval of entitlements for development. This process applies to all cumulative projects identified in Table 4-1 (Cumulative Projects). For this reason, cumulative impacts associated with inconsistency of future development with adopted plans and policies would not be significant.

New land uses under the proposed plan would be compatible with surrounding land uses and consistent with applicable plans, policies, and regulations. As a result, the proposed plan’s cumulative impact is *less than significant*.

Future projects in the Port of Los Angeles CPA, Rancho Palos Verdes, Wilmington-Harbor City CPA, and Rolling Hills could result in land use conflicts and nuisance relationships between existing and future land uses. However, these effects would be localized. In addition, since these areas are built-out, it is unlikely that any projects would be proposed that would result in a large-scale or significant land use conflict. All projects in the City of Los Angeles are reviewed for land use consistency and conflicts with adopted policies and implementation programs. Nuisance relationships and conflicts would be mitigated on a project-specific level, and there would be no cumulative impact. As noted, above, since the proposed plan would not intensify development in residential areas, instead focusing intensification in the Downtown and along established commercial and industrial corridors, impacts to existing land uses would be minimal and the proposed plan would not result in a substantial increased potential for land use conflicts and nuisance relationships between existing and future land uses. The mitigation measures identified would serve to reduce any cumulative impact to less than significant. Therefore, the proposed plan’s cumulative impact is *less than significant*.

4.9.8 References

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