

# Chapter 10 Additions and Corrections

As required by California Environmental Quality Act (CEQA) Guidelines Section 15088, this chapter provides corrections or clarifications of certain statements in the Draft Environmental Impact Report (EIR). None of the corrections and additions constitutes significant new information or substantial project changes as defined by CEQA Guidelines Section 15088.5 and would not result in new significant impacts or an increase in any impact already identified in the Draft EIR. New information is not significant unless the EIR is changing in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect. While changes have been made to the proposed project as a result of comments received on the Draft EIR and through the San Pedro Community Plan Program public hearing process, these changes do not constitute significant new information. These changes have been incorporated into the Proposed Plan, as recommended and/or approved by the City Planning Commission (CPC).

Additional context and supplemental information is provided in Section 10.1 entitled, “General Topics.” Corrections to existing DEIR text is provided in Section 10.2 entitled, “Corrections and Additions to the Draft EIR.”

## 10.1 GENERAL TOPICS

### Citywide Context

This section is intended to provide a general overview of long-range planning in the City of Los Angeles as well as a brief discussion of recent population growth, trends, and projections and context for the San Pedro Proposed Plan. Additional information (i.e., data sources and methodology) is provided in Appendix O (Methodology) of the Final EIR.

### *Regional Plans*

Southern California Association of Governments (SCAG) is designated as a Metropolitan Planning Organization (MPO) responsible for carrying out federal and state statutory duties within its region which encompasses six counties (Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura) and 191 cities in an area covering more than 38,000 square miles with over 18 million residents.

The California State Office of Planning and Research is authorized through Government Code section 65040 et seq. to guide SCAG in the development of regional plans for transportation, growth management, hazardous waste management and air quality. SCAG is responsible for producing socio-economic estimates and projections at multiple geographic levels. The socio-economic estimates and projections are used for federal and state mandated long-range planning efforts such as the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), the Air Quality Management Plan (AQMP), the Federal Transportation Improvement Program (FTIP), and the Regional Housing Needs Assessment (RHNA). Federal and state regulations require that local plans be consistent with the RTP.

SCAG is required to develop, maintain, and update regional transportation plans on a four-year cycle. The following are the most recent adopted regional transportation plans: 2004 RTP: *Destination 2030*; 2008 RTP:

Making Connections; 2012-2035 RTP/SCS: Towards a Sustainable Future; and 2016-2040 RTP/SCS: A Plan for Mobility, Accessibility, Sustainability and a High Quality of Life. Federal laws require that land use allocation in an RTP reflect development patterns most likely to be built in the region. The growth forecast at the regional and small geographic area level is the basis for developing the RTP. The development of the growth forecast is driven by collaboration between SCAG and local jurisdictions. The integration of the regional and local forecasts is achieved through joint efforts and collaboration among the various contributors. For more information on SCAG's forecasting methodology and assumptions used to project household and population for the region for the year 2030 is available at: [http://rtpscs.scag.ca.gov/Documents/2004/FINAL\\_2004\\_RTP.pdf](http://rtpscs.scag.ca.gov/Documents/2004/FINAL_2004_RTP.pdf).

Many government agencies, including public service providers and other city departments, rely on the same source, the most current SCAG RTP data available, for purposes of planning, both for estimates of current population, housing, and employment as well as for projections of future population, housing, and employment. Use of such data is a consistent and best practice for local governments. It is also the Planning Department's policy to use SCAG RTP data as a benchmark or as a reference point for estimates and projections locally.

### ***City of Los Angeles General Plan***

California State Law (Government Code Section 65300) requires that cities prepare and adopt a comprehensive, integrated, long-term General Plan to direct future growth and development. As stated above, local and regional long-range plans must be consistent. The General Plan is a fundamental policy document. It defines how the city should use and manage its physical and economic resources over time. State Law requires seven General Plan Elements: land use, circulation, housing, conservation, open space, noise, and safety. The General Plan's guiding document for the City of Los Angeles is the Framework Element, which provides a strategy for long-range growth and development focused around the following guiding principles: grow strategically, conserve existing residential neighborhoods, balance the distribution of land uses; enhance neighborhood character through better development standards; create more small parks, pedestrian districts, and public plazas; improve mobility and access; and identify a hierarchy of commercial districts and centers. The Framework Element establishes the big-picture goals that are then further refined in other planning documents such as the community plans and the zoning code.

The Land Use Element of the General Plan for the City of Los Angeles is comprised of 35 community plans. These 35 community plans guide the physical development of neighborhoods by establishing goals and policies for land use. The community plans implement, at a community level, the citywide goals and policies established in the overarching Framework Element and all other elements of the General Plan.

### ***Citywide Population Trends, Growth, and Projections***

The City of Los Angeles is over 469-square miles in area and has a population of approximately 3.8 million persons. The 2010 population was anticipated to increase by 12 percent to approximately 4.3 million persons by the year 2030, according to the SCAG 2004 RTP (see Table 10-1 [Projected Population Growth for the City]).

The purpose of forecasting future population is to describe the likely future under current trends. They are also used by cities in preparing long-range plans, such as community plan updates. The Department of City

Planning (DCP) uses anticipated population growth or population projections, as well as other factors such as land use patterns, to determine the level of development that could reasonably occur during the life of the plan (also referred to as the reasonable expected capacity). Population growth is a fundamental consideration in making long-range land use planning decisions. However, it is important to note that these projections are targets and as with any data, projections have limitations. For example, projections are often based on recent trends that may or may not continue as conditions change.

<b>Table 10-1 Projected Population Growth for the City</b>				
<i>Area</i>	<i>2010 Population<sup>a</sup></i>	<i>2030 Projected Population<sup>b</sup></i>	<i>Projected Population Growth (2010 – 2030)<sup>b</sup></i>	<i>% Change in Projected Population Growth (2010 - 2030)<sup>b</sup></i>
City of Los Angeles	3,789,593	4,320,975	531,381	14%
South Valley	729,702	810,383	80,681	11%
South Los Angeles	723,748	793,688	69,940	10%
North Valley	695,790	760,004	64,214	9%
Central	647,211	823,228	176,017	27%
West Los Angeles	407,155	473,614	66,459	16%
East Los Angeles	391,963	448,913	56,950	15%
Harbor	194,024	211,144	17,120	9%

a. Source: 2010 Decennial Census.

b. Source: The 2030 projected population is based on SCAG's 2004 Regional Transportation Plan (RTP). The Department of City Planning (DCP) adjusted the 2030 projected population within each geographic planning area in order to implement the Framework Element of the General Plan for the City of Los Angeles. The overall 2030 projected population for the city was slightly adjusted from SCAG. For more information on the methodology refer to the *Project Analysis* section and Appendix O of the Final EIR.

Every four years, SCAG produces socio-economic projections that are used by various city departments and agencies for their long-range planning efforts. The distribution or allocation of population growth within the city is based on several factors including: historical development trends, land values, development costs, and adjustment of historical trends to reflect the attraction of development to areas in proximity to rail and major bus stations and corridors, mixed-use boulevards, community centers, regional centers, and downtown Los Angeles. A key factor in determining population growth is that the allocation of land and distribution of uses need to reflect development patterns most likely to be built or that are reasonably expected to occur. For more information on the City's methodology refer to Appendix O (Methodology).

The City of Los Angeles has 35 community plan areas located within seven larger geographic planning areas (See Figure 10-1, Geographic Planning Areas). The San Pedro Community Plan Area is located within the Harbor geographic planning area. The population in the Harbor geographic planning area, which includes the communities of Harbor-Gateway, Wilmington, the Port of Los Angeles, and San Pedro, has a population of approximately 194,024 in 2010 (see Table 10-1 [Projected Population Growth for the City]). The population in the Harbor geographic planning area is anticipated to increase approximately 9 percent to approximately 211,144 persons in the year 2030. The Harbor geographic planning area represents approximately 3 percent of the anticipated population growth for the entire city (17,120 out of 531,381 projected population growth).

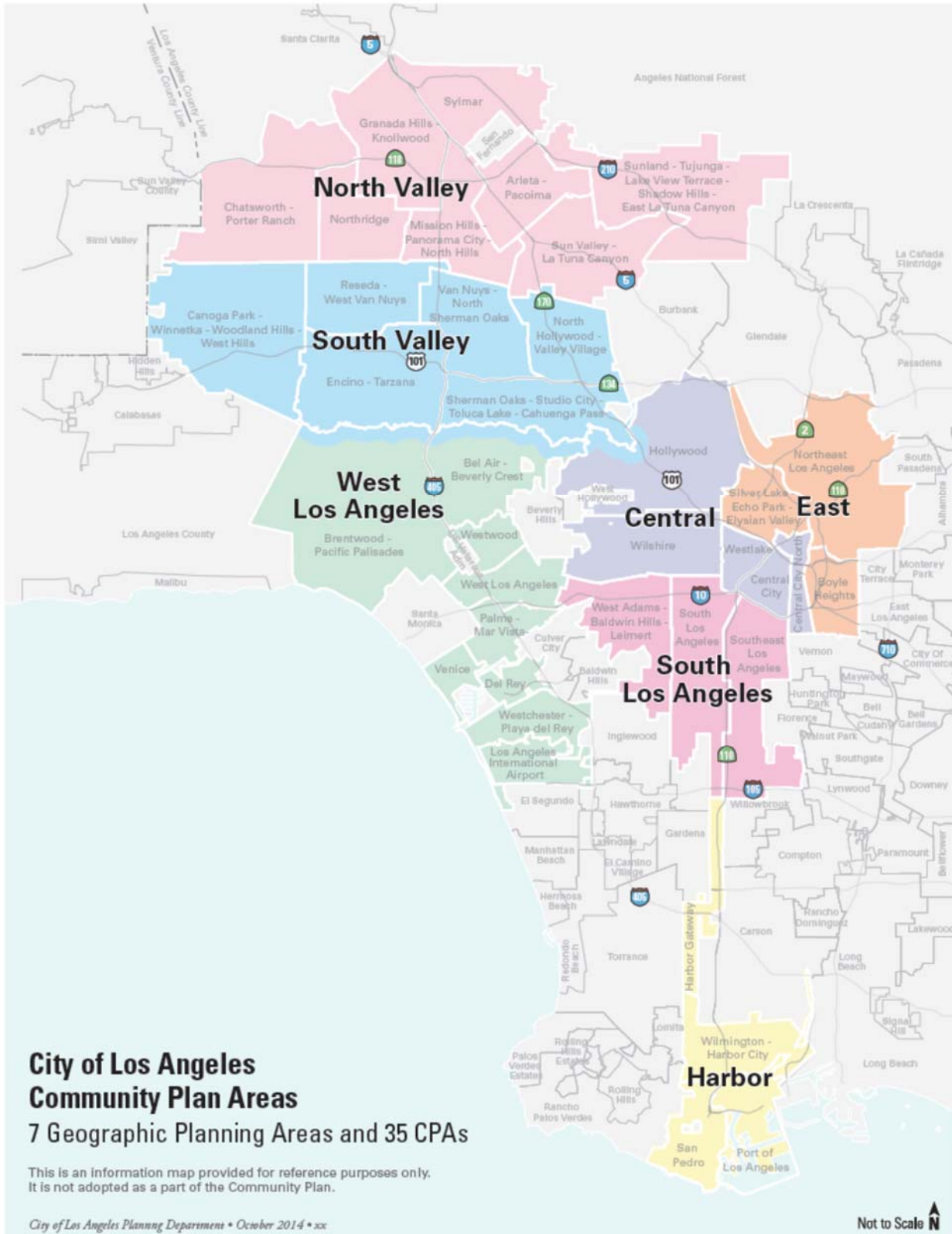


Figure 10-1 Geographic Planning Areas

## ***Population Trends, Growth, and Projections for the San Pedro Community Plan Area (CPA)***

The San Pedro Community Plan Area (CPA) is located on the Palos Verdes Peninsula near the terminus of the Harbor Freeway (I-110) in the southernmost portion of the City of Los Angeles. Located adjacent to the Port of Los Angeles, the town of San Pedro was annexed by the City of Los Angeles in 1909 and its harbor developed into a major seaport. The community of San Pedro is characterized by its Mediterranean climate and ocean views, unique commercial districts and residential neighborhoods with a mix of older historic structures and newer architecture, and many natural and cultural amenities. Table 10-2 (Population Trend for the San Pedro CPA) shows the population trends for the San Pedro CPA since 1990.

<i>Area</i>	<i>1990 Population</i>	<i>2000 Population</i>	<i>2010 Population<sup>a</sup></i>	<i>2015 Population Estimate<sup>b</sup></i>
San Pedro CPA	74,176	76,173	76,651	78,647

a. Source: 2010 Decennial Census.

b. Source: 2015 population and housing estimate come from the Department of City Planning's Growth and Infrastructure Report.

Based on the SCAG 2004 RTP, population within the San Pedro CPA is projected to be approximately 83,152 persons in the year 2030. The San Pedro CPA would represent approximately 2 percent of the anticipated citywide population of 4,320,975 in the year 2030. The overall allocation of the projected population for San Pedro CPA in 2030 will remain relatively the same as in the year 2010, with approximately 2 percent of the city's population residing in San Pedro.

## **10.2 MOBILITY PLAN 2035**

Since the release the San Pedro Draft EIR, the Circulation Element of the City of Los Angeles General Plan was comprehensively updated. Mobility Plan 2035 (formerly called the Transportation Element of the City of Los Angeles General Plan) is the transportation blueprint for the City of Los Angeles, and was adopted in November 2015. This update reflects the policies and programs that will give Angelinos a full range of options to meet their mobility needs, including bicycling, carpooling, driving, transit, and walking. Mobility Plan 2035 sets the policy foundation for safe, accessible and enjoyable streets for pedestrians, bicyclists, transit users, and vehicles alike. The Mobility Plan 2035 incorporated and replaced the 2010 Bicycle Plan.

Modifications to the existing roadway classification system have occurred as part of Mobility Plan 2035 to provide additional detail on context-sensitive and multi-modal cross section elements. Mobility Plan 2035 included a number of changes to the City's circulation system, including policies, an Enhanced Complete Street System, an Action Plan, a Complete Streets Manual, and a revised Bicycle Plan.

The roadway network as analyzed in this EIR has not substantially changed as a result of the Mobility Plan 2035 adoption. Mobility Plan 2035 street classifications and standards closely match existing conditions in San Pedro, and therefore match the conditions that were analyzed in the EIR. The adoption of the Mobility Plan 2035 does not change the analysis and conclusion of the Draft EIR with regards to Transportation/Traffic.

## 10.3 SUPPLEMENTAL ANALYSIS FOR IMPACT AREAS NOTED IN THE DRAFT EIR

The EIR noted that the Proposed Project has significant and unavoidable impacts to the environmental issue areas of aesthetics, air quality, greenhouse gas emissions, hydrology/water quality, noise, transportation/traffic, and utilities/service systems. While the analysis of impacts for most environmental issue areas is based on 2005 dwelling unit estimates, in certain instances the 2005 population and employment estimates were also utilized to establish a Base Year in which to compare existing conditions to the 2030 Proposed Project. In the discussion that follows, where the 2005 population estimates were used as part of the analysis, consideration of the 2010 Census data would show 5,461 fewer persons in the San Pedro Community Plan Area than were estimated in 2005 (an approximately six percent difference). The 2010 Census data also revealed that there were 1,751 more dwelling units than estimated in 2005 (an approximately 5.9 percent difference). Much of the analysis of environmental impacts is completed using dwelling unit capacity and, as shown in the following discussion, does not have an effect on the level of impacts analyzed in the Draft EIR. Population, housing and employment data for the San Pedro CPA is presented in Table 10-3 (Population, Housing, and Employment Data for the San Pedro CPA).

	<i>Population</i>	<i># of Housing Units</i>	<i>Employment</i>
2005 SCAG Estimate (Base Year)	82,112	29,911	13,307
2010 Census	76,651	31,662	---
2015 Estimate <sup>a</sup>	78,647	31,831	---
2030 Proposed Plan (the Project)	83,354	34,731	19,074

a. 2015 population and housing estimates come from the Department of City Planning's 2015 Growth and Infrastructure Report.

The following section presents a detailed discussion of the analyses and conclusions by issue area using 2010 Census data, as indicated in the Final EIR. It is presented as supplemental analysis, and does not replace the 2005 analysis included in the Draft EIR.

### *Aesthetics*

**2005 Base Year Analysis:** Impact analysis under aesthetics was not based on 2005 population, housing, or employment data; instead the analysis includes a discussion of existing aesthetic resources within the CPA, such as scenic vistas and scenic resources (i.e. rock outcroppings), existing visual character, and light and glare and shade/shadow conditions, and identifies plans and policies in the Proposed Project that would preserve these identified scenic vistas and resources as well as visual character components. The proposed San Pedro Community Plan Implementation Overlay (CPIO) was included in the analysis of implementation programs, as well as policies for directing growth away from existing single family residential and towards Downtown San Pedro and commercial corridors. Since specific development projects are unknown at this time, and would be speculative to anticipate, the adoption and implementation of the Proposed Plan and implementing ordinance could impact aesthetics. Due to the uncertainty regarding the specific details of future development, the Draft EIR noted that the Proposed Plan would have a **significant and unavoidable** impact.

**2010 Census Analysis and Conclusion:** The discussion above shows that population, housing, and employment data was not used directly to analyze aesthetic impacts of the Proposed Project. Any potential change in the base year estimates would not change the analysis or conclusion, since the land uses of the Proposed Plan, on which this analysis is based, remain the same. Consistent with Section 15145 of the CEQA Statutes and Guidelines, the Lead Agency did not speculate on the possible project-level aesthetic impacts of future projects, but rather disclosed that due to the lack of information during preparation of the Draft EIR, and given that this is a long range plan and specific projects were not known at the time, the impact on aesthetics was noted to be **significant and unavoidable**.

## *Air Quality*

### **Consistency with Air Quality Management Plan**

**2005 Base Year Analysis:** This impact analysis was based on the Proposed Project's land uses, and specifically whether or not new land uses would create construction and/or operational emissions, including criteria pollutants, which would violate the SCAQMD's recommended thresholds for emissions. It was not based on the 2005 population, housing and employment data. Since the Proposed Project directs population growth to the regional and commercial centers of the CPA, these are areas that will most likely account for increased emissions in the CPA. The emission methodology used by SCAQMD to establish the AQMP emission inventories includes construction emissions based on anticipated regional development. The AQMP updates are generally developed every three to four years; thereby allowing for frequent improvements to the emission inventories. As analyzed in 4.11 Population, Housing and Employment, growth associated with the Proposed Project would not exceed that anticipated for the SCAG Los Angeles region. The construction emissions anticipated were included in the regional AQMP analysis. Consistency with the AQMP can be assessed by determining how a project accommodates increases in population, housing or employment. Generally, a project that is planned in a way that minimizes VMT would also minimize air pollutant emissions. Since the Proposed Project directs growth to the regional and commercial centers of the CPA, this type of project would be consistent with the goals of the AQMP. Therefore, construction and operational impacts associated with the Proposed Project's consistency with Air Quality Management Plan would be **less than significant**.

**2010 Census Analysis and Conclusion:** Since the analysis for this impact was based on the land uses of the Proposed Project and not on the 2005 estimates, use of the 2010 Census data would not change the Draft EIR analysis or conclusion for this impact. The release of the 2010 Census data would not change conclusions represented by considering 2005 Base Year, including the regional growth projections for 2030, provided by the 2004 SCAG RTP. Furthermore, the 2016-2040 RTP/SCS has been reviewed to determine if there are any substantial differences in policy and/or growth trends associated with the socioeconomic data as compared to the 2004 RTP. Based on this review it has been determined that the minor refinements in policy and associated updated socioeconomic data in the 2016-2040 RTP/SCS would not substantially affect the analyses or conclusions of this EIR. Both the AQMP and the Proposed Plan would be consistent with the 2030 regional growth projections, therefore the Proposed Plan would still be consistent with the AQMP. Since the Proposed Plan would not conflict with or obstruct implementation of the applicable air quality plan, and rather is consistent with such plan, this impact remains **less than significant**.

## Odors

**2005 Base Year Analysis:** This impact analysis was based on land uses, and specifically whether or not new land uses would create objectionable odors. The Draft EIR disclosed that development projects within the CPA have the potential to emit odors, but siting requirements will be applied at the project level to ensure that odors are not objectionable/significant. The Proposed Plan includes land use and zone changes that would direct growth away from existing single-family residential and towards Downtown San Pedro, commercial corridors, including Gaffey Street, Pacific Avenue, and Harbor Boulevard, and multiple family residential neighborhoods. The Los Angeles Municipal Code currently has regulations related to trash enclosures that include a prohibition of open storage in commercially and multiple family residentially zoned properties and regulation for the location and use of trash enclosures on site. Recycling buyback centers, landfills, wastewater treatments, and other typically odor generating uses would be required to obtain a separate discretionary approval (i.e., a Conditional Use Permit), which would require a separate environmental review and mitigation. Therefore, the implementation of the Proposed Plan's impact on objectionable odors would be **less than significant**.

**2010 Census Analysis and Conclusion:** Since the impact analysis was based on the land uses in the Proposed Plan and not the 2005 population, housing and employment estimates, use of the 2010 Census data would not change the Draft EIR analysis or conclusion for this impact. New development is required to comply with City regulations related to location of trash enclosure and trash disposal in general. Therefore, use of the 2010 Census data would not change the Proposed Plan's impact on objectionable odors; the impact would continue to be **less than significant**.

## Regional and Localized Emissions

**2005 Base Year Analysis:** This impact analysis was based on the Proposed Plan's land uses, and specifically whether or not new land uses would create construction and/or operational emissions, including criteria pollutants, which would violate the Southern California Air Quality Management District's (SCAQMD) recommended thresholds for emissions. The Proposed Plan includes land use and zone changes that would direct growth away from existing single-family residential and towards Downtown San Pedro, commercial corridors and multiple-family residential neighborhoods. These areas will most likely account for increased emissions in the CPA. The Draft EIR for the San Pedro Proposed Plan does not have a construction schedule in place for the development anticipated under the Proposed Plan. Based on this unknown level of construction activity, the impact for construction activities was determined to be **significant and unavoidable**.

Meanwhile, operational emissions are comprised of mobile source emissions (i.e., motor vehicle trips) and area source emissions (i.e., natural gas consumption for space and water heating), and were based on the average floor area ratio (FAR) for each land use type in the Proposed Plan. The Draft EIR factored in implementation of the Proposed Plan's green-building policies, strategies for reducing Vehicle Miles Traveled (VMT), but still determined that development of the Proposed Plan would exceed South Coast Air Quality Management District's (SCAQMD) daily thresholds for pollutants, that the region is in nonattainment, and is therefore **significant and unavoidable**.

**2010 Census Analysis and Conclusion:** Since the analysis for this impact was based on the land uses of the Proposed Project and not on the 2005 population, housing and employment estimates, use of the 2010



Census data would not change the Draft EIR analysis or conclusion for this impact. As explained in the transportation section of this supplemental analysis, traffic in the San Pedro CPA has not changed substantially since 2005. In addition, the TDM strategies for reducing Vehicle Miles Traveled (VMT) included in the Proposed Project would still apply, but based on the land uses of the Proposed Project, emissions would still exceed SCAQMD's thresholds for pollutants. Therefore, this impact would still be **significant and unavoidable**.

### Toxic Air Contaminants

**2005 Base Year Analysis:** The impact analysis for the exposure of sensitive receptors (children and other vulnerable populations) to pollutant concentrations was based on several factors contained in the *Air Quality and Land Use Handbook: A Community Health Perspective*, published by CARB. This document provides recommendations that local governments should consider when siting new sensitive lands uses. Sources of particular concern include freeways and high-traffic roadways, distribution centers, rail yards, ports, refineries, chrome platers, dry cleaners, and gasoline dispensing facilities. The DEIR's impact analysis for the exposure of sensitive receptors to pollutant concentrations was based on several factors: whether construction activities for development under the Proposed Plan would exceed the Localized Significant Thresholds (LST), whether project-related traffic at build-out of the Proposed Plan would exceed carbon monoxide concentrations along ten intersections within the Community Plan Area (CPA) that represent the lowest levels of service and the most daily traffic, and if development under the Proposed Plan would increase diesel particulate matter and expose sensitive receptors to toxic air contaminants. The Proposed Plan includes land use and zone changes that would direct growth away from existing single-family residential neighborhoods and towards Downtown San Pedro, commercial corridors, and multiple-family residential neighborhoods. These sites could be located near a sensitive use such as a school or park, which could result in an impact. While mitigation measures that regulate air quality impacts for diesel-powered equipment used for construction activities will lead to a less than significant impact for diesel particulate matter generated during construction, the LST analysis would still be needed to analyze CO, NO<sub>2</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> emissions. However, as noted in the Draft EIR, there is no reasonable means to determine if the construction activity of a future project in the CPA will result in a significant localized construction air quality impact to an existing or future sensitive receptor. This impact was noted to be **significant and unavoidable**.

**2010 Census Analysis and Conclusion:** Since the analysis for this impact was not based on the 2005 population, housing and employment estimates, use of the 2010 Census data would not change the Draft EIR analysis or conclusion for this impact. Since there is no reasonable means to determine if the construction activity of a future project in the Community Plan Area (CPA) will result in a significant localized construction air quality impact to an existing or future sensitive receptor, the impact remains **significant and unavoidable**.

**UPDATE:** The California Supreme Court decision in *CBLA v. BAAQMD*, 62 Cal. 4th 369 (2015) held that agencies subject to CEQA are generally not required to analyze the impact of existing environmental conditions on a project's future users or residents unless the proposed project risks exacerbating those environmental hazards or conditions that already exist. Here, there is no evidence in the record that the Proposed Project exacerbates any existing environmental hazards or conditions.

## ***Biological Resources***

**2005 Base Year Analysis:** The impact analysis for biological resources was based on proposed land uses, the degree to which land uses would change, and their proximity to biological resources, not on 2005 population, housing and employment data. The Draft EIR analysis identified known special status plant and wildlife species in the CPA, sensitive habitats and properties designated as open spaces, and was supplemented by a one-day reconnaissance-level field survey by a biologist in August 2008. Prior to the field survey, the biologist conducted a thorough document and database search on environmental resources. The analysis in the Draft EIR also noted policies and implementation programs that would preserve these resources. The Proposed Plan focuses growth towards Downtown San Pedro, commercial corridors, and multiple-family residential neighborhoods, thereby preserving open space areas on the outskirts of the CPA, including those with biological resources. Since no major changes in land use patterns would occur on lands within the open space areas beyond the existing limits of urban development, and any future project would still have to comply with applicable regulations that would protect biological resources, such as the Migratory Bird Treaty Act, impacts on biological resources are **less than significant**.

**2010 Census Analysis and Conclusion:** Using the 2010 Census data would not change the impacts or conclusions in the Draft EIR. The Proposed Plan concentrates new development in Downtown San Pedro and adjacent commercial corridors, as well as in the North Gaffey Industrial area. The Proposed Plan would concentrate future development as infill and does not propose land use or zone changes for properties that are designated as open spaces. Since the land uses of the Proposed Plan remain the same, the impact on biological resources remains **less than significant**.

## ***Cultural Resources***

### **Archeological, Paleontological Resources, and Human Remains**

**2005 Base Year Analysis:** The impact analysis for cultural resources was based on proposed land uses and their proximity to known cultural resources in the CPA, not on 2005 population, housing and employment estimates. The Draft EIR stated that the CPA is considered to have high sensitivity for significant archaeological resources within previously undisturbed soils, as well as high paleontological sensitivity in sedimentary rock that has been otherwise exposed. However, the Draft EIR stated that the CPA is considered highly disturbed and any archeological or paleontological resources that may have existed at the surface have likely been disturbed by past development. Since new development would primarily occur in a previously developed urban area, and future projects will have to comply with applicable regulations that would protect unknown and previously unidentified resources, impacts on cultural resources would be less than significant. Since new development would primarily occur in a previously developed urban area, and future projects will have to comply with applicable regulations that would protect unknown and previously unidentified resources, impacts on cultural resources are **less than significant**.

**2010 Census Analysis and Conclusion:** Using data from the 2010 Census would not change the analysis or conclusions included in the Draft EIR. Any future projects will still have to comply with applicable regulations that would protect unknown and previously unidentified human remains, archaeological and paleontological resources, or unique geologic features. Therefore, impacts related to archeological and paleontological resources, and human remains remain **less than significant**.

## Historical Resources

**2005 Base Year Analysis:** The impact analysis for historic resources was based on proposed land uses and their proximity to known historic resources in the CPA, and was not based on 2005 population, housing or employment estimates. The DEIR identified numerous designated historical resources within the CPA as well as the existing Vinegar Hill Historic Preservation Overlay Zone (HPOZ). The Proposed Plan includes policies and design standards that would further protect significant historic resources. These policies and design standards increase protection and preservation of the existing character of neighborhoods with regards to building orientation, scale, and height, and do not propose changes to designated historic resources. While a future development project could result in the demolition, alteration, or removal of a designated site, any discretionary project would be subject to environmental review and compliance with existing regulations. The impact on historic resources is **less than significant**.

**2010 Census Analysis and Conclusion:** Using data from the 2010 Census would not change the analysis or conclusions included in the Draft EIR because the analysis on historic resources impacts was based on the form, scale and location of new development expected in the Proposed Plan, as well as the location of existing historic resources. Any potential change in the base year estimates would not change this conclusion, since the designated historical resources in the Proposed Plan, on which this analysis is based, remain the same. Any future projects will be required to comply with applicable regulations that would protect historic resources. The impact on historic resources remains **less than significant**.

## *Geology/Soils and Mineral Resources*

**2005 Base Year Analysis:** The impact analysis for geology was based on proposed land uses and their proximity of geologic conditions and hazards in the CPA, not on 2005 population, housing and employment data. The Draft EIR analysis used published geologic maps and reports, as well as the City's hazard mitigation plans to identify geologic conditions, mineral resources, and geologic hazards such as earthquake fault lines (the Cabrillo fault and Palos Verdes fault zone), seismic hazards, soil conditions, and geologic resources in the CPA. The Proposed Plan directs growth away from hillsides, minimizing impacts to hazardous soil conditions, and topographic features. Further, compliance with local and state building code regulations would ensure that future projects not exacerbate geological hazards. The Draft EIR states that the Proposed Plan's geological impact would be **less than significant**.

**2010 Census Analysis and Conclusion:** Using data from the 2010 Census would not change the analysis or conclusions in the Draft EIR. This is because analysis of geologic impacts depends on the form, scale, and location of development expected in the Proposed Plan, as well as the location of geologic conditions and hazards in the CPA. The number of dwelling units, residents, and employees at a prior time does not change the location of geologic conditions and hazards, nor does it change the land uses in the Proposed Plan. Any future projects will still have to comply with applicable regulations to ensure they would not disturb geological areas or create geologic hazards; therefore, the impact on geologic resources remains **less than significant**.

## *Greenhouse Gas Emissions*

**2005 Base year Analysis:** The greenhouse gas emissions analysis is based on the anticipated construction of new residential, commercial, and industrial uses. Greenhouse gas emissions from development under

the Proposed Plan would arise from project construction and from sources associated with project operation, including direct sources of motor vehicles, natural gas consumption, solid waste, and indirect sources such as electricity generation. Table 4.6-5 (Estimated Reduced Annual CO<sub>2</sub>e Emissions) in the Draft EIR uses URBEMIS software to quantify the greenhouse gases generated through construction and operation of new residential, commercial, and industrial uses under the 2030 Proposed Plan compared to 2005 (base year) conditions. Emissions were measured by trip generation data from the project traffic analysis, emission factors from the California Climate Action Registry, and other sources. Implementation of the Proposed Project would result in development that could contribute substantial operational emissions of greenhouse gases and would conflict with the implementation of AB 32. Therefore, this impact is ***significant and unavoidable***.

**2010 Census Analysis and Conclusion:** The use of the 2010 Census data would result in less impact on greenhouse gas emissions than what was analyzed in the Draft EIR due to a smaller increase in the number of housing units from 2010 to 2030 under the Proposed Project, when compared to the increase from 2005 to 2030 under the Proposed Project. The conclusion and impacts noted in the Draft EIR would not change since project level specifics that would quantify the amount of greenhouse gas emissions related to project construction and operations is unknown and the marginal change in housing units would not be enough to change the conclusions using the 2005 Base Year data. Therefore, the Proposed Project's impact on greenhouse gas would remain **significant and unavoidable**.

### ***Hazards and Hazardous Materials (Safety/Risk of Upset)***

**2005 Base Year Analysis:** The Draft EIR analyzed the exposure of hazardous materials resulting from the implementation of the Proposed Plan, and identified existing hazardous material sites in the CPA, not on 2005 population, housing, or employment estimates. This included the use, disposal, transport, or management of hazardous materials (e.g., from refineries or dry cleaners), leaking underground storage tanks, wildland fire hazards, methane zones, and emergency response measures. It also identified implementation programs and policies in the Proposed Plan that would lessen safety impacts. Through implementation of the CPIO, the Proposed Project further restricts detrimental uses.

Impacts to hazards and hazardous materials would be primarily limited to Downtown San Pedro, commercial corridors, and multiple-family residential neighborhoods where growth is being directed. Construction activities associated with new development could involve the transport or release of hazardous materials (e.g., lead or asbestos), and certain land uses may involve the use of hazardous materials (e.g., refrigerants or cleaners). Construction activities could expose a greater number of people to safety hazards since population growth is directed to existing multiple family residential neighborhoods and commercial districts. Some schools near these multiple family residential neighborhoods and commercial corridors may also be exposed to safety hazards from adjacent construction, haul routes, and land uses involving hazardous materials. Additionally, impacts to emergency response plans could occur as a result of construction activity along these commercial corridors. However, all new development will be required to comply with applicable regulations, such as the California Building Code, that would ensure that new structures and activities do not expose people to injury as a result of hazardous materials or conditions. Additionally, areas that are prone to wildfire hazards and/or methane zones are located in areas where the Proposed Plan limits growth by preserving large residential lots, open space, and hillside areas. Therefore, impacts to hazards and hazardous materials would be **less than significant**.

**2010 Census Analysis and Conclusion:** The discussion and analysis would remain the same even if 2010 Census data were used because the analysis of safety/risk was based on land uses in the Proposed Plan. Using data from the 2010 Census would not change the analysis or conclusions included in the Draft EIR. Any future projects will still have to comply with applicable regulations so as to not impact human health and the environment from exposure to hazardous materials. Using the 2010 Census population data would not change the conclusion that the Proposed Plan's impacts on safety/risk of upset would be **less than significant**.

### *Hydrology/Water Quality*

**2005 Base Year Analysis:** The impact analysis for hydrology was based on proposed land uses, hydrologic hazards, drainage patterns, and water quality, not on 2005 population, housing and employment data. The analysis included discussion of local watersheds, existing hydrologic hazards (e.g. 100-year flood hazards and inundation by tsunami), and flood control and drainage facilities. The analysis also considered policies and implementation programs that would lessen any impacts to hydrology/water quality, such as the City of Los Angeles Standard Urban Stormwater Mitigation Plan (SUSMP) and City of Los Angeles Local Hazard Mitigation Plan (LHMP). Since the Proposed Plan directs growth away from 100-year flood hazard zones and the coastal cliffs in the southern portion of the CPA, the majority of future development would be infill. There would be little loss of pervious surfaces that would change water flows and volumes. Since development under the Proposed Plan would be required to comply with regulations that minimize urban pollutants, impacts to stormwater flows, urban pollutants, and erosion/siltation would be **less than significant**.

**2010 Census Analysis and Conclusion:** The discussion and analysis for these impacts would remain the same even if 2010 Census data were used because analysis of water quality, water drainage, and hydrologic hazards is dependent on the level and location of new development expected in the Proposed Plan, and the location of hydrologic hazards. Growth under the Proposed Plan would still primarily occur in Downtown San Pedro as infill and outside of 100-year flood zones, and future projects would still have to comply with applicable regulations that would ensure that new structures do not worsen water quality, impact drainage infrastructure, or expose people and structures to hydrologic risks. Impacts would remain as **less than significant**.

### **Sea Level Rise Induced Shoreline Flooding**

**2005 Base Year Analysis:** The impact analysis for sea level rise induced flooding was based on proposed land uses, location of potential inundation areas, and the contribution of greenhouse gas emissions as a result of plan implementation, not on the 2005 population, housing and employment data. The analysis included discussion of climate change effects on shorelines, as well as implementation programs and policies that could lessen this impact.

Although impacts of sea level rise induced flooding would be limited to a small shoreline segment east of Pacific Avenue and extending south to Point Fermin, impacts can also be attributed to the Proposed Plan's contribution of greenhouse gas emissions. The analysis conservatively assumed that the Proposed Plan's accommodation of future growth would incrementally increase emissions that contribute to climate change, sea level rise and associated flooding. The Proposed Plan focuses growth to Downtown San Pedro and away from the southern coastline, which both lessens new exposure of people and structures to sea

level rise induced flooding, and lowers greenhouse gas emissions by facilitating the addition of transit services. However, because future development is considered on a case-by-case basis and the Proposed Plan does not create absolute prohibitions on development that may expose people and structures to sea level induced flooding nor prevent contributions to greenhouse gas emissions, a level of uncertainty remains and therefore this impact is **significant and unavoidable**.

**2010 Census Analysis and Conclusion:** The discussion and analysis would remain the same even if 2010 Census data were used, because the analysis of this impact is based on the proposed land uses, location of potential inundation areas, and on the Proposed Plan's contribution of greenhouse gas emissions. Further, since climate change is a regional and global phenomena, these impacts would occur regardless of whether the Proposed Plan is implemented or not. The Proposed Plan is growth accommodating, meaning that population, housing and employment growth would occur with or without the plan in San Pedro. Development may still expose people and structures to sea level change induced flooding and may still contribute to greenhouse gas emissions, with or without the Proposed Plan. This impact remains **significant and unavoidable**.

**UPDATE:** In 2015, the California Supreme Court in *CBLA v. BAAQMD*, (2015) 62 Cal.4th 369, determined that the effects of exposure on new residents of a project from the existing environment are not CEQA impacts, absent a finding the project is exacerbating the existing environmental conditions. (See also *CBLA v. BAAQMD*, (2016) 2 Cal. App. 5th 1067.) Here, no such finding can be made. Notwithstanding this new court decision, any conclusions in the DEIR have been retained for continuity and for informational purposes. In addition, the Proposed Plan includes policies that promote more compact development by encouraging new housing and employment-generating uses in Downtown San Pedro. These policies will help reduce overall vehicle miles traveled, which in turn will help reduce the impacts from climate change.

### **Land Use**

**2005 Base Year Analysis:** 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 Community Plan area, as well as consistency with any applicable land use plans, policies, or regulations. Therefore, the analysis is not based on 2005 population, housing and employment estimates. The Draft EIR analyzed whether the Proposed Plan would (1) substantially disrupt, divide or isolate existing neighborhoods, communities, or land uses; (2) conflict with any applicable land use plan; (3) or result in a substantial increased potential for land use conflicts and nuisance relationships between existing and future land uses. The Proposed Plan's land use and zone changes and the Proposed Plan's policies relevant to land use are consistent with a range of regional policy and land use plans, including but not limited to the following: SCAG Regional Transportation Plan, SCAG Compass Growth Vision, South Coast Air Quality Management District's (SCAQMD) Air Quality Management Plan (AQMP), Metropolitan Transportation Authority (MTA) Congestion Management Program, and the City's General Plan. Further, the Proposed Plan would direct growth away from existing single-family residential areas towards Downtown San Pedro, commercial corridors, and Downtown adjacent multifamily residential neighborhoods, thus minimizing changes to stable neighborhoods and reducing potential land use conflicts. The Proposed Plan's impacts on land use would be **less than significant**.

**2010 Census Analysis and Conclusion:** As noted above, since the land use analysis was based on the compatibility of land uses and consistency with any applicable land use plans, policies, or regulations, using the 2010 Census data for the analysis would not change the conclusion of this analysis and impacts identified in the Draft EIR. This impact would continue to be **less than significant**.

### *Noise*

**2005 Base Year Analysis:** The noise impact analysis is based on measurements of actual noise, anticipated construction and the traffic analysis. As described in the Draft EIR, the primary source of noise in the San Pedro CPA is noise from motor vehicles on roadways. Secondary noise sources in the CPA include construction activities and stationary sources, such as heating and ventilation systems on large commercial and multifamily residential uses. Existing daytime noise levels were monitored at eight locations in the CPA and the average noise levels and sources of noise measured at each location are identified in Table 4.10-2 (Existing Noise Levels in the Community Plan Area) of the Draft EIR. Existing roadway noise levels were also calculated for roadway segments in the San Pedro CPA that are approximate to existing or future noise-sensitive uses. This task was accomplished using the Federal Highway Administration Highway Noise Prediction Model and traffic volumes from the project traffic analysis. As described above, the noise analysis of the existing and future noise environment is based on noise-level monitoring, noise prediction modeling, and empirical observations. However, the adoption and implementation of the Proposed Plan could have a **significant and unavoidable** impact on construction related noise levels.

**2010 Census Analysis and Conclusion:** Using data from the 2010 Census would not change the analysis or conclusions included in the Draft EIR because analysis of noise impacts was based on proposed land uses, measurements of actual noise, anticipated construction, and traffic analysis. Any potential change in the base year estimates would not change the Draft EIR conclusion, since the empirical observations, noise prediction modeling, and noise-level monitoring, remain the same. Impacts associated with construction related noise levels would remain **significant and unavoidable** since the specific details of the individual development projects are unknown.

### *Population, Housing, and Employment*

**2005 Base Year Analysis:** The impact analysis on population, housing, and employment was conducted by comparing growth in the CPA with SCAG's growth projections for the City and for the San Pedro CPA. The analysis looked at whether growth under the Proposed Plan is within local or regional forecasts, whether it can be considered substantial with respect to remaining growth potential in the City based on Framework, and/or whether it would result in the displacement of housing or people. In addition, the analysis considered whether population growth and increased development were previously assumed to occur in a particular area. The Proposed Plan would direct growth away from existing single-family residential neighborhoods and towards Downtown San Pedro, commercial corridors, and Downtown adjacent multiple family residential neighborhoods. A mix of commercial and multiple family residential zoned properties will be included in the areas where future growth will be directed.

Based on reasonably expected development in the CPA by 2030, implementation of the Proposed Plan would result in growth that, combined with growth identified in the thirty-four other Community Plans, is consistent with SCAG RTP projections for the City as a whole. Further, the Proposed Plan would be

subject to all policies and provisions of applicable City and regional plans and ordinances relating to housing. The Proposed Plan’s impacts on population, housing, and employment are **less than significant**.

<b>Table 10-4 Population, Housing and Employment Data</b>						
	<i>2005 Estimate (Base Year)</i>	<i>2010 Census</i>	<i>2030 Proposed Plan (Project)</i>	<i>Change from 2005 Base Year to 2030 Proposed Plan</i>	<i>Change from 2010 Census to 2030 Proposed Plan</i>	<i>2030 Projections</i>
Population	82,112	76,651	83,354	1,242	6,703	83,152
Housing	29,911	31,662	34,731	4,820	3,069	34,647
Employment	13,307	---	19,074	5,767	---	19,917
Resident to Housing Ratio	2.75	2.42	2.40	---	---	2.40

**2010 Census Analysis and Conclusion:** The discussion and analysis would remain the same even if 2010 Census data were used, because the analysis of this impact is based on the proposed land uses, 2030 growth projections, and adopted City and housing policies. The Draft EIR concluded that the Proposed Plan would not induce substantial population growth but rather would accommodate projected growth, and would not result in inconsistencies with adopted City and regional housing policies. The 2010 Census data would not change the conclusion of this analysis and impacts identified in the EIR and implementation of the Proposed Project would not adversely impact physical change in the environment nor be inconsistent with Framework or the Housing Element; therefore, the impacts related to population, housing and employment would remain **less than significant**.

**Public Services**

**Fire Protection and Emergency Services**

**2005 Base Year Analysis:** The impact on fire protection services would be considered significant if the Proposed Plan results in substantial adverse physical impacts associated with fire protection facilities or a need for new or physically altered fire protection facilities, in order to maintain acceptable service ratios or response times or other performance objectives. As discussed in the Draft EIR, changes to land uses under the Proposed Plan would accommodate projected growth, if it occurs. However, an increase in population and/or changes to land uses, by itself would not increase demand for a new fire station. Project impacts regarding fire services are evaluated by the LAFD on a project-by project basis. A project’s land use, fire-related needs, and whether the project site meets the recommended response distance and fire safety requirements, as well as project design features that could reduce or increase the demand for fire protection services are taken into consideration during review of the building permit. Beyond the standards set forth in the Los Angeles Fire Code, consideration is given to the project size and components, required fire-flow, response time, and response distance for engine and truck companies, fire hydrant sizing and placement standards, access, and potential to use or store hazardous materials. During the building permit project-level review process, the LAFD reviews the project plans to determine the project’s effect on fire protection and emergency medical services. On a yearly basis, LAFD assesses its resources, including staffing levels and equipment/vehicles, and reallocates them based on demand and need citywide. One metric used to assess resources includes travel time. For informational purposes only, the average travel



time for Fire Station 101 is about 4:08 (non-EMS) and 3:49 (EMS) minutes for the year 2014, below the City's response time goal of 5 minutes<sup>2</sup>.

As discussed in the Draft EIR, the provision of new fire stations varies more as a function of not only the geographic distribution of physical structures but access to trucks, ambulances, and other equipment as well as the location of the CPA than population increases. The Proposed Plan directs projected growth to Downtown San Pedro, adjacent commercial corridors, the North Gaffey industrial area, and existing multiple-family neighborhoods. These areas include a mix of commercial, multi-family residential, and industrial zoned properties, which are served by Stations No. 36, 48, and 112. Additionally, the Proposed Plan allocates land for a range of uses that is needed over the life of the plan, including land that is zoned for public facilities. If new facilities are constructed, it is reasonably expected that such facilities would occur where allowed under the designated land use. The CPA is an urbanized area and new facilities would not involve expansion of the urban sphere beyond current boundaries and thus there would be no need for new or expanded infrastructure. Generally development of new facilities would be expected to have impacts consistent with those analyzed in this EIR or potentially be eligible for an infill exemption. Existing operational structures, policies and regulations (i.e., policies related to the emergency response systems in the Safety Element as well as the Fire Code), and compliance with the City's Fire Code, will ensure that the LAFD can adequately plan for and serve the new growth; therefore, this impact is **less than significant**.

**2010 Census Analysis and Conclusion:** The release of the 2010 Census data would not change the analysis or conclusions included in the Draft EIR. The Draft EIR concluded that implementation of the Proposed Plan would not cause the construction of a new fire station. The 2030 growth projections and land use changes to accommodate that growth would not change; therefore, the overall assessment remains the same when using the 2010 Census data. As indicated above, the provision of a new fire station varies more as a function of the geographic distribution of physical structures, access to equipment, and the location within the CPA in relationship to the Fire Department's service area. Through the building permit process, future projects will be required to comply with the City's Municipal Code, including the Fire Code. Additionally, areas of growth proposed by the plan are currently served by three stations, and policies ensure that the LAFD can adequately serve this new growth. Impacts related to the construction or expansion of a fire station remains **less than significant**.

## Police Protection Services

**2005 Base year Analysis:** This section analyzes the potential physical environmental effects related to police protection impacts created by construction of new or additional facilities associated with implementation of the Proposed Plan. As discussed in the Draft EIR, the crime rate and type of crime, which represents the number of crimes reported, affects the "needs" projection for staff and equipment for the Los Angeles Police Department (LAPD). Although there is no direct proportional relationship between increases in land use activity and increases in demand for police protection services, the number of calls for police response to home and retail burglaries, vehicle burglaries, damage to vehicles, traffic-related incidents, and crimes against persons would be anticipated to increase with the increase in people, commercial and retail land uses, and dwelling units in the CPA. These type of calls are typical of problems

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<sup>2</sup> FireStatLA. Lafd.org/sites/default/files/pdf\_files/12-10-2010\_AllStations.pdf

experienced in existing developed areas of the City and do not represent unique law enforcement issues that would be created specifically by implementation of the Proposed Plan and implementing ordinances. The Proposed Plan directs projected growth to Downtown San Pedro, adjacent commercial corridors, the North Gaffey industrial area, and existing multiple-family neighborhoods, which is served by the Harbor Community Police Station. The provision of new police stations varies more as a function of the crime rate than population increases. Unlike fire protection services, police units are often in a mobile state; hence actual distance between a headquarters facility and the project site is often of little relevance. However, due to the mobile nature of police services, it is unlikely that the increase in demand for police services would result in the need for the construction of new or physically altered police protection facilities. Existing policies would help minimize potential impacts to police protection services by continuing monitoring and reporting of police statistics for the purpose of evaluating existing and future needs, maintaining officer to civilian standards, and providing additional sworn officers. Additional plan policies that will minimize impacts include: funding police-related capital improvement projects, streamlining the processing for new facilities, participating in site review for new projects for safety features, and maintaining mutual agreements with other local law enforcement agencies. An increase in population and housing units may lead to an increase in the need for police protection services, but the increase is not anticipated to be substantial. This impact is **less than significant**.

**2010 Census Analysis and Conclusion:** The release of the 2010 Census data would not change the analysis or conclusions in the DEIR. The Draft EIR concluded that implementation of the Proposed Plan would not cause the construction of a new police station, due to the mobile nature of police services. The use of 2010 Census data would not change crime rates and types of crime that determines the “needs” projection for staff and equipment for the LAPD. Therefore, using the 2010 Census data would not alter the analysis or conclusions in the Draft EIR. This impact would remain **less than significant**.

**Public Schools**

**2005 Base Year Analysis:** This school impact analysis considered the potential environmental effects related to the construction of new or physically altered school facilities. The Draft EIR evaluated the impacts based on enrollment data provided by LAUSD. The impact analysis was based on student generation rates, which was calculated using residential units and not population. Table 10-5 (Housing, Student Enrollment, and School Capacity Estimates) shows the housing estimates for 2005 (base year), 2010 Census data, and the housing units under the 2030 Proposed Plan, as well as student enrollment and school capacity estimates for 2005 (base year) and 2030.

<b>Table 10-5 Housing, Student Enrollment, and School Capacity Estimates</b>			
	<i>2005 Estimate (Base Year)</i>	<i>2010 Census</i>	<i>2030 Proposed Plan (Project)</i>
Housing Units	29,911	31,662	34,731
Student Enrollment	20,644	---	22,584
School Capacity	20,440	---	---

Source: San Pedro Community Plan Update DEIR, Table 4.12-9 (LAUSD Schools Serving the CPA).

According to LAUSD’s 2006 School Facilities Needs Analysis, the additional 4,820 housing units would generate approximately 1,940 students through 2030, a total of up to 22,584 students under the Proposed Plan. Since the Proposed Plan directs population growth to the existing multiple-family residential

neighborhoods, in Downtown San Pedro and along commercial corridors such as Gaffey Street and Pacific Avenue, these are areas that will most likely account for the increased student enrollment within the CPA.

Future residential projects in the CPA will be required to pay school fees for the purpose of funding the construction or reconstruction of school facilities. SB 50 authorizes the LAUSD to collect such fees associated with increasing school capacity as a result of development, and the provisions of SB 50 are deemed to provide full and complete mitigation of school facilities impacts. Therefore, implementation of the Proposed Project would result in **less-than-significant** impacts related schools.

**2010 Census Analysis and Conclusion:** The release of the 2010 Census data would not change the analysis. The Draft EIR concluded that implementation of the Proposed Plan might require that the LAUSD expand existing schools and/or provide new facilities to accommodate the growth projected for 2030. However, all future residential projects in the CPA will be required to pay school fees for the purpose of funding the construction or reconstruction of school facilities. Using the 2010 Census data does not change the conclusion of the Draft EIR; therefore, the impact would remain as **less than significant**.

### Libraries

**2005 Base Year Analysis:** This library impact analysis considered the potential environmental effects related to the construction of new or physically altered library facilities. The impact analysis was based on the Los Angeles Public Library’s (LAPL) Branch Facilities Plan standards that describe minimum size facilities for service area populations. The LAPL Branch Facilities Plan requires that a population of 45,000 persons and above be served by a library branch that is 14,500 square feet in size. The San Pedro Regional Branch Library currently serves this CPA. According to 2005 estimates, the population of San Pedro was approximately 82,112 persons. Based on the 2005 estimate, the San Pedro Regional Branch Library, which is approximately 20,000 square feet, is currently undersized for the population that it is serving. The Public Library System’s 2009 Branch Facilities Plan identified a new branch library in West San Pedro, however construction and site selection are pending.

Table 10-6 (Library Space Based on Population) shows population data from 2005 (base year estimates), 2010 Census, and the 2030 Proposed Plan. The calculated library space is based on the recommended 0.5 square-foot state standard. The current plan capacity for 2030 is provided for reference purposes.

<b>Table 10-6 Library Space Based on Population</b>						
	<i>2005 Estimate (Base Year)</i>	<i>2010 Census</i>	<i>2030 Current Plan</i>	<i>2030 Proposed Plan</i>	<i>Change between 2005 Base Year to 2030 Proposed Plan</i>	<i>Change between 2010 Census to 2030 Proposed Plan</i>
Population	82,112	76,651	81,413	83,354	1,242	6,703
Library Space recommended based on state standard (sq.ft.)	41,056	38,326	40,707	41,677	621	3,352

While the library space for the 2030 Proposed Plan is lower than the State library standards, libraries in the neighboring community plan areas, as well as all branch libraries in the City of Los Angeles Public Library System, through their inter-library loan services, continue to augment available library services. In addition, other library services such as online services (online catalog, information databases, multimedia software) as well as free Internet searching for the public would lessen the adverse impacts resulting from a mismatch

between available physical library space and resources and the community’s need for library facilities. The additional services for CPA residents would help alleviate a need for additional library locations and minimizing the impact from construction of new or altered facilities; therefore the impact would be **less than significant**.

**2010 Census Analysis and Conclusion:** Using 2010 Census data as the baseline would not change the conclusion of the Draft EIR analysis since the threshold for library impacts is based on future population and library space, which is based on the state’s library standard. It is the Proposed Plan’s 2030 population and not the 2005 population estimates nor the 2010 Census data that determines the amount of library space needed to accommodate projected growth. Since the provision of adding or expanding library services is determined by multiple factors such as population, standards of the Library Branch Facilities Plan, as well as on-line services that provide access to the library’s on-line catalog, information, databases, and multi-media software, the 2010 Census data would not change the conclusions made in the Draft EIR. The change in population anticipated by the Proposed Plan does not result in the need for additional facilities beyond that is already identified in the Library Branch Facilities Plan. The impact remains **less than significant**.

**Public Parks**

**2005 Base Year Analysis:** This impact analysis considered the potential environmental effects related to the construction of new or physically altered park facilities. The impact analysis on parks was based on the population capacity of the Proposed Plan and acres of parkland in the CPA. The analysis also included a discussion of existing and proposed regional facilities, local parks, and policies that preserve and enhance the availability of parklands. A standard of 4 acres per 1,000 residents for combined neighborhood and community parks is considered adequate. The total parkland in the CPA is approximately 660.17 acres, and the Proposed Plan does not designate new parkland in the CPA. Table 10-7 (Parkland Ratio Based on Population) shows population data from 2005 (base year estimate), 2010 Census, and the 2030 Proposed Plan, and assumes that the total parkland in the CPA remains constant over the life of the Proposed Plan.

No new parks or recreational facilities are planned or proposed in the Proposed Plan. Nevertheless, new park facilities could be constructed, including consistent with the Quimby Act and the City’s park standards discussed above. If new park facilities are constructed, it is reasonably expected that such facilities would occur where allowed under the designated land use. Generally, development of parks in the CPA would be expected to have impacts consistent with those analyzed in this EIR or potentially be eligible for an infill exemption. Impacts related to future park sites would be speculative at this time. Therefore, impacts related to the construction of new parks or recreational facilities would be **less than significant**.

<b>Table 10-7 Parkland Ratio Based on Population</b>			
	<i>2005 Estimate (Base Year)</i>	<i>2010 Census</i>	<i>2030 Proposed Plan</i>
Population	82,112	76,651	83,354
Parkland (acres)	660.17	660.17	660.17
Parkland Ratio	8.0 acres: 1,000	8.6 acres: 1,000	7.9 acres: 1,000

**2010 Census Analysis and Conclusion:** Using 2010 Census data as the baseline would not change the conclusion of the analysis since the threshold for park impacts is based on future population and park

acreage. Nonetheless, a comparison of the three scenarios (2005 Base Year, 2010 Census, and 2030 Proposed Plan) indicates that the impact remains substantially the same. Table 10-7 (Parkland Ratio Based on Population) shows population data for these three scenarios and the calculated parkland ratios for each year. Based on the 2010 Census data, this generates a parkland ratio of 8.6 acres per 1,000 residents, compared to a parkland ratio of 8.0 acres per 1,000 residents based on the 2005 population. The overall 2030 population under the Proposed Plan, which determines the amount of parkland needed to accommodate project growth, would not change. Using the 2010 Census data would not change the conclusions of the Draft EIR, as both ratios are above the standard of 4 acres per 1,000 residents and the difference between the two are negligible. Further, development of parks in the CPA would be expected to have impacts consistent with those analyzed in this EIR or potentially be eligible for an infill exemption. Impacts related to future park sites would be speculative at this time. Therefore the impact on park facilities remains **less than significant**.

### *Transportation/Traffic*

**2005 Base year Analysis:** The traffic demand forecasting model (Travel Model) used to evaluate the traffic impacts of the Proposed Plan was based on socioeconomic data (population, households, employment) within the CPA. This data was placed in the model through the use of traffic analysis zones (TAZ) that represent 49 zones in the CPA. The data was then used to determine the 2005 base year roadway conditions in the plan area compared to that of the 2030 Proposed Plan. Since the base year data was from 2005, Table 10-8 (Population, Housing, Employment, and VMT [2005, 2010, Plan Reasonably Expected Development]) includes the population data from the 2010 Census for comparison purposes to see how using the 2010 population data would change the impact analysis.

<b>Table 10-8 Population, Housing, Employment, and VMT (2005, 2010, Plan Capacity)</b>			
	<i>2005 Estimate (Base Year)</i>	<i>2010 Census</i>	<i>2030 Proposed Plan</i>
Population	82,112	76,651	83,354
Housing (# of dwelling units)	29,911	31,662	34,731
Employment	13,307	---	19,074
Vehicle Miles Travelled (VMT)	56,792	---	67,189

Forecasts of future traffic conditions are not solely dependent on base year traffic data. Rather, forecasts of future traffic conditions are based on the land use for the reasonable expected development build-out of the San Pedro CPA. It is also important to note that the travel model considered proposed network changes and traffic/transportation strategies included in the Traffic Improvement and Mitigation Program (TIMP). The network changes included several street reclassifications and modifications, new bike lanes and bicycle-friendly streets. Elements of the TIMP included transit improvements, non-motorized transportation, transportation demand management (TDM) and transportation system management (TSM) strategies, capital improvements, parking policies, and neighborhood traffic mitigation plans. Since the traffic model showed that the proposed project would show a higher VMT, VHT, V/C and number or links at a level of service (LOS) at E or F compared to the 2005 base year traffic conditions, the Draft EIR determined that the impact would be **significant and unavoidable**.

**2010 Census Analysis and Conclusion:** The 2010 US Census indicates a decrease in population between 2005 and 2010. During that time period development activity within the San Pedro CPA was limited as a

result of the Great Recession and a slow recovery. According to the City’s 2014 Growth and Infrastructure Report<sup>3</sup>, which has available data for the years 2010 through 2014, there has been a limited amount of new development. In San Pedro, new development over this 4-year period included a net increase of 121 residential units, approximately 56,000 sf of retail, a decrease in 12,000 sf office space, and approximately 100,000 sf of industrial space.<sup>4</sup>

With the release of this Final EIR, DCP collected the latest available traffic volume data from LADOT at street intersections within the San Pedro CPA since 2010 in order to provide additional data on development and transportation activity in the CPA. Table 10-9 (Bi-Directional Vehicular Counts [North-South Streets]) and Table 10-10 (Bi-Directional Vehicular Counts [East-West Streets]) represent traffic data for 2011 through 2016, and includes both manual and automatic counts for intersections in the CPA where data was available for more than one time period. It is important to note that available LADOT traffic data depends on the completion of traffic studies. Traffic studies are conducted as part of a proposed development project data, and because there has been a limited amount of development activity in the San Pedro CPA, there is limited amount of available traffic data. There were only a few instances where intersection traffic counts were available for more than one time period, but a closer look at these instances provide some context for more recent traffic conditions.

<b>Table 10-9 Bi-Directional Vehicular Counts (North-South Streets)</b>				
Street Segment	Count Date	Direction	Peak Hours Volume	
			AM Peak	PM Peak
Gaffey at Mira Flores	1/25/2012	N	1,315	1,022
		S	555	831
Gaffey at Mira Flores	4/13/2016	N	1,135	971
		S	850	1,179
Gaffey at 9 <sup>th</sup>	4/9/2013	N	1,272	1,015
		S	929	1,394
Gaffey at 9 <sup>th</sup>	5/11/2016	N	1,327	1,047
		S	1,059	1,332
Gaffey at 12 <sup>th</sup>	4/12/2010	N	1,576	1,389
		S	1,168	1,497
Gaffey at 12 <sup>th</sup>	6/10/2015	N	1,146	930
		S	605	1,232
Pacific N/O Front	1/19/2012	N	862	827
		S	913	1,176
Pacific N/O Front	1/6/2010	N	634	750
		S	594	962

<sup>3</sup> [http://planning.lacity.org/policyInitiatives/growthandinfrastructure/gireport\\_2014.pdf](http://planning.lacity.org/policyInitiatives/growthandinfrastructure/gireport_2014.pdf)

<sup>4</sup> The 2014 Growth and Infrastructure Report is the most current source for retail, office, and industrial square footage. The 2015 Growth and Infrastructure Report did not report this information.

<b>Table 10-10 Bi-Directional Vehicular Counts (East-West Streets)</b>				
Street Segment	Count Date	Direction	Peak Hours Volume	
			AM Peak	PM Peak
Westmont at Western	9/26/2011	E	330	238
		W	595	516
Westmont at Western	6/2/2014	E	419	92
		W	520	384
9 <sup>th</sup> at Gaffey	4/9/2013	E	540	449
		W	327	372
9 <sup>th</sup> at Gaffey	5/11/2016	E	487	445
		W	328	336
25 <sup>th</sup> at Whites Point	11/7/2011	E	483	730
		W	720	552
25 <sup>th</sup> at Whites Point	10/29/2013	E	645	832
		W	889	585

Although the population decreased slightly between the 2005 estimate and the release of the 2010 US Census, the 2014 Growth and Infrastructure Report showed that there was limited development activity in the CPA. As a result, the 2005 travel demand model represents a reasonable traffic Base Year for the San Pedro Community Plan, and the continued use of the 2005 Base Year traffic analysis for the San Pedro Community Plan is justified as the use of more recent traffic data would not change the transportation and traffic impact conclusions presented in the Draft EIR, which remain **significant and unavoidable**.

### Emergency Access

**2005 Base Year Analysis:** The impact analysis of the Draft EIR states that all development would be designed in accordance with City standards, which include provisions that address emergency access (e.g. minimum street widths, minimum turning radii, maximum lengths of cul-de-sacs, etc). Compliance with these standards, as well as those related to construction and operational activities within the CPA regarding emergency response, or evacuation plans due to temporary construction barricades or other obstructions that could impede emergency access would all help to minimize potential emergency access impacts. However, since the specific details of the individual development projects are unknown, this impact is **significant and unavoidable**.

**2010 Census Analysis and Conclusion:** Since this analysis was not based on the 2005 population estimates, use of the 2010 Census data would not change the Draft EIR analysis or conclusion for this impact. This impact would remain **significant and unavoidable**. Construction and operation activities within the CPA with respect to emergency response or evacuation plans due to temporary construction barricades or other obstructions that could impede emergency access would still be subject to the City’s permitting process, which coordinates with the Police and Fire Departments to ensure that emergency access is maintained at all times.

## Congestion Management Plan

**2005 Base Year Analysis:** For the purpose of a Congestion Management Plan (CMP) Traffic Impact Analysis, a project impact is considered to be significant if the proposed project increases traffic demand, as determined by comparing 2005 Base Year data to projections for the Year 2030 Proposed Project. According to the 2010 CMP for Los Angeles County, there are two CMP arterial roadway intersections within the San Pedro CPA: Western Ave at 9th Street, and Gaffey Street at 9th Street. As discussed in the Draft EIR impacts were evaluated based on the Congestion Management Plan (CMP) Highway System's specific roadways, including State Highways and arterial monitoring locations/intersections. Implementation of the Proposed Plan was determined to have a **significant and unavoidable** impact related to the CMP.

**2010 Census Analysis and Conclusion:** Existing freeway mainline traffic volumes were obtained from the 2010 CMP for the selected freeway mainline locations. Traffic forecasts for build-out of the Proposed Project were developed by adding the difference between the forecasted traffic volume and the validated base year traffic volume. Additional intersection traffic counts during peak hours between 2010 and 2016 were provided above, which generally showed marginal change in subsequent years. Therefore, use of the 2010 Census data would not change the EIR analysis or conclusion for this impact, which would remain **significant and unavoidable**.

## *Utilities and Service Systems*

### Water Infrastructure

**2005 Base Year Analysis:** The 2030 Proposed Plan could impact water distribution infrastructure due to the redevelopment of existing land uses or the development of underdeveloped/vacant land within the CPA. The Proposed Plan concentrates new development in Downtown San Pedro and adjacent commercial corridors, as well as in the North Gaffey Industrial area. The Proposed Plan would concentrate future infill development along commercial corridors such as Gaffey Street, Pacific Avenue, and Harbor Boulevard, and in existing multiple-family residential neighborhoods. These areas will most likely account for the increased demand on water delivery and infrastructure.

Specific projects implemented as a result of the Proposed Plan would be required to meet applicable Los Angeles Department of Building and Safety and Los Angeles Fire Department requirements for on-site needs of domestic and private fire flow and off-site needs for public fire flow. These upgrades would be addressed for new development occurring under the Proposed Plan and implementing ordinances in conjunction with individual project approvals and in accordance with Community Plan and General Plan policies. The majority of existing major water supply facilities in the CPA is considered to be adequately sized for the anticipated growth. However, the upgrading and/or expansion of existing local distribution systems may be needed at certain locations within the CPA. Any water system upgrades that are necessary for a specific project would be specified by the City during project-level review and would be implemented at the developer's expense.

The Draft EIR determined that since all projects implemented as a result of the Proposed Plan would be required to meet applicable Building and Safety and Fire Department requirements for onsite needs of



domestic and private fire flow and off-site needs for public fire flow, the impact on water delivery and distribution infrastructure would be **less than significant**.

**2010 Census Analysis and Conclusion:** Since the analysis was based on the reasonably expected development of the Proposed Plan, use of the 2010 Census data would not change the Draft EIR analysis or conclusion for this impact. The majority of existing major water supply facilities in the CPA is considered to be adequately sized for the anticipated growth. Specific projects implemented as a result of the proposed plan would be required to meet applicable Los Angeles Department of Building and Safety and Los Angeles Fire Department requirements for on-site needs of domestic and private fire flow and off-site needs for public fire flow. Any water system upgrades that are necessary for a specific project would be specified by the City during project-level review and would be implemented at the developer’s expense. Therefore, the impact on water delivery and distribution infrastructure would remain **less than significant**.

**Water Supply**

**2005 Base Year Analysis:** The impact analysis on water supply was based on residential dwelling units, square footage of non-residential uses, and generation rates, not on population. The Draft EIR states that the Los Angeles Department of Water and Power’s (LADWP) *Securing L.A.’s Water Supply* (2008) anticipated a total water demand of 692 MGD citywide for 2030. Based on Table 4.14-4 (Proposed Plan Water Demand) of the Draft EIR, under 2005 population and employment conditions water demand was calculated to be 11.27 mgd, and the Proposed Plan capacity is 13.28 mgd, which is approximately 1.9 percent of the total demand projected by the UWMP for 2030 citywide. Since the Proposed Plan directs projected growth to Downtown San Pedro, adjacent commercial corridors, and existing multiple-family neighborhoods, these are areas that will most likely account for the increased water demand within the CPA. Future development under the Proposed Plan would be subject to provisions of the City’s Water Supply Action Plan, the Emergency Water Conservation Plan Ordinance, and the City’s standard mitigation measures to reduce water usage. However, the Proposed Plan and implementing ordinances could have a potential impact on existing entitlements and water resources. Future discretionary projects will be required to evaluate the impact at a project level. With proposed mitigation and compliance with existing regulations, impact would be reduced, but the Proposed Plan’s impact on water supply would still be **significant and unavoidable**.

**2010 Census Analysis and Conclusion:** Since the 2010 Census did not include non-residential data for the CPA, the projected water demand for nonresidential uses are not included for 2010. The discussion in regards to the 2010 Census is limited to the projected water demand for residential uses only. Table 10-11 (Water Demand for 2005, 2010, and Proposed Plan Capacity) below include water demand rates if the 2010 dwelling unit data were used, for comparison purposes. It should be noted that the 2010 data utilizes the 138 gpcd generation rate to calculate water demand since the regulations of the Water Conservation Act of 2009 were already in place.

<b>Table 10-11 Water Demand for 2005, 2010, and Proposed Plan Capacity</b>							
	<i>Water Use Generation Rates</i>	<i>2005 Base Year</i>	<i>2005 Water Demand (gpd)</i>	<i>2010 Census</i>	<i>2010 Water Demand (gpd)</i>	<i>2030 Proposed Plan</i>	<i>Water Demand (gpd)</i>
Residential Dwelling Unit	350 gpd/du	29,911 du	10,468,850	31,662 du	11,081,700	34,731 du	12,155,850

Use of the 2010 Census data would show a 1,751 dwelling unit increase between 2005 and 2010. Residential water demand would slightly decrease by 612,840 gpd by using 2010 Census data rather than 2005 data (see Table 10-12 [Net Change in Water Demand: 2005 Base Year, 2010 Census, and the 2030 Proposed Plan]). Nevertheless, the analysis was based on the calculated water demand of the Proposed Plan and since that would not change, using the 2010 Census data would not alter the analysis or conclusion in the Draft EIR. Use of the 2010 Census data would show a dwelling unit increase of 1,751 between 2005 and 2010. Residential water demand would decrease by 0.63 MGD by using 2010 instead of 2005 data. However, since the analysis was based on the total calculated water demand of the Proposed Plan, using the 2010 data would not alter the analysis or conclusion in the Draft EIR. The impact on water supply would remain **significant and unavoidable**.

<b>Table 10-12 Net Change in Water Demand: 2005 Base Year, 2010 Census, and the 2030 Proposed Plan</b>			
	<i>Net Change in Water Demand (2005-2030)</i>	<i>Net Change in Water Demand (2010-2030)</i>	<i>Difference (using 2010 versus 2005)</i>
Residential Dwelling Unit	1,686,990 gpd	1,074,150 gpd	612,840 gpd

**Wastewater**

**2005 Base Year Analysis:** This impact analysis considered potential environmental effects related to the construction of new or physically altered wastewater facilities, should the Proposed Plan exceed the capacity of wastewater treatment providers. The Draft EIR analyzed the change in levels of wastewater expected to be generated as a result of implementation of the Proposed Plan. As with water consumption, residential wastewater generation is calculated using the 2030 dwelling units, and non-residential wastewater generation is calculated using 2030 non-residential square footage. For conservative planning purposes, the analysis assumes up to 90 percent of domestic water use becomes wastewater in need of treatment. Based on this calculation, the wastewater generation rates has been supplemented with data from the 2010 Census in Table 10-13 (Wastewater Generation Rates: 2005 Base Year, 2010 Census, and the 2030 Proposed Plan), for comparison purposes. Since the Proposed Plan directs growth to Downtown San Pedro, adjacent commercial corridors, the North Gaffey industrial area, and existing multiple-family neighborhoods, these are areas that will most likely account for the increased wastewater generation within the CPA. However, the wastewater treatment plants that serve the City of Los Angeles have been sized to accommodate growth within build-out of the General Plan, including that of the San Pedro CPA. Since there is remaining wastewater treatment capacity to accommodate additional wastewater flow, and therefore would not require additional treatment facilities, this impact was determined to be **less than significant**.

<b>Table 10-13 Wastewater Generation Rates: 2005 Base Year, 2010 Census, and the 2030 Proposed Plan</b>							
	<i>Wastewater Generation Rates</i>	<i>2005 Base Year</i>	<i>Wastewater Generated (gpd)</i>	<i>2010 Census</i>	<i>Wastewater Generated (gpd)</i>	<i>2030 Proposed Plan</i>	<i>Wastewater Generated (gpd)</i>
Residential Dwelling Unit	230 gpd/du	29,911 du	6,879,530	31,662 du	7,282,260	34,731 du	7,988,130

**2010 Census Analysis and Conclusion:** Since the 2010 Census did not include non-residential data for the CPA, the discussion in regards to the 2010 Census is limited to the projected wastewater generation for residential uses only. This impact analysis was based on the total wastewater treatment capacity, specifically the potential effects related to construction of new wastewater facilities based on the dwelling units and non-residential square feet of the Proposed Plan; it was not based on population. Use of the 2010 Census data would show a dwelling unit increase of 1,751 between 2005 and 2010, which would mean that the residential wastewater generation would increase by 0.40 MGD. However, since the calculated wastewater generation for the 2030 Proposed Plan would remain at 8.9 MGD and there is sufficient wastewater treatment capacity as stated in the DEIR, using the 2010 population would not alter the analysis or conclusion in the Draft EIR. This impact would remain **less than significant**.

**Solid Waste**

**2005 Base Year Analysis:** The impact analysis on solid waste was based on the 2030 Proposed Plan dwelling unit and employment numbers, which were used to calculate projected solid waste generation (based on generation factors from the City’s CEQA Thresholds Guidelines). Base year solid waste generation was also calculated based on the dwelling unit and employment estimates for the 2005 base year. Since the Proposed Plan directs growth to Downtown San Pedro, adjacent commercial corridors, the North Gaffey industrial area, and existing multiple-family neighborhoods, these are areas that will most likely account for the increased solid waste generation rates within the CPA. As shown in Table 4.14-11 (Solid Waste Generation at Proposed Plan Reasonably Expected Capacity), the solid waste amount was calculated to be 247.4 tons per day using the 2005 dwelling unit and employment estimates, and 304.9 tons per day using the dwelling unit and employment in the 2030 Proposed Plan. Based on the projected capacity of area landfills and incorporation of the mitigation measures for waste reduction and recycling, the impacts of solid waste generated from implementation of the Proposed Plan on solid waste collection and disposal facilities would be **less than significant**.

**2010 Census Analysis and Conclusion:** Since the 2010 Census did not include non-residential data for the CPA, this supplemental discussion is limited to the projected solid waste generation for residential uses only. Since the baseline solid waste generation rates evaluated in the Draft EIR were based on 2005 data (dwelling units and employment), solid waste generation has been modified to include data from the 2010 Census in Table 10-14 (Solid Waste Generation Rate: 2005 Base Year, 2010 Census, and the 2030 Proposed Plan).

<b>Table 10-14 Solid Waste Generation Rate: 2005 Base Year, 2010 Census, and the 2030 Proposed Plan</b>							
	<i>Solid Waste Generation Rates</i>	<i>2005 Base Year</i>	<i>Solid Waste (tons/day)</i>	<i>2010 Census</i>	<i>Solid Waste (tons/day)</i>	<i>2030 Proposed Plan</i>	<i>Solid Waste (tons/day)</i>
Residential	12.23 lbs/dua/day	29,911 du	182.9	31,662	193.6	34,731 du	212.4

The calculated change in solid waste generation between the 2005 base year and the 2030 Proposed Plan residential dwelling units using the 2010 Census data is decrease of 10.7 tons per day (see Table 10-15 [Solid Waste Generation Rate Changes]). This is a smaller increase than when using the 2005 data of 29.5 tons per day. Therefore, using the 2010 Census data would show less of an impact as compared to the

2005 data. However, since the calculated solid waste generation for 2030 would remain at 304.9 tons per day, using the 2010 Census data would not alter the analysis or conclusion in the Draft EIR. The impacts of solid waste generated from implementation of the Proposed Plan on solid waste collection and disposal facilities remain **less than significant**.

	<i>Net Change in Solid Waste (2005-2030)</i>	<i>Net Change in Solid Waste (2010-2030)</i>	<i>Difference (using 2010 versus 2005)</i>
Residential	29.5	18.8	-10.7

**Energy Resources**

**2005 Base Year Analysis:** This impact analysis considered the potential environmental effects related to the construction of new or physically altered energy-supply facilities and distribution infrastructure. The impact analysis for energy-supply facilities and distribution was based on the 2030 Proposed Plan’s land uses. Residential energy consumption was based on residential units and commercial/industrial energy consumption was based on square feet. The Draft EIR determined that the Proposed Plan would increase the use of electricity and natural gas within the CPA due to future development based on electricity and natural gas generation rates for residential units and based on square feet of commercial/industrial space. Table 4.14-14 (Projected Electricity Demands) and Table 4.14-15 (Projected Natural Gas Demand) in the Draft EIR show the total residential electricity and natural gas demand based on the 2030 Proposed Plan and the 2005 Base Year. The Proposed Plan includes land use and zone changes that would direct growth to Downtown San Pedro, adjacent commercial corridors, and existing multiple-family neighborhoods, which is likely where new development will be located. Implementation of the Proposed Plan would increase the use of electricity and natural gas within the CPA, and specifically in these areas. However, increasing energy conservation and incorporation of alternative renewable energy sources into project designs, along with State Energy Code standards and energy conservation requirements of the Building Code will ensure that the impact is **less than significant**.

**2010 Census Analysis and Conclusion:** Since the 2010 Census did not include commercial and industrial data for the CPA, discussion in regards to the 2010 Census is limited to the projected electricity and natural gas demand for residential uses only. Residential energy consumption is based on residential units. Table 10-16 (Projected Electricity Demand: 2005 Base Year, 2010 Census, and the 2030 Proposed Plan) and Table 10-17 (Projected Natural Gas Demand: 2005 Base Year, 2010 Census, and the 2030 Proposed Plan) include data from the 2010 Census to compare projected electricity and natural gas demand.

<i>Land Use</i>	<i>Electricity Generation Rates</i>	<i>2005 Base Year</i>	<i>2005 Base Year Demand (kWh/yr)</i>	<i>2010 Census</i>	<i>2010 Census Demand (kWh/yr)</i>	<i>2030 Proposed Plan (du or sf)</i>	<i>2030 Proposed Plan Demand (kWh/yr)</i>
Residential	5,172 kWh/du/yr	29,911 du	154,699,692	31,662 du	163,755,864	34,731	179,628,732

<b>Table 10-17 Projected Natural Gas Demand: 2005 Base Year, 2010 Census, and the 2030 Proposed Plan</b>							
<i>Land Use</i>	<i>Natural Gas Generation Rates</i>	<i>2005 Base Year</i>	<i>2005 Base Year Demand (MMcf/yr)</i>	<i>2010 Census</i>	<i>2010 Census Demand (MMcf/yr)</i>	<i>2030 Proposed Plan (du or sf)</i>	<i>2030 Proposed Plan Demand (MMcf/yr)</i>
Residential	47,016 cf/du/yr	29,911 du	1,406,295,576	31,662 du	1,488,620,592	34,731 du	1,632,912,696

The calculated change in electricity demand between existing and expected 2030 Proposed Plan residential units using the 2010 Census data is approximately 15.9 million kWh/year (kilowatt-hour). Using the 2010 Census data represents a smaller increase in demand than when using the 2005 data. Similarly, the increase in natural gas demand using the 2010 Census data is smaller than when the 2005 data is used. Therefore, using the 2010 Census data would show less of an impact as compared to the 2005 data. However, since the projected electricity and natural gas demand for 2030 would not change, using the 2010 Census data would not alter the analysis or conclusion in the Draft EIR. The impacts of the Proposed Plan on energy resources remain **less than significant**.

## 10.4 CHANGES TO THE PROPOSED PROJECT

A few changes to the Proposed Project have been made as a result of comments received during the Proposed Project’s public hearing process. These changes have been incorporated into the Proposed Project, as recommended and/or approved by the City Planning Commission (CPC). See Appendix K and Appendix L for further detail. While these changes do not constitute significant new information per CEQA, their inclusion remains subject to final adoption by the City Council and Mayor, similar to the other elements of the Proposed Project. The CPC’s and Department of City Planning’s (DCP’s) changes to the Proposed Project are summarized as follows:

Based on public testimony heard at the December 12, 2012 public hearing, the Department of City Planning reviewed the recommendations for the Neighborhood Commercial properties along Western Avenue and 25th Street in Subarea 260, and subsequently deleted this subarea. As a result, no changes were proposed to the existing zoning.

At its meeting March 14, 2013, the City Planning Commission approved the following revisions:

### Changes to the Proposed CPIO District

- Incorporate additional multiple-family residential areas (new Subarea 250) into the Community Plan Implementation Overlay (CPIO) District for design guidance and make corresponding additions to the CPIO regulations.

### Changes to Zoning

- Retain the existing CM zoning for Subarea 40 in the North Gaffey Street Industrial District and prohibit residential uses per the San Pedro Community Plan Implementation Overlay (CPIO).

### Changes to the Policy Document

- Modify Policy LU4.5 to remove reference “compatible with a Low Medium density designation,” which addresses the proposed Ponte Vista development at the former naval housing site on Western Avenue.
- Add a program to study Subareas 5 and 10 in the North Gaffey Street Industrial District that addresses clarifications to the threshold for expansion of existing uses and linking future changes to upgrades for safety, with limitations on increased storage capacity in collaboration with LAFD and LADBS.
- Add a program to partner with the Port of Los Angeles to revitalize and better link Downtown San Pedro and the Waterfront, including evaluation of physical improvements such as streetscape beautification, economic partnerships, parking districts, trolley or Red Car connections, and health and wellness programs.
- Add a program to promote the use of development agreements and consider the incorporation of affordable housing as a public benefit.

### Changes to the Street Reclassifications

- Clarify and make technical corrections related to street designation and corresponding designated bikeways as follows:
- redesignate Centre Street from a Secondary classification to a Collector classification between 1st and 7th Streets to support pedestrian improvements (Figure 4-1 Circulation System);
- Summerland Avenue as a Bicycle Priority Street and remove 1st Street as a Bicycle Priority Street (Figure 4-3 Priority Streets);
- Summerland Avenue from Western Avenue to Gaffey Street, 9th Street from Gaffey Street to Western Avenue terminus, and Gaffey Street from north of Summerland Avenue as Class II Bicycle Lanes, and Gaffey Street from 23rd Street to 24th Street as a Bicycle Friendly Street (Figure 4-4 Priority Bicycle Streets).

After the March 14, 2013 CPC meeting, the expansion of the Vinegar Hill HPOZ took a separate path to City Council approval than the San Pedro Community Plan Update. City Council approved the Vinegar Hill HPOZ expansion on July 2, 2015, and the expansion became effective on August 1, 2015 under Ordinance No. 183752. The expansion of the Vinegar Hill HPOZ was issued a Categorical Exemption (Exemptions Class 8 and 31 of the State CEQA Guidelines) under Case No. ENV-2011-2857-CE.

At its meeting on October 13, 2016, the City Planning Commission approved the following additional revisions:

### Changes to the CPIO and Zoning

- Modifications to reflect the addition of the Multifamily Subarea to the CPIO and clarified standard and guideline language.
- Revise the recommendation for Subarea 612 to change the zone from OS-1XL and C2-1 to C2-1XL-CPIO.

### Changes to the Policy Document

- Modified nomenclature for street designations to be consistent with Mobility 2035.
- Addition of the Reader’s Guide and other technical corrections.

## 10.5 CORRECTIONS AND ADDITIONS TO THE DEIR

Corrections or information has been added to the Draft EIR pursuant to CEQA Guidelines, Section 15132, as part of the preparation of the Final EIR. All additions to the text of the Draft EIR are shown by double underline and all deletions to the text of the Draft EIR are shown by ~~strike through~~. In order to indicate the location in the Draft EIR where text has been changed, the reader is referred to the page number of the Draft EIR as published on August 9, 2012. All of the corrections to the Chapters and Sections merely clarify or amplify or make minor modifications to the analysis herein and have not been found to affect the impact analysis or conclusions in the Sections. In general, additions address recent legislative updates that have occurred since the release of the Draft EIR. Section updates regarding Census 2010 data can be found in the preceding Section 10.3 further supporting and validating the analysis and findings of the Draft EIR.

### 10.5.1 Text Changes

This section includes revisions to text, by Draft EIR section, that were initiated either by Lead Agency staff or in response to public comments. All changes appear in order of their location in the Draft EIR.

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#### Global

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The following nomenclature updates shall be applied to all sections throughout the Draft EIR:

- All occurrences of the term “Program EIR” have been revised as follows: “EIR.”
- All occurrences of the term “CPIO subdistrict” have been replaced by “CPIO subarea.”

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#### Page 1-2, Section 1.3 Proposed Plan

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~~The plan is the proposed San Pedro Community Plan and implementing ordinances, which are intended to:~~

- ~~a. Replace the existing 1999 San Pedro Community Plan and guide development through 2030~~
- ~~b. Refine and amend the existing General Plan Framework Element~~
- ~~c. Amend the Transportation Element of the General Plan with respect to policies pertinent to San Pedro~~
- ~~d. Initiate Plan Amendments and Zone Changes necessary to implement the General Plan and accomplish the stated objectives of the New Community Plan program (see below)~~
- ~~e. Establish and apply Overlay Districts to portions of the San Pedro Community Plan, as necessary to implement the General Plan Framework Element and community plan policies~~
- ~~f. Refine and amend other Citywide Elements of the General Plan as necessary~~

The Proposed Project is intended to:

- Update the existing 1999 San Pedro New Community Plan Text (Policy Document) which is to guide development in this Community Plan Area through 2030 (“Community Plan Update”);
- Update general plan land use designations and corresponding zones (also referred to as the “Plan Map”), including map footnotes and symbol changes
- Amend the applicable Circulation Element (Mobility Plan 2035) of the General Plan as necessary for consistency with the Community Plan Update;
- Adopt any zone and height district changes necessary to implement the Community Plan Update
- Repeal the Downtown San Pedro Community Design Overlay ordinance (Ordinance No. 179,935); and
- Adopt the San Pedro Community Plan Implementation Overlay District (CPIO) to implement the Community Plan Update

NOTE: These corrections also update Section 3.5.1 “Proposed Approvals and Actions” in the DEIR.

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**Page 1-3, Section 1.4 Type of EIR**

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The San Pedro Community Plan would provide guidance regarding the ultimate development for the CPA at build-out. Its adoption does not constitute a commitment to any specific project or development. Therefore, this EIR will consider broad program level issues. Any future discretionary development projects undertaken during the planning horizon of the San Pedro Community Plan would need to be approved individually by the City, in compliance with CEQA. Therefore, this San Pedro Community Plan EIR evaluates the effects of the entire San Pedro Community Plan at a program level. According to the CEQA Guidelines (Section 15151), the EIR need not be exhaustive in its analyses of a project, but should analyze important issues to a sufficient degree that permitting and approving agencies can make informed decisions. Disagreements between experts, for example, do not render an EIR inadequate, but the major points of such disagreements should be summarized in the EIR.

Any subsequent environmental documents may rely on the EIR, as appropriate, for general discussions and for the analysis and cumulative impacts and would focus on more project- and site-specific impacts. CEQA findings would be required for any subsequent projects tiering from the EIR. The thresholds of significance used in the analysis of impacts are based on CEQA Guidelines Appendix G primarily, and the City’s adopted CEQA Thresholds. Thresholds have been tailored in places as applicable to a program level environmental analysis for a long-range planning document.

Future site-specific approvals may be evaluated pursuant to the rules for tiering set forth in CEQA Guidelines Section 15152. “[T]iering’ is a process by which agencies can adopt programs, plans, policies, or ordinances with EIRs focusing on ‘the big picture,’ and can then use streamlined CEQA review for individual projects that are consistent with such ... [first tier decisions] and are ... consistent with local agencies’ governing general plans and zoning” (Koster v. County of San Joaquin [1996] 47 Cal. App.4th 29, 36). Before deciding to rely in part on a first-tier EIR in connection with a site-specific project, a lead agency must prepare an “initial study or other analysis” to assist it in determining whether the project may cause any significant impacts that were not “adequately addressed” in a prior EIR (CEQA Guidelines Section 15152(f), PRC Section 21094(c)). Where this analysis finds such significant impacts, an EIR is



required for the later project. In contrast, “[a] negative declaration or mitigated negative declaration shall be required” where there is no substantial evidence that the project may have significant impacts not adequately addressed in the prior EIR or where project revisions accepted by the proponent avoid any such new significant impacts or reduce them “to a point where clearly” they are not significant.

The EIR identifies areawide environmental impacts that could occur upon implementation of the proposed San Pedro Community Plan. To the extent that the analysis contained within this EIR remains current and applicable, future projects within the San Pedro CPA that are consistent with the plan may tier from EIR pursuant to Public Resources Code Section 21094.

The San Pedro Community Plan guides development for the CPA through 2030. This EIR considers broad community plan level issues and evaluates the effects of the Proposed Plan. This EIR addresses environmental impacts from the Proposed Plan to the level that they can be assessed without undue speculation, in light of the scope of the Proposed Plan both as a long-term planning document with an approximate 20 year planning horizon and as a community plan covering a significant portion of the City.

The Proposed Plan consists of amendments to the existing community plan with related amendments to the Circulation element and adoption of implementing zoning ordinances. With that said, large portions of the San Pedro Community Plan Area will retain their existing land use and zoning designations. Consistent with the requirements of CEQA (Environmental Planning and Information Council v. County of El Dorado), the EIR analyzes the foreseeable impacts from reasonably expected growth from the Proposed Plan against the existing environment for all areas of the CPA, including those areas of the CPA where the Proposed Plan proposes amendments to the existing plan and zoning designations and those areas of the CPA that retain their existing land use and zoning designations and standards as part of the Proposed Plan. Consistent with the CEQA Guidelines, the No Project alternative will discuss the difference in foreseeable impacts between the existing plan and zoning to the proposed amendments to plan and zoning designations in the Proposed Plan.

#### ***Future Use of the EIR and Subsequent Projects in the Community Plan Areas***

The adoption of the Proposed Plan does not constitute a commitment to any specific development project. It is contemplated that future site-specific approvals in the CPA may be evaluated with consideration of the EIR under CEQA rules for subsequent approvals, where applicable, including but not limited to the following:

- Tiering (Public Resources Code Section 21094 and CEQA Guidelines Section 15152). “[T]iering is a process by which agencies can adopt programs, plans, policies, or ordinances with EIRs focusing on ‘the big picture,’ and can then use streamlined CEQA review for individual projects that are consistent with such ... [first tier decisions] and are ... consistent with local agencies’ governing general plans and zoning” (Koster v. County of San Joaquin [1996] 47 Cal. App.4th 29, 36). Before deciding to rely in part on a first-tier EIR in connection with a site-specific project, a lead agency must prepare an “initial study or other analysis” to assist it in determining whether the project may cause any significant impacts that were not “adequately addressed” in a prior EIR (CEQA Guidelines Section 15152[f], PRC Section 21094[c]). Where this analysis finds such significant impacts, an EIR is required for the later project. In contrast, “[a] negative declaration or mitigated negative declaration shall be required” where there is no substantial evidence that the project may have significant impacts not adequately addressed in the prior EIR or where project revisions accepted by the proponent

avoid any such new significant impacts or reduce them “to a point where clearly” they are not significant.

- Addendums (CEQA Guidelines sections 15162 and 15164). Addendums may be used when the project is consistent with the Proposed Plan and no major revisions to the EIR are required based on a change to the Proposed Plan, a change in circumstances, or new information, as a result of a new significant impact or an identified significant impact being more severe.
- Subsequent approval to a program EIR (CEQA Guidelines section 15168), when the subsequent project is within the scope of the EIR.
- Streamlined environmental review for a project consistent with community plan adopted with an EIR (Public Resources Code 21083.3).
- Streamlined environmental review for an infill project. (Public Resources Code 21094.5).

NOTE: These corrections also update Section 3.6 “Future Amendments to the San Pedro Community Plan” in the DEIR.

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## **Page 1-6, Organization of the Draft EIR**

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This Draft EIR is organized into ~~eight~~ seven chapters, as follows:

Page 2-6, Table 2-1

Table 2-1 Summary of Environmental Effects and Mitigation Measures			
LTS = less than significant; PS = potentially significant; SU = significant and unavoidable			
Impact(s)	Level of Significance Prior to Mitigation	Mitigation Measure(s) and/or Project Requirements	Level of Significance After Mitigation
<b>AESTHETICS</b>			
Impact 4.1-1 Implementation of the proposed plan could have a substantial adverse effect on a scenic vista. Implementation of feasible mitigation measures would reduce this impact, but not to <i>less than significant</i> . Therefore, this impact is <i>significant and unavoidable</i> .	PS	<del>MM4.1-1 The City shall ensure that review of individual discretionary projects addresses aesthetic concerns as appropriate to minimize site-specific aesthetic impacts, including impacts to views, scenic resources, lighting, and shading.</del> <u>MM4.1-1 The CPIO District shall include regulations that minimize site-specific aesthetic impacts, including impacts to views, lighting and shading.</u>	SU
Impact 4.1-2 Implementation of the proposed plan could substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway. Implementation of feasible mitigation measures would reduce this impact, but not to <i>less than significant</i> . Therefore, this impact is <i>significant and unavoidable</i> .	PS	MM4.1-1 would apply.	SU
Impact 4.1-3 Implementation of the proposed plan could substantially degrade the existing visual character or quality of the site and its surroundings. Implementation of feasible mitigation measures would reduce this impact but not to <i>less than significant</i> . Therefore, this impact is <i>significant and unavoidable</i> .	PS	MM4.1-1 would apply.	SU
Impact 4.1-4 Implementation of the proposed plan could create a new source of substantial light or glare that could adversely affect day- or nighttime views in the area. Compliance with existing codes and regulations and implementation of feasible mitigation measures would reduce this impact to <i>less than significant</i> . Therefore, this impact is <i>significant and unavoidable</i> .	PS	MM4.1-1 would apply.	SU

**Table 2-1 Summary of Environmental Effects and Mitigation Measures**

LTS = less than significant; PS = potentially significant; SU = significant and unavoidable

<i>Impact(s)</i>	<i>Level of Significance Prior to Mitigation</i>	<i>Mitigation Measure(s) and/or Project Requirements</i>	<i>Level of Significance After Mitigation</i>
<p>Impact 4.1-5 Implementation of the proposed plan could result in development of structures that would shade shadow-sensitive uses for more than three hours between the hours of 9:00 AM and 3:00 PM Pacific Standard Time (between late October and early April), or for more than four hours between the hours of 9:00 AM and 5:00 PM Pacific Daylight Time (between early April and late October). Compliance with design guidelines and policies and implementation of feasible mitigation measures would reduce this impact, but not to <i>less than significant</i>. Therefore, this impact is <i>significant and unavoidable</i>.</p>	PS	MM4.1-1 would also apply.	SU
<b>AIR QUALITY</b>			
<p>Impact 4.2-1 Implementation of the proposed plan would not conflict with or obstruct implementation of the applicable air quality plan. This impact is <i>less than significant</i>.</p>	LTS	No mitigation is required.	LTS
<p>Impact 4.2-2 Implementation of the proposed plan would not result in objectionable odors affecting a substantial number of people. This impact is <i>less than significant</i>.</p>	LTS	No mitigation is required.	LTS
<p>Impact 4.2-3 Implementation of the proposed plan could violate air quality standards or contribute substantially to an existing or projected air quality violation. This is considered a potentially significant impact. Implementation of mitigation measures MM4.2-1 through <del>MM4.2-4</del> <u>MM4.2-3</u> would reduce this impact, but not to less than significant during construction. Therefore, this impact is <i>significant and unavoidable</i>.</p>	PS	<p><del>MM4.2-1 The City, as a condition of approval of all applicable discretionary projects, shall require contractors building projects within the San Pedro CPA to:</del></p> <ul style="list-style-type: none"> <li>■ Use properly tuned and maintained equipment. Contractors shall enforce the idling limit of five minutes as set forth in the California Code of Regulations</li> <li>■ Use diesel-fueled construction equipment to be retrofitted with after treatment products (e.g. engine catalysts) to the extent they are readily available and feasible</li> <li>■ Use heavy-duty diesel-fueled equipment that uses low-NO<sub>x</sub> diesel fuel to the extent it is readily available and feasible</li> <li>■ Use construction equipment that uses low-polluting fuels (i.e., compressed natural gas, liquid petroleum gas, and unleaded gasoline) to the extent available and feasible</li> <li>■ Maintain construction equipment in good operating condition to minimize air pollutants</li> <li>■ Use building materials, paints, sealants, mechanical equipment, and other materials that yield low air pollutants and are nontoxic</li> </ul>	SU

**Table 2-1 Summary of Environmental Effects and Mitigation Measures**

LTS = less than significant; PS = potentially significant; SU = significant and unavoidable

<i>Impact(s)</i>	<i>Level of Significance Prior to Mitigation</i>	<i>Mitigation Measure(s) and/or Project Requirements</i>	<i>Level of Significance After Mitigation</i>
		<p>MM4.2-2 In the event that future projects under the Community Plan cover areas greater than 5 acres, appropriate analysis and modeling would be required for CO, NO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>.</p> <p>MM4.2-3 In order to comply with the California Air Resources Board Air Quality and Land Use Handbook (June 2005) and achieve an acceptable interior air quality level for sensitive receptors, appropriate measures shall be incorporated into project building design.</p> <p>MM4.2-4 The City, as a condition of approval for applicable discretionary projects, shall require developers to implement applicable Greenhouse Gas reduction measures in project design and comply with regulatory targets.</p> <p><u>MM4.2-1 The CPIO District shall include regulations for construction that require the following or comparable best management practices be included in contract specifications and/or printed on plans:</u></p> <ul style="list-style-type: none"> <li>■ <u>Use properly tuned and maintained equipment.</u></li> <li>■ <u>Construction contractors shall enforce the idling limit of five minutes as set forth in the California Code of Regulations.</u></li> <li>■ <u>Use diesel-fueled construction equipment to be retrofitted with after treatment products (e.g. engine catalyts) to the extent they are readily available and feasible.</u></li> <li>■ <u>Use heavy duty diesel-fueled equipment that uses low NO<sub>x</sub> diesel fuel to the extent it is readily available and feasible.</u></li> <li>■ <u>Use construction equipment that uses low polluting fuels (i.e. compressed natural gas, liquid petroleum gas, and unleaded gasoline) to the extent available and feasible.</u></li> <li>■ <u>Maintain construction equipment in good operating condition to minimize air pollutants.</u></li> <li>■ <u>Construction contractors shall utilize materials that do not require painting, as feasible.</u></li> <li>■ <u>Construction contractors shall use pre-painted construction materials, as feasible.</u></li> <li>■ <u>Construction contractors shall provide temporary traffic controls such as a flag person, during all phases of construction to maintain smooth traffic flow.</u></li> </ul>	

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<i>Impact(s)</i>	<i>Level of Significance Prior to Mitigation</i>	<i>Mitigation Measure(s) and/or Project Requirements</i>	<i>Level of Significance After Mitigation</i>
		<ul style="list-style-type: none"> <li>■ <u>Construction contractors shall provide dedicated turn lanes for movement of construction trucks and equipment on- and off-site, as feasible.</u></li> <li>■ <u>Construction contractors shall reroute construction trucks away from congested streets or sensitive receptor areas, as feasible.</u></li> <li>■ <u>Construction contractors shall appoint a construction relations officer to act as a community liaison concerning on-site construction activity including resolution of issues related to PM<sub>10</sub> generation.</u></li> </ul> <p><u>MM4.2-2 The CPIO District shall include regulations that require construction projects greater than 5 acres to submit an air quality study that discuss the project's potential emissions for the following: CO, NO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>.</u></p> <p><u>MM4.2-3 The CPIO District shall require the following greenhouse gas reduction measures are incorporated into the project design:</u></p> <ul style="list-style-type: none"> <li>■ <u>For non-residential projects: all outdoor lighting systems shall be directed away from the window of any residential uses and shall comply with the non-residential Light Pollution Reduction standards in the Green Building Code of the Municipal Code.</u></li> <li>■ <u>For non-residential projects: whenever new fixtures are installed, all water closets, urinals, shower heads, faucets and dishwashers shall be High Efficiency fixtures installed in accordance with the regulations of the City's Water Conservation Ordinance.</u></li> <li>■ <u>For Multi-family and Commercial Projects: parking facilities shall have five (5) percent of the total parking spaces, but not less than one (1) space, capable of supporting future Electric Vehicle Supply Equipment (EVSE) charging locations.</u></li> </ul>	
<p>Impact 4.2-4 Implementation of the proposed plan could result in a cumulatively considerable net increase of a criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors). Implementation of mitigation measures MM4.2-1 through MM4.2-3 would reduce this impact, but not to a less-than-significant level. Therefore, this cumulative impact is <i>significant and unavoidable</i>.</p>	PS	MM4.2-1 through MM4.2-3 would apply.	SU

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<i>Impact(s)</i>	<i>Level of Significance Prior to Mitigation</i>	<i>Mitigation Measure(s) and/or Project Requirements</i>	<i>Level of Significance After Mitigation</i>
Impact 4.2-5 Implementation of the proposed plan could expose sensitive receptors to substantial pollutant concentrations. Implementation of project-level mitigation measures MM4.2-1 through MM4.2-3 would reduce this impact, but not to a less-than-significant level for exceedance of LST thresholds during construction. Therefore, this impact is <i>significant and unavoidable</i> .	PS	MM4.2-1 through MM4.2-3 would apply.	SU
<b>BIOLOGICAL RESOURCES</b>			
Impact 4.3-1 Implementation of the proposed plan would not have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service. This impact is <i>less than significant</i> .	LTS	No mitigation is required.	LTS
Impact 4.3-2 The proposed plan would not have a substantial adverse effect on any riparian habitat or other sensitive natural community. This impact is <i>less than significant</i> .	LTS	No mitigation is required.	LTS
Impact 4.3-3 The proposed plan would not interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites. This impact is <i>less than significant</i> .	LTS	No mitigation is required.	LTS
<b>CULTURAL RESOURCES</b>			
Impact 4.4-1 Implementation of the proposed plan would not disturb human remains, including those interred outside of formal cemeteries. Compliance with applicable regulations would ensure this impact remains <i>less than significant</i> .	LTS	No mitigation is required.	LTS
Impact 4.4-2 Implementation of the proposed plan would not cause a substantial adverse change in the significance of an archaeological resource. Compliance with applicable regulations would ensure this impact remains <i>less than significant</i> .	LTS	No mitigation is required.	LTS

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Impact 4.4-3 Implementation of the proposed plan would not directly or indirectly destroy a unique paleontological resource or site or unique geologic feature. Compliance with applicable regulations would ensure this impact remains <i>less than significant</i> .	LTS	No mitigation is required.	LTS
Impact 4.4-4 Implementation of the proposed plan would not cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines Section 15064.5. Compliance with applicable regulations would ensure this impact remains <i>less than significant</i> .	LTS	No mitigation is required.	LTS
<b>GEOLOGY/SOILS AND MINERAL RESOURCES</b>			
Impact 4.5-1 The San Pedro Community Plan area is in an area where active faults are present, but the proposed plan would not cause or accelerate geologic hazards that would result in substantial damage to structures or infrastructure, or expose people to substantial risk of injury by exposing people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault. Compliance with existing CBC and City of Los Angeles Building Code regulations would ensure this impact remains <i>less than significant</i> .	LTS	No mitigation is required.	LTS
Impact 4.5-2 Implementation of the proposed plan would not cause or accelerate geologic hazards which would result in substantial damage to structures or infrastructure, or expose people to substantial risk of injury from strong seismic groundshaking. Compliance with existing CBC and City of Los Angeles Building Code regulations would ensure this impact remains <i>less than significant</i> .	LTS	No mitigation is required.	LTS
Impact 4.5-3 Implementation of the proposed plan would not cause or accelerate geologic hazards that would result in substantial damage to structures or infrastructure, or expose people to substantial risk of injury involving seismic-related ground failure, including liquefaction and/or landslides. Compliance with existing CBC and City of Los Angeles Building Code regulations would ensure this impact remains <i>less than significant</i> .	LTS	No mitigation is required.	LTS



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<p>Impact 4.5-4 Implementation of the proposed plan would not cause or accelerate instability from erosion so as to result in a geologic hazard to other properties, or accelerate natural processes of wind and water erosion and sedimentation, resulting in sediment runoff or deposition that would not be contained or controlled on site. Compliance with existing state water quality protection regulations and the CBC and City of Los Angeles Building Code regulations would ensure this impact remains <i>less than significant</i>.</p>	LTS	No mitigation is required.	LTS
<p>Impact 4.5-5 Implementation of the proposed plan could result in development in areas subject to potential geologic hazards or unstable soils and potentially result in on- or off-site landslide, lateral spreading, subsidence, or collapse. Compliance with existing CBC and City of Los Angeles Building Code regulations would ensure this impact remains <i>less than significant</i>.</p>	LTS	No mitigation is required.	LTS
<p>Impact 4.5-6 Implementation of the proposed plan would not create substantial risks to life or property as a result of expansive soils. Compliance with existing CBC and City of Los Angeles Building Code regulations would ensure this impact remains <i>less than significant</i>.</p>	LTS	No mitigation is required.	LTS
<p>Impact 4.5-7 Implementation of the proposed plan would not destroy, permanently cover or materially and adversely modify one or more distinct and prominent geologic or topographic features such as hilltops, ridges, hill slopes, canyons, ravines, rock outcrops, water bodies, streambeds and wetlands. This impact would be <i>less than significant</i>.</p>	LTS	No mitigation is required.	LTS

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<b>GREENHOUSE GAS EMISSIONS</b>			
<p><b>Impact 4.6-1</b> Implementation of the proposed plan would result in development that could contribute substantial emissions of greenhouse gases. Implementation of feasible mitigation measure MM4.6-1 would reduce this impact, but not to <i>less than significant</i>. Therefore, this impact is <i>significant and unavoidable</i>.</p>	PS	<p><del>MM 4.6-1 The City, as a condition of approval for applicable discretionary projects, shall require developers to implement applicable Greenhouse Gas reduction measures in project design and comply with regulatory targets.</del></p> <p><u>The CPIO District shall include regulations that require the following greenhouse gas reduction measures be incorporated into the project design:</u></p> <ul style="list-style-type: none"> <li>■ <u>For non-residential projects: all outdoor lighting systems shall be directed away from the window of any residential uses and shall comply with the non-residential Light Pollution Reduction standards in the Green Building Code of the Municipal Code.</u></li> <li>■ <u>For non-residential projects: whenever new fixtures are installed, all water closets, urinals, shower heads, faucets and dishwashers shall be High Efficiency fixtures installed in accordance with the regulations of the City's Water Conservation Ordinance.</u></li> <li>■ <u>For Multi-family and Commercial Projects: parking facilities shall have five (5) percent of the total parking spaces, but not less than one (1) space, capable of supporting future Electric Vehicle Supply Equipment (EVSE) charging locations.</u></li> </ul>	SU
<p><b>Impact 4.6-2</b> Project emissions of greenhouse gases would have the potential to conflict with the implementation of AB 32. Implementation of feasible mitigation measure MM4.6-1 would reduce this impact, but not to less than significant. Therefore, this impact is <i>significant and unavoidable</i>.</p>	PS	MM 4.6-1 would apply	SU
<b>SAFETY/RISK OF UPSET</b>			
<p><b>Impact 4.7-1</b> Implementation of the proposed plan could create a hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. However, compliance with existing local, state, and federal regulations and project level conditions of approval would ensure this impact remains <i>less than significant</i>.</p>	LTS	No mitigation is required.	LTS

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Impact 4.7-2 Implementation of the proposed plan could create a hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. However, compliance with existing regulations and project level conditions of approval would ensure this impact remains <i>less than significant</i> .	LTS	No mitigation is required.	LTS
Impact 4.7-3 Implementation of the proposed plan could result in the handling of acutely hazardous materials, substances, or waste within 0.25 mile of a proposed school, but would not create a risk to human health from such activities. Compliance with existing regulations would ensure this impact remains <i>less than significant</i> .	LTS	No mitigation is required.	LTS
Impact 4.7-4 Development under the proposed plan could be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Compliance with existing regulations would ensure this impact remains <i>less than significant</i> .	LTS	No mitigation is required.	LTS
Impact 4.7-5 Implementation of the proposed plan, located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public/private airport or public/private use airport, would not result in a safety hazard for people residing or working in the CPA. This impact is <i>less than significant</i> .	LTS	No mitigation is required.	LTS
Impact 4.7-6 Implementation of the proposed plan would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. Compliance with existing local, state, and federal regulations would ensure that this impact remains <i>less than significant</i> .	LTS	No mitigation is required.	LTS
Impact 4.7-7 Implementation of the proposed plan would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands. This impact is <i>less than significant</i> .	LTS	No mitigation is required.	LTS

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Impact 4.7-8 Construction of future development under the proposed plan could occur adjacent to existing or proposed school sites, but would not result in increased hazards for schools. Compliance with existing regulations would ensure this impact remains <i>less than significant</i> .	LTS	No mitigation is required.	LTS
<b>HYDROLOGY/WATER QUALITY</b>			
Impact 4.8-1 Implementation of the proposed plan would minimally change stormwater flows and volumes but would not contribute to off-site flooding potential or changes in the amount of surface water or surface water flow direction or current. This impact is <i>less than significant</i> .	LTS	No mitigation is required.	LTS
Impact 4.8-2 Implementation of the proposed plan would not expose people or structures to 100-year flood hazard or place structures in locations that could impede or redirect flood flows. This impact is <i>less than significant</i> .	LTS	No mitigation is required.	LTS
Impact 4.8-3 Small portions of the CPA could be exposed to inundation by tsunami, but little or no development in those locations is planned, and existing hazard mitigation programs that address emergency notification and evacuation would ensure that this impact remains <i>less than significant</i> .	LTS	No mitigation is required.	LTS
Impact 4.8-4 Implementation of the proposed plan would minimally contribute additional stormwater runoff containing urban pollutants to local water bodies, but would not result in violation of regulatory standards. This impact is <i>less than significant</i> .	LTS	No mitigation is required.	LTS
Impact 4.8-5 Implementation of the proposed plan would cause negligible changes in surface drainage patterns and surface water bodies in a manner that could cause erosion or siltation. This impact is <i>less than significant</i> .	LTS	No mitigation is required.	LTS

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<p>Impact 4.8-6 A small shoreline segment of the CPA, east of Pacific Avenue and extending south to Point Fermin, could be exposed to flooding from future sea level rise, partially from incremental effects from the growth anticipated by the CPA. <del>Implementation of feasible mitigation measure MM4.8-1 would reduce this impact, but not to less than significant.</del> Therefore, this impact is <i>significant and unavoidable</i>.</p>	PS	<p><del>MM4.8-1 Provide Flood Protection up to the 50-Year Flood plus Sea Level Rise. To protect structures and people from sea level rise risks, prior to approving discretionary grading and/or building permits in areas that could be exposed to sea level rise, the City shall ensure project design incorporates its floodplain development requirements for a flood depth of the identified 50-year flood hazard water surface elevation plus a 4.6 foot (55-inch) rise in sea level for those locations that could be directly affected. All aboveground structures within predicted sea level rise inundation areas shall be flood proofed and able to withstand hydrostatic forces and buoyancy to this elevation. All enclosed, belowground structures in predicted sea level rise inundation areas shall be flood proofed in their entirety and designed to withstand hydrostatic forces and buoyancy from water surface elevations up to 4.6 feet above ground surface.</del> <u>No feasible mitigation measures. (See also CBI v. BAAQMD, (2015) 62 Cal.4th 369)</u></p>	SU
<b>LAND USE/PLANNING</b>			
<p>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 <i>less than significant</i>.</p>	LTS	No mitigation is required.	LTS
<p>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 <i>less than significant</i>.</p>	LTS	No mitigation is required.	LTS
<b>NOISE</b>			
<p>Impact 4.10-1 Development under the proposed plan could result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. Compliance with LAMC regulations would ensure this impact is <i>less than significant</i>.</p>	LTS	No mitigation is required.	LTS

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Impact 4.10-2 Development under the proposed plan would not result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels. This impact is <i>less than significant</i> .	LTS	No mitigation is required.	LTS
Impact 4.10-3 Implementation of the proposed plan would not result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project. This impact is <i>less than significant</i> .	LTS	No mitigation is required.	LTS
Impact 4.10-4 Implementation of the proposed plan would not result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project. Compliance with LAMC Sections 112.02 and 115.02 would ensure that this impact is <i>less than significant</i> .	LTS	No mitigation is required.	LTS
Impact 4.10-5 Construction of development pursuant to the proposed plan could result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. Project-level environmental review and implementation of mitigation measure MM4.10-1 for discretionary projects would reduce this impact, but not necessarily to a less-than-significant level. Therefore, this impact is <i>significant and unavoidable</i> .	PS	<p><del>MM4.10-1 The City, as a condition of approval for all applicable discretionary projects, shall require all contractors to include the following best management practices in contract specifications:</del></p> <ul style="list-style-type: none"> <li><del>■ Re-route truck traffic away from residential streets, if possible. If no alternatives are available, route truck traffic on streets with the fewest residences.</del></li> <li><del>■ Site equipment on construction lots as far away from noise sensitive sites as possible.</del></li> <li><del>■ When construction activities are located in close proximity to noise sensitive sites, construct noise barriers, such as temporary walls or piles of excavated material between activities and noise sensitive uses.</del></li> <li><del>■ Avoid use of impact pile drivers where possible in noise sensitive areas. Drilled piles or the use of a sonic vibratory pile driver are quieter alternatives where geological conditions permit their use. Use noise shrouds when necessary to reduce noise of pile drilling/driving.</del></li> <li><del>■ Use construction equipment with mufflers that comply with manufacturers' requirements.</del></li> <li><del>■ Consider potential vibration impacts to older (historic) buildings.</del></li> </ul>	SU

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		<p><u>MM4.10-1 The CPIO District shall include regulations that require contractors to include the following or comparable construction best management practices in contract specifications and/or printed on plans:</u></p> <ul style="list-style-type: none"> <li>■ <u>Construction haul truck and materials delivery traffic shall avoid residential areas whenever feasible. If no alternatives are available, truck traffic shall be routed on streets with the fewest residences.</u></li> <li>■ <u>The construction contractor shall locate construction staging areas away from sensitive uses.</u></li> <li>■ <u>When construction activities are located in close proximity to noise-sensitive land uses, noise barriers (e.g., temporary walls or piles of excavated material) shall be constructed between activities and noise sensitive uses.</u></li> <li>■ <u>Impact pile drivers shall be avoided where possible in noise-sensitive areas. Drilled piles or the use of a sonic vibratory pile driver are quieter alternatives that shall be utilized where geological conditions permit their use. Noise shrouds shall be used when necessary to reduce noise of pile drilling/driving.</u></li> <li>■ <u>Construction equipment shall be equipped with mufflers that comply with manufacturers' requirements.</u></li> <li>■ <u>The construction contractor shall consider potential vibration impacts to older (historic) buildings.</u></li> </ul>	
<p>Impact 4.10-6 Construction of development pursuant to the proposed plan could generate or expose persons or structures to excessive groundborne vibration. Implementation of project-level environmental review and mitigation measure MM4.10-1 for discretionary projects would reduce this impact, but not necessarily to a less-than-significant level. Therefore, this impact would be <i>significant and unavoidable</i>.</p>	PS	MM4.10-1 would apply.	SU
<p>Impact 4.10-7 Construction of development pursuant to the proposed plan could result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project due to construction activities. Implementation of project-level environmental review and mitigation measure MM4.10-1 for discretionary projects would reduce this impact, but not necessarily to a less-than-significant level. Therefore, this impact is <i>significant and unavoidable</i>.</p>	PS	MM4.10-1 would apply.	SU

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<b>POPULATION, HOUSING, AND EMPLOYMENT</b>			
<p><b>Impact 4.11-1</b> Implementation of the proposed plan would not induce substantial population growth directly (i.e., new housing or employment generators) or indirectly (i.e., accelerate development in an undeveloped area that exceeds projected planned levels) that would result in an adverse physical change in the environment, and would accommodate the potential growth in population and/or employment that has been forecasted to occur by 2030. This impact is <i>less than significant</i>.</p>	LTS	No mitigation is required.	LTS
<p><b>Impact 4.11-2</b> Implementation of the proposed plan would not result in inconsistencies with adopted City and regional housing polices. This impact is <i>less than significant</i>.</p>	LTS	No mitigation is required.	LTS
<b>PUBLIC SERVICES AND RECREATION</b>			
<p><b>Impact 4.12-1</b> Implementation of the proposed plan would not foreseeably require the addition of a new fire station or the expansion, consolidation, or relocation of an existing facility to maintain service, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for fire protection and emergency response. Compliance with existing regulations would ensure this impact remains <i>less than significant</i>.</p>	LTS	No mitigation is required.	LTS
<p><b>Impact 4.12-2</b> Implementation of the proposed plan would not foreseeably require the addition of a new police station or the expansion, consolidation or relocation of an existing facility to maintain service, nor cause the construction of which would cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for police services. Compliance with existing regulations would ensure this impact remains <i>less than significant</i>.</p>	LTS	No mitigation is required.	LTS



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LTS = less than significant; PS = potentially significant; SU = significant and unavoidable

<i>Impact(s)</i>	<i>Level of Significance Prior to Mitigation</i>	<i>Mitigation Measure(s) and/or Project Requirements</i>	<i>Level of Significance After Mitigation</i>
<p>Impact 4.12-3 Implementation of the proposed plan could result in substantial adverse physical impacts associated with the need for new or physically altered school facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for schools. <del>Implementation of mitigation measure MM4.12-1 would reduce this impact to less than significant. Compliance with existing regulations would ensure this impact remains less than significant.</del></p>	<p>PS <u>LTS</u></p>	<p><del>MM4.12-1 Individual project applicants shall pay school fees to the Los Angeles Unified School District to offset the impact of additional student enrollment at schools serving the project area.</del> <u>No mitigation is required.</u></p>	<p>LTS</p>
<p>Impact 4.12-4 Implementation of the proposed plan would not result in substantial adverse physical impacts associated with the provision of new or physically altered library facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for libraries. This impact is <i>less than significant</i>.</p>	<p>LTS</p>	<p>No mitigation is required.</p>	<p>LTS</p>
<p>Impact 4.12-5 Implementation of the proposed plan could result in substantial adverse physical impacts associated with the provision of new or physically altered park facilities, the construction of which could cause significant environmental impacts. <del>Implementation of mitigation measures MM4.12-2 through MM4.12-4 would reduce this impact to less than significant. Compliance with existing regulations would ensure this impact remains less than significant.</del></p>	<p>PS <u>LTS</u></p>	<p><del>MM4.12-2 Develop City or private funding programs for the acquisition and construction of new Community and Neighborhood recreation and park facilities.</del> <del>MM4.12-3 Establish joint use agreements with the Los Angeles Unified School District and other public and private entities which could contribute to the availability of recreational opportunities in the CPA.</del> <del>MM4.12-4 Monitor appropriate recreation and park statistics and compare with population projections and demand to identify the existing and future recreation and park needs of the San Pedro CPA.</del> <u>No mitigation is required.</u></p>	<p>LTS</p>
<p><b>TRANSPORTATION/TRAFFIC</b></p>			
<p>Impact 4.13-1 The volume-weighted average V/C ratio under the proposed plan would substantially exceed that of existing traffic conditions, and the number of roadway segments projected to operate at unsatisfactory levels of service would substantially exceed that of existing traffic conditions. <del>Implementation of mitigation measures MM4.13-1 would reduce this impact, but not to a less than significant level. The impact is significant and unavoidable.</del></p>	<p>PS</p>	<p><del>MM4.13-1 Implement development review procedures to ensure that the applicable Mobility policies of the San Pedro Community Plan are applied and implemented by individual discretionary development projects when they are considered for approval in the plan area.</del> <u>No feasible mitigation measures.</u></p>	<p>SU</p>

**Table 2-1 Summary of Environmental Effects and Mitigation Measures**

LTS = less than significant; PS = potentially significant; SU = significant and unavoidable

<i>Impact(s)</i>	<i>Level of Significance Prior to Mitigation</i>	<i>Mitigation Measure(s) and/or Project Requirements</i>	<i>Level of Significance After Mitigation</i>
Impact 4.13-2 Implementation of the proposed plan could result in inadequate emergency access during construction unless mitigated. <del>Implementation of mitigation measures MM4.13-1 would reduce this impact, but not to less than significant.</del> Therefore, this impact is <i>significant and unavoidable</i> .	PS	<del>MM4.13-1 would apply.</del> <u>No feasible mitigation measures.</u>	SU
Impact 4.13-3 Implementation of the proposed plan could conflict with an applicable congestion management program, including, but not limited to, level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways. Therefore, this impact is <i>significant and unavoidable</i> .	PS	<del>MM4.13-1 would apply.</del> <u>No feasible mitigation measures.</u>	SU
<b>UTILITIES/SERVICES SYSTEMS</b>			
Impact 4.14-1 The proposed plan could affect the capacity of the water infrastructure that serves the CPA. However, compliance with existing regulations would ensure this impact remains <i>less than significant</i> .	LTS	No mitigation is required.	LTS
Impact 4.14-2 The proposed plan could impact the water supplies that serve the CPA. While water supply is expected to be adequate, LADWP is looking at a number of strategies to serve citywide growth, including additional conservation measures, use restrictions, recycling programs, and regulatory changes that may occur over the life of the plan. Implementation of mitigation measure MM4.14-1 and compliance with existing regulations would reduce this impact but not to less than significant. Therefore, this impact is <i>significant and unavoidable</i> .	PS	<del>MM4.14-1 As part of individual discretionary project review, the Planning Department shall work with LADWP to ensure appropriate expansion, upgrade, and/or improvement of the local water distribution system within the CPA as may be necessary to accommodate anticipated growth.</del> <u>MM4.14-1 The CPIO District shall include regulations that incorporate water conservation measures into the project design, which may include but are not limited to measures identified in the City's Water Conservation Ordinance.</u>	SU
Impact 4.14-3 Implementation of the proposed plan would not exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board. This impact is <i>less than significant</i> .	LTS	No mitigation is required.	LTS

**Table 2-1 Summary of Environmental Effects and Mitigation Measures**

LTS = less than significant; PS = potentially significant; SU = significant and unavoidable

<i>Impact(s)</i>	<i>Level of Significance Prior to Mitigation</i>	<i>Mitigation Measure(s) and/or Project Requirements</i>	<i>Level of Significance After Mitigation</i>
<p>Impact 4.14-4 Implementation of the proposed plan could result in an inability to accommodate the CPA's projected wastewater flow, and require or result in the construction of new wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects. <del>Implementation of mitigation measures MM4.14.2 through MM4.14.5 would reduce this impact to <i>less than significant</i>. Compliance with existing regulations would ensure this impact remains <i>less than significant</i>.</del></p>	<p>PS <u>LTS</u></p>	<p><del>MM4.14.2 Continue to implement existing water conservation measures, including ultra low flush installation and, school educational, public information, and residential programs, and develop new ones as needed</del>  <del>MM4.14.3 Enforce the City's water conservation ordinance and develop a comprehensive water reuse ordinance that will establish, among other things, goals on reuse of reclaimed water</del>  <del>MM4.14.4 Establish water reuse demonstration and research programs and implement educational programs among consumers to increase the level of acceptance of reclaimed water</del>  <del>MM4.14.5 Provide incentives for the development of new markets and uses for reclaimed water</del>  <u>No mitigation is required.</u></p>	<p>LTS</p>
<p>Impact 4.14-5 Implementation of the proposed plan would not result in a determination by the wastewater treatment provider that serves or may serve the CPA that it has inadequate capacity to serve the plan's projected demand in addition to the provider's existing commitments. This impact is <i>less than significant</i>.</p>	<p>LTS</p>	<p>No mitigation is required.</p>	<p>LTS</p>
<p>Impact 4.14-6 Implementation of the proposed plan would increase solid waste generation and result in the need for additional solid waste collection routes, recycling, or disposal facility to adequately handle projected solid waste generation and disposal needs. Implementation of mitigation measures <del>MM4.14.6 through MM4.14.8</del> <u>MM4.14.2</u> and compliance with federal, state, and local regulations would reduce this impact to <i>less than significant</i>.</p>	<p>PS</p>	<p><del>MM4.14.6 Implement the Solid Waste Integrated Resources Plan to maximize source reduction and materials recovery and minimize the amount of solid waste requiring disposal with the goal of leading the City to achieve zero waste by 2025.</del>  <del>MM4.14.7 Encourage and provide incentives for the processing and marketing of recyclable items.</del>  <del>MM4.14.8 Accelerate ongoing efforts to provide alternative solid waste treatment processes and the expansion of existing landfills and establishment of new sites.</del>  <u>MM4.14.2 The CPIO District shall include regulations that require that projects incorporate the Solid Waste Integrated Resources Plan measures to maximize source reduction and materials recovery and minimize the amount of solid waste requiring disposal with the goal of leading the City to achieve zero waste by 2025.</u></p>	<p>LTS</p>

**Table 2-1 Summary of Environmental Effects and Mitigation Measures**

LTS = less than significant; PS = potentially significant; SU = significant and unavoidable

<i>Impact(s)</i>	<i>Level of Significance Prior to Mitigation</i>	<i>Mitigation Measure(s) and/or Project Requirements</i>	<i>Level of Significance After Mitigation</i>
<p>Impact 4.14-7 Development under the proposed plan would comply with federal, state, and local statutes and regulations related to solid waste. This impact is <i>less than significant</i>.</p>	<p>LTS</p>	<p>No mitigation is required.</p>	<p>LTS</p>
<p>Impact 4.14-8 Implementation of the proposed plan could require new energy-supply facilities and distribution infrastructure or capacity-enhancing alterations to existing facilities to accommodate projected energy demand, the construction of which could cause a significant environmental impact. Implementation of mitigation measures <del>MM4.14-9 through MM4.14-12</del> <u>MM4.14-3</u> and compliance with local, state, and federal regulations would reduce this impact to <i>less than significant</i>.</p>	<p>PS</p>	<p><del>MM4.14-9 Promote energy conservation and efficiency to the maximum extent that is cost effective and practical.</del>  <del>MM4.14-10 Encourage and provide incentives for the development and use of alternative sources of energy.</del>  <del>MM4.14-11 Adopt and implement a program to provide technical assistance and incentives to property owners and developers on building design and/or the use of energy efficient systems in new residential, commercial and industrial developments to exceed existing State of California Energy Code standards.</del>  <del>MM4.14-12 Promote the responsible use of natural resources in accordance with City environmental policies.</del>  <u>MM4.14-3 The CPIO District shall include regulations that incorporate energy conservation and efficiency measures into the design of new development, including but not limited to:</u></p> <ul style="list-style-type: none"> <li>■ <u>energy saving windows, doors, insulation and passive solar design;</u></li> <li>■ <u>energy efficient fixtures and appliances;</u></li> <li>■ <u>efficient lighting, heating, air and ventilation systems;</u></li> <li>■ <u>reused or recycled building materials.</u></li> </ul>	<p>LTS</p>

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### Page 3-10, 3.3 Project Objectives

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The ~~p~~Proposed ~~p~~Plan (Project) is a comprehensive revision of the existing San Pedro Community Plan. The ~~p~~Proposed Plan is designed to accommodate the 2030 population, housing, and employment projections based on assumptions about the level of development that can reasonably be expected to occur during the life of the Community Plan, given the CPA's land use designations and policies.

The ~~proposed San Pedro Community Plan seeks to:~~

- ~~■ Focus growth into Framework identified Centers and corridors while preserving single family neighborhoods, and open space.~~
- ~~■ Accommodate projected growth by providing for a range of housing options, mixed uses, and commercial space for future employment opportunities.~~
- ~~■ Maximize development opportunities around existing and future transit systems while minimizing adverse impacts.~~
- ~~■ Improve the function, design, and economic vitality of the commercial areas.~~
- ~~■ Preserve and enhance the positive characteristics of existing land uses.~~
- ~~■ Preserve and strengthen commercial developments to provide a diverse job-producing economic base, provide neighborhood services, and enhance the appearance of these areas.~~
- ~~■ Encourage the protection, enhancement, and conservation of valuable community resources (natural, historic, and cultural) and community identity and identify appropriate mitigation measures to minimize project impacts.~~
- ~~■ Provide for the development of civic, cultural, religious, education, and other community uses such as libraries, fire stations, community centers, police facilities, parks, schools, etc.~~
- ~~■ Include a comprehensive program of resource protection, enhancement, conservation, and re-use and provide mitigation of impacts of the project.~~
- ~~■ Enhance the positive characteristics of residential neighborhoods while providing a variety of housing opportunities.~~
- ~~■ Preserve and strengthen industrial areas and support environmentally sensitive industrial and employment centers that provide local and regional jobs and bolster the community's economic and physical condition.~~

The **Primary Objectives** of the Project are to:

- Accommodate projected population, housing, and employment growth consistent with the City of Los Angeles Framework Element and SB 743.
- Improve the function and design of neighborhoods and districts throughout the CPA to address the compatibility of industrial sites with adjacent non-industrial uses; strengthen the attractiveness and the connectivity of multi-family neighborhoods to amenities and services in Downtown San Pedro and adjacent commercial corridors, and preserve and strengthen the appearance of Downtown San Pedro and adjacent commercial corridors to promote economic activity and revitalization.
- Preserve residential neighborhoods and maintain community character.
- Retain industrial areas for future employment opportunities.

The Proposed Plan also includes additional goals, such as improving the function and design of neighborhoods throughout the plan area as well as promoting a variety of mobility options. These secondary goals aim to develop a more comprehensive, cohesive, and sustainable planning document.

The Secondary Objectives of the Project are to:

- Encourage and promote a variety of mobility options including local and regional transit, and multiple modes of travel.
- Protect natural, historic and cultural resources to enhance community identity.
- Achieve Land Use and Zoning Consistency by correcting inconsistencies between land use designation and zoning.

The Proposed Project addresses both Primary and Secondary Objectives in the following ways:

**Table 8-1 Project Features**

1. Retain the Regional Commercial land use designation and C2 zoning in the Downtown San Pedro area bounded by 3rd Street, Harbor Boulevard, 7th Street, and Mesa Street.
2. Amend General Plan Land Use Designations and/or zones on selected properties near Downtown San Pedro, Gaffey Street, Pacific Avenue, and Harbor Boulevard, to incentivize new development. The San Pedro Community Plan Implementation Overlay (CPIO), would improve aesthetics and address transitions between new development and existing uses.
  - Redesignate select parcels to Community Commercial land use designations to allow greater intensity and variety of commercial uses, generally west of the Regional Center to Pacific Avenue, south to 8th Street, and north along Harbor Boulevard to Vincent Thomas Bridge.
  - Replace restrictions that limit intensity of commercial uses and densities of residential uses on Gaffey Street and Pacific Avenue.
  - Redesignate select parcels along Pacific Avenue and 9th Street to Neighborhood Commercial, to allow neighborhood serving commercial uses.
  - Amend regulations in the Downtown San Pedro area generally bounded by 5th Street, Pacific Avenue, 9th Street, and Gaffey Street, to increase the maximum FAR from 1.5 to 3.0, in order to increase housing opportunities near the Downtown San Pedro and adjacent commercial corridors.
3. Establish the San Pedro CPIO to:
  - Require ground-floor commercial or non-residential uses on selected properties in Downtown San Pedro, and along the Gaffey Street, Pacific Avenue, and Harbor Boulevard commercial corridors, in order to provide additional commercial uses and services to the CPA. Prohibit or restrict incompatible uses throughout the CPIO area.
  - Regulate land uses on selected properties designated for multiple-family residential, commercial, and industrial uses to ensure new development complements existing character and scale of neighborhoods, provide transitions, and encourages more walkable, pedestrian oriented areas.
  - Ensure that new development complements existing character and scale through design standards. Integrate San Pedro Community Design Overlay guidelines into the proposed San Pedro CPIO. Integrate the Pacific Corridor guidelines into the San Pedro CPIO as a part of the CRA transition.
  - Incentivize clean- or green-tech uses in the Industrial A, B, and C Subareas by allowing an FAR increase from 1.5:1 to 3.0:1, and a maximum height increase from 30 feet to 55 feet.
  - Require publically-accessible open space as a part of new development in Downtown San Pedro and commercial corridors. This can include plazas, outdoor dining areas, or other landscaped accessible spaces.
4. Direct growth away from single-family neighborhoods to Downtown San Pedro and adjacent commercial corridors where greater amenities, infrastructure, and compatibility are found through land use designation and zone changes.
  - Retain R1 zoning for single-family residential neighborhoods.
5. A new land use designation, Hybrid Industrial, is proposed for parcels on 7th Street, from Mesa Street to Palos Verdes Street, to allow residential mixed uses if a specific mix of targeted job-producing light industrial uses is provided on the site. Artisanal uses are also encouraged.
6. Restrict zoning in industrially designated parcels in the CPA to prohibit incompatible industrial uses, and prohibit non-industrial uses such as large-scale retail. Retain existing restrictions that prohibit uses such as truck terminal and yards, recreation vehicle storage, small boat building, and concrete manufacturing.

7. Include Community Plan policies that focus growth in Downtown San Pedro to maximize transit opportunities for San Pedro residents, local employees, and waterfront tourists.
  - 6th Street between Harbor Boulevard and Pacific Avenue is identified as a pedestrian priority street to increase pedestrian activity and connection to the waterfront.

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8. Modify selected street designations to reflect existing street dimensions and to better accommodate walking, bicycling, and transit. Modified streets include but not limited to 9th Street and Pacific Avenue.

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9. Include Community Plan programs that encourage the preservation of culturally and historically significant sites.

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10. Maintain existing San Pedro Specific Plan to protect coastal assets.

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11. Revise selected General Plan Land Use designations and corresponding zones as part of the effort to create consistency with the Framework Element. Several designations would be replaced or eliminated (i.e., General Commercial is eliminated; Regional Commercial replaces Regional Center; Neighborhood Commercial replaced 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.)

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### **Page 3-11, 3.4.2 Proposed Policies and Objectives**

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The following policies ~~and objectives~~ are part of the San Pedro Community Plan:

Page 3-17, Table 3-2

Table 3-2 Proposed Recommendations by Sub-Area								
Subarea	Existing GP LU Designation	Existing Zoning	Proposed GP LU Designation	Proposed Zoning	Existing FAR	Proposed FAR	Location	Proposed Changes
5	Light Manufacturing	[Q]M2-1VL	Light Industrial	[Q]M2-2D-CPIO	1.5	3.0	North Gaffey Industrial – east side	Improve aesthetics, provide job opportunities, restrict incompatible use; Existing Q condition retained; require landscaped buffer along Gaffey
10	Heavy Manufacturing, Light Manufacturing	[Q]M2-1VL, [Q]M3-1VL	Heavy Industrial	[Q]M2-1VL, [Q]M3-1VL, [Q]M3-2D-CPIO	1.5	4.5 3.0	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, M2-2D-CPIO	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' 30' 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, M1-2D-CPIO	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' 30' 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
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, M1-2D-CPIO	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' 30' 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 3-2 Proposed Recommendations by Sub-Area								
Subarea	Existing GP LU Designation	Existing Zoning	Proposed GP LU Designation	Proposed Zoning	Existing FAR	Proposed FAR	Location	Proposed Changes
41	Limited Manufacturing	[Q]CM-1VL, [Q]CM-1XL	Limited Industrial	CM-2D-CPIO	1.5	3.0	North Gaffey Industrial – south side	Improve aesthetics, provide job opportunities
45	Limited Manufacturing	M1-1VL	Limited Industrial	[Q]M1-1VL, M1-1VL-CPIO	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-1XL, R1-1XL-CPIO, OS-1XL-CPIO	0.5 - 1.5	0.5 - 1.5	Knoll Hill	Zone change except for R1-1XL parcel Provide public amenities, zone change consistency, improve aesthetics
55	Limited Manufacturing	M1-1VL	Limited Industrial	[Q]M1-1VL, M1-1VL-CPIO	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, MR1-1VL-CPIO	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, QC2-1	Community Commercial	[Q]C2-1VL-GFC, C2-1VL-CPIO	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	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, (Q)C2-1XL, (Q)P-1XL, C2-1, R4-1	Neighborhood Commercial	[Q]C2-1VL-CDO-GFC, C2-1VL-CPIO	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

Table 3-2 Proposed Recommendations by Sub-Area								
Subarea	Existing GP LU Designation	Existing Zoning	Proposed GP LU Designation	Proposed Zoning	Existing FAR	Proposed FAR	Location	Proposed Changes
90	Neighborhood Office Commercial	[Q]C1-1XL, [Q]C2-1XL, [Q]P-1XL, C1-1, C1-1XL, (T)(Q)CR-1, R3-1	Neighborhood Commercial	<del>[Q]C2-1XL</del> PED C2-1XL-CPIO	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, (T)(Q)C2-2D	Community Commercial	<del>[Q]C2-2D</del> CDO C2-2D-CPIO	1.5	<del>4.5</del> 3.0	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	<del>[Q]C2-1VL</del> C2-1VL-CPIO	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
125	Public Facilities	[Q]PF-1XL	Public Facilities	PF-1XL-CPIO	1.5	1.5	Pacific, Oliver, Grand, O'Farrell	Improve aesthetics
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 (Q)C2-2D	Community Commercial	<del>[Q]C2-2D</del> CDO C2-2D-CPIO	1.5-6	<del>4.5</del> 4.0	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
132	Regional Center Commercial, Community Commercial	C2-2-CDO	Community Commercial	C2-2D-CPIO	6.0	3.0-4.0	North side of 8 <sup>th</sup> Street between Palos Verdes and Mesa	Provide housing opportunity, maintain character, improve pedestrian activity, improve aesthetics
133	Medium Residential	[Q]R3-1XL	Community Commercial	C2-2D-CPIO	3.0	3.0	8 <sup>th</sup> /Centre	Provide housing opportunity, pedestrian activity, improve aesthetics
134	Community Commercial	RD1.5-1LD	Community Commercial	RD1.5-1LD-CPIO	3.0	3.0	8 <sup>th</sup> /Centre	Design regulations; Add CPIO to existing zone

Table 3-2 Proposed Recommendations by Sub-Area								
Subarea	Existing GP LU Designation	Existing Zoning	Proposed GP LU Designation	Proposed Zoning	Existing FAR	Proposed FAR	Location	Proposed Changes
135	Regional Center Commercial, Regional Center, Community Commercial	[Q]C2-1, [Q]C2-2-CDO, C2-1XL, C2-2-CDO, CM-2-CDO	Regional Commercial	[Q]C2-2D-CDO, C2-2D-CPIO	4.5-6.0	6.0	Downtown	Add scale, massing, and site development regulations
<u>136</u>	<u>Public Facilities</u>	<u>PF-2-CDO</u>	<u>Public Facilities</u>	<u>PF-2D-CPIO</u>	<u>6.0</u>	<u>6.0</u>	<u>3<sup>rd</sup>/Harbor / 5<sup>th</sup></u>	<u>Improve aesthetics</u>
<u>138</u>	<u>High Medium Residential</u>	<u>R4-2</u>	<u>High Medium Residential</u>	<u>R4-2D-CPIO</u>	<u>6.0</u>	<u>4.0</u>	<u>Centre/3<sup>rd</sup>/Mesa</u>	<u>Provide housing opportunity, pedestrian activity, improve aesthetics</u>
<u>139</u>	<u>Open Space</u>	<u>OS-1XL-CDO</u>	<u>Open Space</u>	<u>OS-1XL-CPIO</u>	<u>0.0</u>	<u>0.0</u>	<u>Beacon/7<sup>th</sup>/Harbor</u>	<u>Improve aesthetics</u>
140	Limited Manufacturing	CM-2-CDO	Hybrid Industrial	[Q]CM-2D-CDO, CM-2D-CPIO	6.0	4.5-6 <u>4.0</u>	7th St between Mesa and one parcel east of Palos Verdes (Southside of street only between Centre and east boundary)	75' height limit (currently unlimited)
<u>142</u>	<u>Community Commercial, Low Medium I Residential</u>	<u>[Q]C2-1XL, R2-1XL</u>	<u>Community Commercial</u>	<u>C2-1XL-CPIO</u>	<u>1.5</u>	<u>1.5</u>	<u>East side of Pacific, 9<sup>th</sup> to 13<sup>th</sup></u>	<u>Provide housing opportunity, pedestrian activity</u>
145	Community Commercial	[Q]C2-1XL, C2-1VL	Community Commercial	C2-1VL-GFC-PED, C2-1VL-CPIO	1.5	1.5	<u>West side Pacific Ave 9<sup>th</sup> 10<sup>th</sup> to 13<sup>th</sup> St</u>	Require ground floor commercial w/GFC, and pedestrian-oriented design guidelines w/PED
150	Neighborhood Office Commercial, Community Commercial, Low Medium II Residential	[Q]C2-1XL, P-1XL	Neighborhood Commercial	[Q]C2-1XL-GFC-PED, C2-1XL-CPIO	1.5	1.5	<u>West side of Pacific Ave 10<sup>th</sup> 13<sup>th</sup> St to Hamilton</u>	Retain 30' limit; <del>require ground floor commercial,</del> add pedestrian oriented design guidelines

Table 3-2 Proposed Recommendations by Sub-Area								
Subarea	Existing GP LU Designation	Existing Zoning	Proposed GP LU Designation	Proposed Zoning	Existing FAR	Proposed FAR	Location	Proposed Changes
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	3.0	3.0	Vinegar Hill HPOZ proposed expansion area	Currently evaluating for HPOZ [The Vinegar Hill HPOZ expansion was adopted June 24, 2015 (Ordinance 183,725)]
160	Community Commercial, Public Facilities, Low Medium I Residential	[Q]PF-1XL, R2-1XL	Public Facilities	no change <u>PF-1XL-CPIO</u>	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 <u>MR1-1XL-CPIO</u>	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 <u>Low Medium II Residential, Light Manufacturing, Neighborhood Office Commercial</u>	M1-1VL-CDO, [Q]C2-2D-CDO, RD1.5-1XL-CDO, MR2-1VL-CDO, [Q]C2-1XL	Community Commercial	[Q]C2-2D-CDO <u>C2-2D-CPIO</u>	<del>1.5</del> <u>3.0</u>	4.0	Harbor Boulevard Gateway—Beacon St, <u>Santa Cruz, 1<sup>st</sup> 2<sup>nd</sup>, 3<sup>rd</sup> between Beacon and Harbor</u>	75' height limit; prohibit stand alone residential; <del>retain site Qs</del> ; add policies for streetscape and gateway improvements

Table 3-2 Proposed Recommendations by Sub-Area								
Subarea	Existing GP LU Designation	Existing Zoning	Proposed GP LU Designation	Proposed Zoning	Existing FAR	Proposed FAR	Location	Proposed Changes
171	Community Commercial	[T][Q]C2-2D-CDO	Community Commercial	[T][Q]C2-2D-CPIO	3.0	3.0	Harbor Boulevard, North and South of O'Farrell Street	Improve aesthetics; existing [T][Q]C2-2D retained (Ordinance 181362)
172	Community Commercial	[T][Q]RAS4-1L-CDO	Community Commercial	[T][Q]RAS4-1L-CPIO	3.0	4.0	Santa Cruz/Harbor	Improve aesthetics, housing opportunity, improve pedestrian activity, improve job opportunity; Existing [T][Q]RAS4-1L retained (Ordinance 178405)
475	Low Med H Residential, Light Manufacturing	RD1.5-1XL-CDO; MR2-1VL-CDO	Community Commercial	[Q]C2-2D-CDO	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 C1-1XL-CPIO	1.5	1.5	Northwest and Southwest corner of 34th St and Pacific Ave; NW and SW corner of 28 <sup>th</sup> and Pacific	30' height limit per San Pedro Specific Plan; require ground floor commercial w/GFC
200	Neighborhood Office Commercial	C1-1XL	Neighborhood Commercial	[Q]C1-1VL-GFC C1-1VL-CPIO	1.5	1.5	Northeast Corner of Walker Ave. and 20 <sup>th</sup> St, and west side of Alma St between 23 <sup>rd</sup> and 24 <sup>th</sup> St	30'-45' height limit; require ground floor commercial w/GFC
210	Neighborhood Office Commercial	C1-1XL	Neighborhood Commercial	C1-1XL-GFC C1-1XL-CPIO	1.5	1.5	Barbara and 37 <sup>th</sup> St	Require ground floor commercial w/GFC
220	Public Facilities, Open Space, Low Residential	PF-1XL, A1-1, OS-1XL	Public Facilities	PF-1XL	1.5	1.5	Northeast portion of White Point Reservation—Fort MacArthur	Zone change; add policies for future development

Table 3-2 Proposed Recommendations by Sub-Area								
Subarea	Existing GP LU Designation	Existing Zoning	Proposed GP LU Designation	Proposed Zoning	Existing FAR	Proposed FAR	Location	Proposed Changes
250	<u>Low Medium I Residential, Low Medium II Residential, Medium Residential, Community Commercial</u>	<u>R2-1XL, RD2-1XL, RD1.5-1XL, [Q]RD1.5-1XL, RD1.5-1, C2-1VL, [Q]R3-1, R3-1XL</u>	<u>Same</u>	<u>R2-1XL-CPIO, RD2-1XL-CPIO, RD1.5-1XL-CPIO, [Q]RD1.5-1XL-CPIO, RD1.5-1-CPIO, C2-1VL-CPIO, [Q]R3-1-CPIO, R3-1XL-CPIO</u>	<u>1.5-3.0</u>	<u>1.5-3.0</u>	<u>Terminal Island Freeway, Harbor Boulevard, Crescent 14th, Mesa, Hamilton, 15th, Gaffey</u>	<u>Design Regulations; Add CPIO to existing zones</u>
251	<u>Neighborhood Office Commercial</u>	<u>[Q]C2-1XL</u>	<u>Neighborhood Commercial</u>	<u>[Q]C2-1XL-CPIO</u>	<u>1.5</u>	<u>1.5</u>	<u>Palos Verdes/11th</u>	<u>Inconsistency, improve aesthetics</u>
252	<u>Public Facilities</u>	<u>PF-1, PF-1XL</u>	<u>Public Facilities</u>	<u>PF-1-CPIO, PF-1XL-CPIO</u>	<u>3.0</u>	<u>3.0</u>	<u>Pacific, North of Vincent Thomas</u>	<u>Design regulation; add CPIO to existing zones</u>
260	<u>Neighborhood Office Commercial, Low Residential</u>	<u>[Q]C2-1XL, P-1XL</u>	<u>Community Commercial</u>	<u>[Q]C2-1L</u>	<u>1.5</u>	<u>1.5</u>	<u>Western and 25th St</u>	<u>75' height limit w/transition buffer adjacent to R1; prohibit stand alone residential; restore R4 density [Based on community input, this subarea has been removed; therefore, no changes to the existing land use designation or zoning are proposed.]</u>
300	<u>Neighborhood Office Commercial</u>	<u>[Q]C4-1XL, P-1XL, [Q]C2-1XL</u>	<u>Neighborhood Commercial</u>	<u>[Q]C2-1XL</u>	<u>1.5</u>	<u>1.5</u>	<u>S Western Ave/ Westmont Dr</u>	<u>Consistency</u>
310	<u>Public Facilities, Low Residential</u>	<u>R1-1XL</u>	<u>Public Facilities</u>	<u>PF-1XL</u>	<del>3.0</del> <u>0.5</u>	<u>0.0</u>	<u>Taper Ave/Statler St, parcel from Western/ Weymouth LAUSD</u>	<u>Consistency</u>
320	<u>Low Medium II Residential</u>	<u>[Q]R3-1VLD</u>	<u>Low Medium II Residential</u>	<u>[Q]RD1.5-1VLD</u>	<del>0.0</del> <u>3.0</u>	<del>0.0</del> <u>3.0</u>	<u>Capitol Dr/ W Via Sebastian</u>	<u>Consistency</u>
330	<u>Neighborhood Office Commercial</u>	<u>R3-1VLD</u>	<u>Medium Residential</u>	<u>R3-1VLD</u>	<u>3.0</u>	<u>3.0</u>	<u>Western Ave/ Capitol Dr</u>	<u>Consistency</u>

Table 3-2 Proposed Recommendations by Sub-Area								
Subarea	Existing GP LU Designation	Existing Zoning	Proposed GP LU Designation	Proposed Zoning	Existing FAR	Proposed FAR	Location	Proposed Changes
340	Neighborhood Office Commercial	RD1.5-1XL	Neighborhood Commercial	[Q]C2-1XL	3.0	1.5	Western Ave/Park Western Dr	Consistency, <u>retain Ordinance 162,878</u>
350	Open Space	R1-1XL	Low II	R1-1XL	<del>3.0</del> <u>0.5</u>	<del>3.0</del> <u>0.5</u>	N Leland Ave/ W Upland Ave	Consistency
360	Low Residential	OS-1XL	Open Space	OS-1XL	0.0	0.0	N Leland Ave/ W Park Western Dr	Consistency
370	Open Space	R1-1XL	Low II	R1-1XL	<del>3.0</del> <u>0.5</u>	<del>3.0</del> <u>0.5</u>	Goldenrose St/ Miraflores Ave	Consistency
380	Open Space	M1-1	Open Space	OS-1XL	1.5	0.0	N Pacific Ave/ N Front St	Consistency
390	Public Facilities	PF-1	Public Facilities	no change	0.0	0.0	<del>N Pacific Ave/N Front St</del>	
400	High Medium Residential	R4-1XL	Community Commercial	<del>C2-1XL</del> <u>C2-1XL-CPIO</u>	3.0	1.5	N Harbor Blvd/ Swinford St	Consistency, <u>improve aesthetics</u>
410	Neighborhood Office Commercial	C1-1XL, [Q]C1-1XL	Neighborhood Commercial	<del>C1-1XL</del> <u>C1-1XL-CPIO</u> <u>[Q]C1-1XL-CPIO</u>	1.5	1.5	N Gaffey St/ W Summerland Ave	Consistency, <u>improve aesthetics</u>
420	Low Residential	C2-1XL	Neighborhood Commercial	<del>C2-1XL</del> <u>C2-1XL-CPIO</u>	1.5	1.5	N Gaffey St/ W Summerland Ave	Consistency, <u>improve aesthetics</u>
422	<del>Low Residential</del>	<del>[Q]R3-1XL</del>	<del>Neighborhood Commercial</del>	<del>C1-1XL</del>	<del>3.0</del>	<del>4.5</del>	<del>N Gaffey/W Summerland</del>	<del>Consistency</del>
430	Neighborhood Office Commercial, <u>Low Residential</u>	<del>[Q]R3-1XL, R3-1XL</del> <u>P-1XL, (Q)R3-1XL</u>	Medium Residential	<del>[Q]R3-1XL</del> <u>R3-1XL-CPIO</u>	3.0	3.0	N Gaffey St/ W Summerland Ave	Consistency, <u>improve aesthetics</u>
440	Low Medium II Residential	R2-1XL	Low Medium I Residential	R2-1XL	3.0	3.0	W Summerland Ave/ N Meyler	Consistency

Table 3-2 Proposed Recommendations by Sub-Area								
Subarea	Existing GP LU Designation	Existing Zoning	Proposed GP LU Designation	Proposed Zoning	Existing FAR	Proposed FAR	Location	Proposed Changes
450	Parking Buffer	P-1XL	Low Medium II Residential	RD1.5-1XL	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	1.5	1.5	W Sepulveda St/ N Bandini St	Consistency
480	Neighborhood Office Commercial	R4-1XL	Low Medium II Residential	<del>RD1.5-1XL</del> <u>RD1.5-1XL-CPIO</u>	3.0	3.0	N Palos Verdes St/ W Sepulveda St	Consistency, <u>improve aesthetics</u>
500	Low Medium II Residential	R2-1XL	Low Medium II Residential	<del>RD1.5-1XL</del> <u>RD1.5-1XL-CPIO</u>	3.0	3.0	S Grand Ave/4th St	Consistency, <u>improve aesthetics</u>
530	Public Facilities	RD1.5-1XL, P-1XL	Low Medium II Residential	RD1.5-1XL	3.0	3.0	Gaffey/3rd St (e)	Consistency
540	Low Medium II Residential	P-1XL	Low Medium II Residential	RD1.5-1XL	0.0	3.0	Cabrillo Ave/3rd St	Consistency
550	Low Medium II Residential	R3-1	Medium Residential	R3-1XL	3.0	3.0	Cabrillo Ave/5th St	Consistency
580	Low Medium II Residential	PF-1XL	Public Facilities	PF-1XL	<del>0.0</del> <u>1.5</u>	<del>0.0</del> <u>1.5</u>	S Gaffey St/ W 10th St	Consistency
600	Low Medium II Residential	R2-1XL	Low Medium I Residential	R2-1XL	3.0	3.0	S Mesa St/W 15th St	Consistency
610	Low Medium II Residential	R3-1XL	Medium Residential	<del>R3-1XL</del> <u>R3-1XL-CPIO</u>	3.0	3.0	S Palos Verdes St/ W 13th St-17th St	Consistency, <u>improve aesthetics</u>
612	Neighborhood Office Commercial	OS-1XL, C2-1	<del>Open Space</del> <u>Neighborhood Commercial</u>	<del>OS-1XL</del> <u>C2-1XL-CPIO</u>	<del>0.0</del> - <u>1.5</u>	<del>0.0</del> <u>1.5</u>	S Beacon & 13th St	Consistency, <u>improve aesthetics</u>
614	<del>Neighborhood Office Commercial</del>	<del>OS-1XL</del>	<del>Neighborhood Commercial</del>	<del>C2-1XL</del>	<del>0.0</del>	<del>1.5</del>	<del>S Beacon &amp; 13th St</del>	Consistency



Table 3-2 Proposed Recommendations by Sub-Area								
Subarea	Existing GP LU Designation	Existing Zoning	Proposed GP LU Designation	Proposed Zoning	Existing FAR	Proposed FAR	Location	Proposed Changes
630	Neighborhood Office Commercial	A1-1	Neighborhood Commercial	C1-1XL	3.0	<del>3.0</del> <u>1.5</u>	S Beacon St/ W 15th St	Consistency
640	Commercial Manufacturing	[Q]R3-1XL	Medium Residential	<del>[Q]R3-1XL</del> <u>[Q]R3-1XL-CPIO</u>	3.0	3.0	S Mesa St/W 18th St	Consistency, <u>improve aesthetics</u>
645	Low Medium II Residential	[T][Q]RD1.5-1XL	Low Medium II Residential	<del>[Q]RD1.5-1XL</del> <u>[Q]RD1.5-1XL-CPIO</u>	3.0	3.0	S Mesa St/W 18th to 20th St	Consistency, <u>improve aesthetics</u>
650	Public Facilities	R2-1XL	Public Facilities	PF-1XL	3.0	<del>0.0</del> <u>1.5</u>	S Cabrillo Ave/ W 17th St	Consistency
660	Low Residential	(Q)RD3-1XL	Low Medium I Residential	(Q)RD3-1XL	3.0	3.0	Mermaid Dr/ W 25th St	Consistency
680	Low Medium II Residential	R1-1XL	Low Medium II Residential	RD1.5-1LX	<del>3.0</del> <u>0.5</u>	3.0	S Meyler St/ W 20th St	Consistency
690	Low Medium II Residential	R1-1XL	Low Medium II Residential	RD1.5-1LX	<del>3.0</del> <u>0.5</u>	3.0	S Cabrillo Ave/ W 19th St	Consistency
700	Low Residential	A1-1	Low II	R1-1XL	3.0	<del>3.0</del> <u>0.5</u>	Meyler St/20th St	Consistency
730	Neighborhood Office Commercial	RD2-1XL	Neighborhood Commercial	<del>C1-1XL-GFC</del> <u>C1-1XL-CPIO</u>	3.0	1.5	S Pacific Ave/ W 38th St	Consistency, <u>improve aesthetics</u>
740	Low Medium II Residential	R1-1XL	Low Medium II Residential	RD2-1XL	<del>3.0</del> <u>0.5</u>	3.0	Pacific Ave/38th St	Consistency
750	Low Residential	OS-1XL	Open Space	OS-1XL	0.0	0.0	Bluff Pl/40th St	Consistency
760	Open Space	R1, <u>A1-1</u>	Open Space	OS-1XL	0.0	0.0	Bluff Pl/38th St	Consistency
790	Open Space	R1	Open Space	OS-1XL	0.0	0.0	Bluff Pl/38th St	Consistency
800	Open Space	SL	Open Space	OS-1XL	0.0	0.0	Paseo del Mar	Consistency
<u>810</u>	<u>Low Residential</u>	<u>R1-1XL</u>	<u>Open Space</u>	<u>OS-1XL</u>	<u>0.5</u>	<u>0.0</u>	<u>Capitol Dr/Meyler St</u>	<u>Consistency</u>

Table 3-2 Proposed Recommendations by Sub-Area								
Subarea	Existing GP LU Designation	Existing Zoning	Proposed GP LU Designation	Proposed Zoning	Existing FAR	Proposed FAR	Location	Proposed Changes
911	Low Residential	R1P-1XL	Low II	R1-1XL	<del>0.0</del> <u>0.5</u>	<del>3.0</del> <u>0.5</u>	Walker Ave	Nomenclature
940	Light Manufacturing	[Q]M2-1, M2-1	Public Facilities	<del>PF-1</del> <u>PF-1-CPIO</u>	1.5	0.0	East of Harbor 3rd/5th St and 6th/7th St	Consistency, <u>improve aesthetics</u>
<u>941</u>	<u>Open Space</u>	<u>OS-1</u>	<u>Open Space</u>	<u>OS-1-CPIO</u>	<u>0.0</u>	<u>0.0</u>	<u>Between SA 940, 5th/Harbor</u>	<u>Improve aesthetics</u>
960	Low Residential	R1-1	Low II	R1-1XL	<del>3.0</del> <u>0.5</u>	<del>3.0</del> <u>0.5</u>	South of Bluff Pl east of Pacific	<del>Specific Plan</del> <u>Nomenclature</u>
962	Low Residential	RD6-1XL	Low-Medium I	RD3-1XL	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	<del>30.0</del> <u>0.5</u>	<del>3.0</del> <u>0.5</u>	<u>West portion of plan area</u>	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	1.5	1.5	<u>Various Locations</u>	Nomenclature

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## Page 4-3, Impact and Mitigation Measures

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This subsection describes the potential direct and/or indirect environmental impacts of the proposed plan and, based on the significance criteria, determines the significance of each environmental impact. Each impact is summarized in an “impact statement” that is separately numbered, coincides with an identified significance criterion, and is followed by a detailed discussion. The impact statement also identifies the level of significance after implementation of all feasible mitigation measures. This format is designed to assist the reader in quickly identifying the subject and conclusion of the impact analyses.

CEQA does not treat project consequences relating solely to land use, socioeconomic, or population, employment, or housing issues as direct physical impacts to the environment. This chapter, therefore, presents land use and demographics as informational sections that provide the setting for land use and population-related changes that could occur under the proposed plan. To the extent that land use and population-related changes resulting from the proposed plan could result in physical environmental effects, those effects are addressed in the appropriate sections in this chapter.

~~This document focuses on the overall effects of the proposed plan within the City; the EIR does not examine the effects of the potential site-specific projects that may occur in the future under the proposed plan. The nature of community plans is such that many proposed policies are intended to be general, with details to be determined during implementation. Therefore, this EIR assumes that specific development projects and infrastructure improvement proposals submitted to the City of Los Angeles for San Pedro will necessitate an independent environmental assessment consistent with the requirements of CEQA. Thus, many of the impacts and mitigation measures can only be described in this EIR in general or qualitative terms.~~

~~The proposed plan includes policies and programs, which in concert with implementing ordinances, are designed to reduce environmental impacts. This EIR shows how the impacts of future development in San Pedro will be mitigated through compliance with existing regulations and implementation of the policies and programs of the proposed plan. Any residual impact after implementation of these proposed policies and programs is measured against the significance criteria established for each impact area. Depending on the issue area, the significance criteria are identifiable quantitative, qualitative, or performance thresholds beyond which the proposed plan would be considered to result in a significant effect~~

This EIR represents the best effort to evaluate the potential environmental effects of the proposed plan given its long-term planning horizon. It can be anticipated that conditions will change over this planning horizon; however, the assumptions used are the best available at the time of preparation and reflect existing knowledge of patterns of development and travel patterns.

The EIR is based on the assumption that all policies in the proposed plan will be implemented and all development will be consistent with the proposed plan Land Use Diagram. It is also assumed that during the 19-year lifespan of the plan, the potential for development within San Pedro will not be fully realized. It is assumed that development will occur incrementally through growth management policies that ensure urban growth is balanced with infrastructure improvements and natural resources conservation over the next 20 years. Another key assumption of the plan EIR is that development under the proposed plan will occur over 20 years. It is understood that development under the proposed plan will be incremental and

the timing of development will be influenced by market conditions. While the proposed plan includes policies intended to control the degree and location of growth, it does not include developmental phases because phases cannot be predicted with accuracy.

~~The proposed plan represents a land use plan and implementing ordinances rather than a specific development project. Development-specific construction and operational impacts are not known. Therefore, the impact analysis in this EIR is on a program level; that is, it focuses on indirect environmental impacts that could occur with implementation of the proposed policies rather than on direct physical environmental impacts that would occur with a specific development project. However, impacts that could occur as a result of specific development allowed under the plan must be considered because they would be indirect impacts of implementation of the plan. For example, construction activities could exceed SCAQMD thresholds of significance for air quality, as the South Coast Air Basin, in which the San Pedro CPA exists, is in nonattainment for several criteria pollutants, and construction emissions could result in a significant impact despite implementation of mitigation measures. Because specific development projects are not known at this time, it is uncertain whether a significant impact would actually occur. Therefore, on a program level, impacts of this type would be considered significant and unavoidable even though individual development projects following the plan may or may not exceed significance thresholds.~~

~~The geographic scope of the impact analyses varies depending upon the specific environmental issue being analyzed. Where the impact analysis identifies significant adverse environmental effects that could be reduced or avoided through implementation of a mitigation measure, the measure is presented at the end of the impact section. Mitigation measures identify specific and measurable actions that could be taken to reduce potentially significant environmental impacts.~~

~~Project impacts are also assessed in light of existing regulatory requirements that could serve to mitigate potential impacts. The effectiveness of existing regulations to mitigate potential impacts is often affected by discretionary requirements, site characteristics, and project features and design level considerations that are not yet detailed.~~

~~The proposed plan is a land use plan and does not identify specific development projects. However, mitigation measures have been identified that will help reduce the impacts from future discretionary development within the San Pedro CPA. In addition, all future development pursuant to the Community Plan and subject to discretionary approval by the City may be required to implement projects specific mitigation measures or standard conditions of approval to reduce specific impacts. Mitigation measures would usually be implemented by individual development applicants, with oversight by one or more public agencies, unless indicated otherwise. This subsection concludes with a statement regarding whether the impact, after compliance with existing local, state, and federal laws and regulations, would remain significant or be reduced to a less than significant level.~~

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#### **Page 4.1-19, Effects Not Found to Be Significant**

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~~There were no effects identified that would not have any impact with respect to aesthetics.~~

There were effects found to have an impact with respect to aesthetics.

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**Page 4.1-21, first paragraph**

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Height district changes ~~proposed~~ analyzed in the southern portion of the CPA are limited to the commercial area at Western Avenue at 25<sup>th</sup> Street (subarea 260), north of White Point Reservation in an area currently developed with commercial properties. Based on public testimony heard at the December 12, 2012 public hearing, the Department of City Planning reviewed the recommendation for subarea 260 and subsequently deleted this subarea. As a result, no changes were proposed to the existing land use designation and zoning. This area is proposed for a land use classification change from Neighborhood Office Commercial to Community Commercial. Building heights would be restricted to 75 feet, transitions would be required for development adjacent to residential, and stand-alone residential would be prohibited. The changes in this area are intended to improve aesthetics, provide employment opportunities, restrict incompatible uses, address transitions, increase housing opportunities, and encourage a pedestrian environment, in addition to achieving zone consistency. Other changes are summarized in detail in Table 3-2 (Summary of Proposed Changes by Subarea) in Chapter 3 (Project Description), and consist of nomenclature changes, implementation of design guidelines, or changes to correct inconsistencies in land use designation or zoning.

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**Page 4.1-23, fifth paragraph**

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The majority of land use changes proposed consist of General Plan Amendments to create consistency with GPF Land Use designations, create consistency between existing land uses on parcels or with existing surrounding uses, restrict incompatible uses, and correct minor errors. The proposed San Pedro Community Plan and implementing ordinances would not structurally change land use patterns within the CPA. There are no changes proposed along Paseo del Mar. However, ~~changes are proposed along Western Avenue for a small area at the intersection of 25<sup>th</sup> Street, currently developed with commercial properties, where existing building height limits would be increased from 30 feet to between 45 feet to 75 feet with the additional requirement of a transitional height buffer adjacent to residential uses. Although transitional height buffers would reduce the impacts of increased height in these areas, because specific development projects are not known, a project's architectural style, building materials, massing, or size could contrast with adjacent development, such that the aesthetic value of the area is diminished. Therefore, the proposed plan and implementing ordinances could impact scenic resources within locally recognized scenic roadways.~~

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**Page 4.1-24, last paragraph**

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The majority of land use changes proposed by the proposed San Pedro Community Plan and implementing ordinances consist of General Plan Amendments to create consistency with GPF Land Use designations, create consistency between existing land uses on parcels or with existing surrounding uses, restrict incompatible uses, and correct minor errors. The proposed plan and implementing ordinances would not structurally change land use patterns within the CPA. The proposed plan and implementing ordinances propose some changes in height districts and Floor Area Ratio (FAR) in several areas of the CPA. Increases in maximum height allowances would be primarily in the Harbor Boulevard Gateway, ~~Western and 25<sup>th</sup> commercial area,~~ and North Gaffey industrial corridor, to reflect the intensification of uses in those areas. Changes in allowable FAR are limited to the downtown and industrial areas along North Gaffey Street.

~~Height district changes proposed in the southern portion of the CPA are limited to changes to a small group of commercial properties at Western Avenue and 25<sup>th</sup> Street in an area already developed with commercial properties and a transitional height buffer for uses adjacent to residential would be required. The existing 30-foot to unlimited height permitted along portions of Pacific Avenue and Grand would be restricted.~~

**Page 4.1-26, last paragraph**

Implementation of the proposed plan and implementing ordinances would result in an intensification of population and buildings in the downtown area and along North Gaffey Street and Pacific Avenue. As a result, the creation of new lighting sources associated with a greater number of dwelling units, businesses, street lighting, and vehicle headlights would be anticipated in these areas. ~~Some intensification of use would also occur just north of Western Avenue and 25<sup>th</sup> Street, which would increase ambient night lighting in an area just north of White Point Park, a large open space area.~~ The proposed plan and implementing ordinances do not propose any large-scale land use changes or development that would increase lighting substantially in any part of the CPA over existing conditions, as future development under the proposed plan would be infill development, including the replacement of existing structures.

**Page 4.1-29, Mitigation Measures**

The proposed plan incorporates programs and policies that are intended to minimize, to the extent practicable, adverse impacts to aesthetics. All projects will be subject to specific regulations of the zoning and building code addressing construction type, setbacks, height, parking, open space, density, intensity, etc. ~~Individual discretionary projects will be required to complete project-specific environmental review.~~ In addition, the following mitigation measure, consistent with the objectives of the San Pedro Community Plan, shall also be implemented:

~~MM4.1-1 The City shall ensure that review of individual discretionary projects addresses aesthetic concerns as appropriate to minimize site-specific aesthetic impacts, including impacts to public views, scenic resources, lighting, and shading.~~

MM4.1-1 The CPIO District shall include regulations that minimize site-specific aesthetic impacts, including impacts to views lighting and shading.

**Page 4.2-9, following "Table 4.2-2 Summary of Ambient Air Quality in the Proposed Plan Vicinity"**

**Table 4.2-2a Port of Los Angeles Air Quality Monitoring Data  
(San Pedro Monitoring Community)**

<u>Pollutant</u>	<u>Averaging time</u>	<u>2009<sup>a</sup></u>	<u>2010<sup>a</sup></u>	<u>2011<sup>a</sup></u>	<u>Exceed Standard</u>
<u>Ozone (O<sub>3</sub>)</u>					
<u>NAAQS: -0.075 ppm</u>	<u>8-hour</u>		<u>0.062<sup>b</sup></u>		<u>No</u>
<u>CAAQS: -0.090 ppm</u>	<u>1-hour</u>	<u>0.081</u>	<u>0.080</u>	<u>0.075</u>	<u>No</u>
<u>CAAQS: -0.070 ppm</u>	<u>8-hour</u>	<u>0.061</u>	<u>0.064</u>	<u>0.066</u>	<u>No</u>

**Table 4.2-2a Port of Los Angeles Air Quality Monitoring Data  
(San Pedro Monitoring Community)**

<i>Pollutant</i>	<i>Averaging time</i>	<i>2009<sup>a</sup></i>	<i>2010<sup>a</sup></i>	<i>2011<sup>a</sup></i>	<i>Exceed Standard</i>
<b>Carbon Monoxide (CO)</b>					
NAAQS: 35 ppm CAAQS: 20 ppm	<u>1-hour</u>	<u>2.7</u>	<u>2.4</u>	<u>2.9</u>	<u>No</u>
NAAQS/CAAQS: 9.0 ppm	<u>8-hour</u>	<u>1.4</u>	<u>2.1</u>	<u>2.1</u>	<u>No</u>
<b>Nitrogen Dioxide (NO<sub>2</sub>)</b>					
NAAQS: 0.100 ppm	<u>1-hour</u>	<u>0.085<sup>b</sup></u>			<u>No</u>
NAAQS: 0.053 ppm	<u>Annual</u>	<u>0.020</u>	<u>0.020</u>	<u>0.017</u>	<u>No</u>
CAAQS: 0.180 ppm	<u>1-hour</u>	<u>0.082</u>	<u>0.200</u>	<u>0.073</u>	<u>No</u>
CAAQS: 0.030 ppm	<u>Annual</u>	<u>0.020</u>	<u>0.018</u>	<u>0.017</u>	<u>No</u>
<b>Suspended Particulates (PM<sub>10</sub>)</b>					
NAAQ: 150 mg/m <sup>3</sup> CAAQS: 50 mg/m <sup>3</sup>	<u>24-hour</u>	<u>NR</u>	<u>48.9<sup>c</sup></u>	<u>71.1<sup>c</sup></u>	<u>NAAQS: No</u> <u>CAAQS: Yes</u>
CAAQS: 20 mg/m <sup>3</sup>	<u>Annual</u>	<u>24.0<sup>c</sup></u>	<u>21.5<sup>c</sup></u>	<u>29.3<sup>c</sup></u>	<u>Yes</u>
<b>Suspended Particulates (PM<sub>2.5</sub>)</b>					
NAAQS: 35 mg/m <sup>3</sup>	<u>24-hour</u>	<u>16.8<sup>b</sup></u>			<u>No</u>
NAAQS: 15 mg/m <sup>3</sup> CAAQS: 35 mg/m <sup>3</sup>	<u>Annual</u>	<u>8.6</u>	<u>7.1</u>	<u>6.8</u>	<u>No</u>
<b>Sulfur Dioxide (SO<sub>2</sub>)</b>					
NAAQS: 0.075 ppm	<u>1-hour</u>	<u>0.031<sup>b</sup></u>			<u>No</u>
NAAQS: 0.500 ppm	<u>3-hour</u>	<u>NR</u>	<u>0.031</u>	<u>0.045</u>	<u>No</u>
CAAQS: 0.250 ppm	<u>1-hour</u>	<u>0.030</u>	<u>0.031</u>	<u>0.089</u>	<u>No</u>
CAAQS: 0.040 ppm	<u>24-hour</u>	<u>0.010</u>	<u>0.008</u>	<u>0.012</u>	<u>No</u>

SOURCE: Port of Los Angeles, Air Quality Monitoring Program at the Port of Los Angeles Summary Data Collected During the Fifth Year, May 2009–April 2010 (September 2010); Port of Los Angeles, Air Quality Monitoring Program at the Port of Los Angeles Year Six Data Summary, May 2010–April 2011 (July 2011); Port of Los Angeles, Air Quality Monitoring Program at the Port of Los Angeles Year Seven Data Summary, May 2011–April 2012 (July 2012).

NR = data not reported for this pollutant at this averaging time

a. Monitoring data is collected from May to April of the following year.

b. Monitoring data averaged over the 3-year period.

c. Monitoring data not available for San Pedro Monitoring Station. Data reported for either the Wilmington Community Station or the Coastal Boundary Station, whichever is the higher concentration.

**Page 4.2-15, following “Table 4.2-4 General Plan Policies Relevant to Air Quality”**

**City of Los Angeles Municipal Code.**

In April 2016, the City added Sections 95.314.3 and 99.04.504.6 to the LAMC and amended Section 99.05.504.5.3 to implement building standards and requirements to address cumulative health impacts resulting from incompatible land use patterns. Section 95.314.3 defines unacceptable locations for obtaining outside or return air for heating or cooling air systems (e.g., a closet, bathroom, toilet room, or kitchen).

Section 99.04.504.6 states that, "In mechanically ventilated buildings within 1,000 feet of a freeway, provide regularly occupied areas of the building with air filtration media for outside and return air that provides a Minimum Efficiency Reporting Value (MERV) of 13. Filters shall be installed prior to occupancy, and recommendations for maintenance with filters of the same value shall be included in the operation and maintenance manual." An exception is provided for existing mechanical equipment. Section 99.05.504.5.3 requires MERV 8 filters for mechanically ventilated buildings located further than 1,000 feet from freeways. An exception is provided for existing mechanical equipment and for new ventilation units meeting certain 2013 California Energy Code requirements.

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#### Page 4.2-24, Effects Not Found to Be Significant

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~~There were no effects identified that would not have any impact with respect to air quality.~~

There were effects found to have an impact with respect to air quality.

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#### Page 4.2-26, Impact 4.2-3

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**Impact 4.2-3** Implementation of the proposed plan could violate air quality standards or contribute substantially to an existing or projected air quality violation. Implementation of mitigation measures MM4.2-1 through ~~MM4.2-4~~ **MM4.2-3** would reduce this impact, but not to less than significant during construction. Therefore, this impact is *significant and unavoidable*.

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#### Page 4.2-26, last paragraph

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~~Individual development projects under the proposed plan will be required to analyze the impacts from construction activities and to implement all feasible and appropriate mitigation to reduce project-specific impacts to below regulatory thresholds. Due to the unknown level of construction activity that would occur on any given day during the proposed plan build-out, this is considered a potentially significant...~~

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#### Page 4.2-30, mitigation measures

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- ~~MM4.2-1~~ *The City, as a condition of approval of all applicable discretionary projects, shall require contractors building projects within the San Pedro CPA to:*
- ~~■ Use properly tuned and maintained equipment. Contractors shall enforce the idling limit of five minutes as set forth in the California Code of Regulations~~
  - ~~■ Use diesel-fueled construction equipment to be retrofitted with after treatment products (e.g. engine catalysts) to the extent they are readily available and feasible~~
  - ~~■ Use heavy duty diesel-fueled equipment that uses low NO<sub>x</sub> diesel fuel to the extent it is readily available and feasible~~
  - ~~■ Use construction equipment that uses low polluting fuels (i.e., compressed natural gas, liquid petroleum gas, and unleaded gasoline) to the extent available and feasible~~
  - ~~■ Maintain construction equipment in good operating condition to minimize air pollutants~~
  - ~~■ Use building materials, paints, sealants, mechanical equipment, and other materials that yield low air pollutants and are nontoxic~~



~~MM4.2-2~~ ~~*In the event that future projects under the Community Plan cover areas greater than 5 acres, appropriate analysis and modeling would be required for CO, NO<sub>x</sub>, PM<sub>10</sub> and PM<sub>2.5</sub>.*~~

~~MM4.2-3~~ ~~*In order to comply with the California Air Resources Board Air Quality and Land Use Handbook (June 2005) and achieve an acceptable interior air quality level for sensitive receptors, appropriate measures shall be incorporated into discretionary project building design.*~~

~~MM4.2-4~~ ~~*The City, as a condition of approval for all discretionary projects, shall require developers to implement applicable Greenhouse Gas reduction measures in project design and comply with regulatory targets.*~~

MM4.2-1 *The CPIO District shall include regulations for construction that require the following or comparable best management practices be included in contract specifications and/ or printed on plans:*

- *Use properly tuned and maintained equipment.*
- *Construction contractors shall enforce the idling limit of five minutes as set forth in the California Code of Regulations.*
- *Use diesel-fueled construction equipment to be retrofitted with after treatment products (e.g. engine catalysts) to the extent they are readily available and feasible.*
- *Use heavy duty diesel-fueled equipment that uses low NO<sub>x</sub> diesel fuel to the extent it is readily available and feasible.*
- *Use construction equipment that uses low polluting fuels (i.e. compressed natural gas, liquid petroleum gas, and unleaded gasoline) to the extent available and feasible.*
- *Maintain construction equipment in good operating condition to minimize air pollutants.*
- *Construction contractors shall utilize materials that do not require painting, as feasible.*
- *Construction contractors shall use pre-painted construction materials, as feasible.*
- *Construction contractors shall provide temporary traffic controls such as a flag person, during all phases of construction to maintain smooth traffic flow.*
- *Construction contractors shall provide dedicated turn lanes for movement of construction trucks and equipment on- and off-site, as feasible.*
- *Construction contractors shall reroute construction trucks away from congested streets or sensitive receptor areas, as feasible.*
- *Construction contractors shall appoint a construction relations officer to act as a community liaison concerning on-site construction activity including resolution of issues related to PM<sub>10</sub> generation.*

MM4.2-2 *The CPIO District shall include regulations that require construction projects greater than 5 acres to submit an air quality study that discuss the project's potential emissions for the following: CO, NO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>.*

MM.4.2-3 The CPIO District shall include regulations that require the following greenhouse gas reduction measures be incorporated into the project design:

- For non-residential projects: all outdoor lighting systems shall be directed away from the window of any residential uses and shall comply with the non-residential Light Pollution Reduction standards in the Green Building Code of the Municipal Code.
- For non-residential projects: whenever new fixtures are installed, all water closets, urinals, shower heads, faucets and dishwashers shall be High Efficiency fixtures installed in accordance with the regulations of the City's Water Conservation Ordinance.
- For Multi-family and Commercial Projects: parking facilities shall have five (5) percent of the total parking spaces, but not less than one (1) space, capable of supporting future Electric Vehicle Supply Equipment (EVSE) charging locations.

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### Page 4.3-29, last paragraph

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~~Therefore, projects subject to discretionary approval that could occur under the proposed plan and implementing ordinances would require environmental review and compliance with local policies and ordinances (such as the Conservation Element of the City's General Plan or the City's Protected Tree Ordinance). Implementation of the proposed plan and implementing ordinances would not conflict with any local polices, ordinances, or Habitat Conservation Plans protecting biological resources.~~

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### Page 4.3-32, second complete paragraph

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~~Any discretionary projects proposed under the CPA and implementing ordinances would be subject to environmental review under CEQA. As part of the environmental review process, surveys for sensitive plant or animal species as required by federal, state, and local regulations would be undertaken when suitable habitat for such species is present to minimize potential adverse impacts to these species. In addition, existing GPF and Conservation Element policies would also help avoid and minimize potential adverse impacts to sensitive species. Conservation Element policies related to Endangered Species (Policies 1, 2, and 3) and Habitats (Policies 3 and 4) call for the evaluation, avoidance, and protection of impacts to sensitive plant and wildlife species. GPF Policy 6.1.5 provides for an on-site evaluation of sites located outside of targeted growth areas for the identification of sensitive species, with specific emphasis on the evaluation of areas identified on the Biological Resource Maps contained in the Framework Element's Technical Background Report and Environmental Impact Report.~~

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### Page 4.3-34, Mitigation Measures

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## Mitigation Measures

~~Development under the proposed plan would comply with all local, State, and federal regulations pertaining to the protection of sensitive or migratory species. In addition, all discretionary projects are subject to environmental review and standard mitigation measures are applied as part of the conditions of approval for the project. No mitigation measures are required.~~

## Level of Significance After Mitigation

~~With implementation of the described conditions of approval, all impacts related to biological resources would be reduced to less than significant. Impacts related to biological resources were determined to be less than significant.~~

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### Page 4.4-25, Effects Not Found to Be Significant

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~~There were no effects identified that would not have any impact with respect to cultural resources.~~

There were no significant impacts with respect to cultural resources.

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### Page 4.4-28, Mitigation Measures

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## Mitigation Measures

~~The proposed plan incorporates programs and policies that reduce any significant adverse impact to cultural resources. Adherence to all relevant plans, codes, and regulations with respect to design of projects would reduce project specific and cumulative cultural resources impacts to less than significant. As such, no mitigation is required with respect to cultural resources. No mitigation measures are required with respect to cultural resources.~~

## Level of Significance After Mitigation

~~Compliance with all local, State and federal regulations and conditions of approval for all discretionary projects in the CPA, would ensure that all impacts related to historic, archaeological, paleontological resources, and human remains are less than significant. Impacts related to cultural resources were determined to be less than significant.~~

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### Page 4.5-26, Mitigation Measures

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## Mitigation Measures

~~Development under the proposed plan would comply with all local, State, and federal regulations pertaining to geological hazards. In addition, discretionary projects are subject to environmental review and mitigation measures are applied as part of the conditions of approval for the project. As such, no mitigation is required. No mitigation measures are required with respect to geology/soils and mineral resources.~~

## Level of Significance After Mitigation

~~Compliance with all local, State and federal regulations would ensure that all impacts related to geology/soils and mineral resources are less than significant. There were no significant impacts with respect to geology/soils and mineral resources.~~

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### Page 4.6-20, Effects Not Found to Be Significant

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~~There were no effects identified that would not have any impact with respect to climate change. There were significant impacts with respect to climate change.~~

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**Page 4.6-23, fourth and fifth paragraphs**

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~~Table 4.6-5 (Estimated Reduced Annual CO<sub>2</sub>e Emissions) shows the annual emissions with the incorporation of the above measures. GHG emissions from the construction and operation of development pursuant to the proposed plan would be reduced by 41.89 percent from business as usual levels and would meet the AB 32 reduction threshold with the implementation of MM4.6-1. Implementation of the Community Plan could still have a substantial adverse effect. However, any future discretionary development project pursuant to the Plan would require project level environmental clearance and would also be subject to regulations. These, coupled with mitigation measures identified in Section 4.2 (Air Quality) and the mitigation outlined below, Compliance with existing regulations and MM 4.6-1 would help reduce potential impacts from operational emissions, but not to less-than-significant level. Therefore this impact would be considered *significant and unavoidable*. For both the Current and Proposed Plan ~~the table~~ Table 4.6-5 (Estimated Reduced Annual CO<sub>2</sub>e Emissions) identifies emissions anticipated from growth without reduction, emissions anticipated once plan policies are implemented, and the percent reductions associated with each source as well as the overall reduction for each plan.~~

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**Page 4.7-6, "Transportation of Hazardous Materials" section**

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The transport of hazardous materials through the CPA is regulated by the state Department of Transportation (Caltrans) and California Highway Patrol (CHP). The CPA is situated at the southern terminus of I-110 and adjacent to the Port of Los Angeles. There is a heightened risk of a hazardous material leak or spill in the CPA due to the volume of traffic and the nature of the materials that are routinely transported from the Port of Los Angeles through I-110. Since 1973, the Rancho LPG terminal has operated on North Gaffey Street directly adjacent to a local refinery. The Rancho facility is used for seasonal storage of butane, which is a byproduct of gasoline refining. The facility also handles a small amount of propane. In the summer months, butane is temporarily stored due to California air quality requirements. In the winter months, butane is blended into gasoline. These materials are transported to the facility by rail. As part of its regular operating requirements, Rancho has a Risk Management Plan on file with the EPA.

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**Page 4.8-18, after last paragraph**

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**LA's Drinking Water Quality Report (2015)**

The Annual Drinking Water Report (also known as a Consumer Confidence Report) is required by the California Department of Public Health and is prepared in accordance with their guidelines. Los Angeles Department of Water and Power collects over 25,000 water samples across the City, and performed more than 240,000 water quality tests. They tested for more than 200 contaminants and constituents, including both regulated contaminants, such as arsenic, chromium, lead, and disinfection by-products, as well as constituents of interest such as sodium and hardness.

**Water Quality Compliance Master Plan for Urban Runoff (WQCMP)**

In 2009, the City of Los Angeles adopted the WQCMP. This document is a 20- year strategy for clean stormwater and urban runoff in the City of Los Angeles and to meet all water quality regulations for the

City's rivers, lakes, and coastal waters. The Master Plan provides an overview of the existing status of urban runoff management in the City, including a description of watersheds in the City, urban runoff pollutant sources, regulatory requirements for water quality, existing watershed management, and plans for compliance with regulatory requirements. In addition, the Master Plan plans for the future of urban runoff management in the City and discusses three initiatives: Water Quality Management Initiative, Citywide Collaboration Initiative, and Outreach Initiative. Lastly, the Plan contains a financial outlook that evaluates current and future revenues, provides an estimate of the costs needed for implementing the strategies proposed, and presents opportunities for funding.

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#### Page 4.8-25, Impact 4.8-6

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**Impact 4.8-6**      A small shoreline segment of the CPA, east of Pacific Avenue and extending south to Point Fermin, could be exposed to flooding from future sea level rise, partially from incremental effects from the growth anticipated by the CPA. ~~Implementation of feasible mitigation measure MM4.8-1 would reduce this impact, but not to less than significant.~~ Therefore, this impact is *significant and unavoidable*.

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#### Page 4.8-26, First Full Paragraph

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~~Implementation of mitigation measure MM4.8-1 would help reduce this impact by ensuring development in locations subject to sea level rise are adequately protected to withstand hydrostatic forces and buoyancy effects. Sea level rise is of primary importance in San Pedro because it could cause flooding in areas not currently subject to flood hazard. Project-specific environmental analysis of discretionary projects in the CPA will still be required and would result in identification of applicable and feasible mitigation of project impacts. The program level environmental clearance for the proposed Community Plan does not eliminate future environmental review for any discretionary specific project level development. Because any future development project is considered on a case-by-case basis and the proposed CPA and its objectives do not create absolute prohibitions on development that may incrementally impact sea level rise, a level of uncertainty remains and therefore this impact would be considered *significant and unavoidable*.~~

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#### Page 4.8-26, Mitigation Measures

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~~The proposed plan includes policies and programs that would reduce any potential hydrology and water quality impacts. In addition, the City of Los Angeles provides additional environmental review for discretionary development on a project-by-project basis. The following mitigation measures shall be implemented for development under the proposed plan:~~

~~MM4.8-1      Provide Flood Protection up to the 50-Year Flood plus Sea Level Rise. *To protect structures and people from sea level rise risks, prior to approving discretionary grading and/or building permits in areas that could be exposed to sea level rise, the City shall ensure project design incorporates its floodplain development requirements for a flood depth of the identified 50-year flood hazard water surface elevation plus a 4.6-foot (55-inch) rise in sea level for those locations that could be directly affected. All aboveground structures within predicted sea level rise inundation areas shall be flood proofed and able to withstand hydrostatic forces and buoyancy to this elevation. All enclosed, belowground structures in*~~

*predicted sea level rise inundation areas shall be flood proofed in their entirety and designed to withstand hydrostatic forces and buoyancy from water surface elevations up to 4.6 feet above ground surface.*

No feasible mitigation measures were identified.

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### Page 4.8-26, Level of Significance After Mitigation

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~~There are no mitigation measures that reduce the level of significance. With implementation of the described mitigation and conditions of approval, impacts Impacts on hydrology and water quality, except for sea level rise, would be reduced to are less than significant. To the extent the proposed plan would facilitate or accommodate future development, the resulting growth would increase the number of people and structures that could be exposed to flood risk associated with sea level rise. Impacts would be reduced, but not to less than significant. Therefore, impacts Impacts relative to sea level rise would be **significant and unavoidable**.~~

~~Project-level mitigation measures will be developed and implemented through discretionary project review and impositions of conditions. The mitigation measure identified here does not replace or preclude the implementation of the city's zoning code, building code, and life safety code, nor does it replace project-level environmental review for future discretionary projects.~~

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### Page 4.9-3 Proposed Recommendations

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- Establish CPIO (Community Plan Implementation Overlay) or other zoning regulations with design standards for commercial corridors, industrial areas, and ~~small lot subdivisions~~ multi-family residential areas, 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 p~~Provide design guidelines in the proposed CPIO 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~~ Harbor Boulevard and Gaffey Street in Downtown San Pedro.

Page 4.9.9 Table 4.9-1

Table 4.9-1 Proposed Recommendations by Sub-Area								
Subarea	Existing GP LU Designation	Existing Zoning	Proposed GP LU Designation	Proposed Zoning	Existing FAR	Proposed FAR	Location	Proposed Changes
5	Light Manufacturing	[Q]M2-1VL	Light Industrial	[Q]M2-2D-CPIO	1.5	3.0	North Gaffey Industrial—east side	Improve aesthetics, provide job opportunities, restrict incompatible use; Existing Q condition retained; require landscaped buffer along Gaffey
10	Heavy Manufacturing; Light Manufacturing	[Q]M2-1VL, [Q]M3-1VL	Heavy Industrial	[Q]M2-1VL, [Q]M3-1VL [Q]M3-2D-CPIO	1.5	1.5 3.0	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 M2-2D-CPIO	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' 30' 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 M1-2D-CPIO	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' 30' 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
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 M1-2D-CPIO	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' 30' 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	Existing FAR	Proposed FAR	Location	Proposed Changes
41	Limited Manufacturing	[Q]CM-1VL, [Q]CM-1XL	Limited Industrial	CM-2D-CPIO	1.5	3.0	North Gaffey Industrial – south side	Improve aesthetics, provide job opportunities
45	Limited Manufacturing	M1-1VL	Limited Industrial	[Q]M1-1VL, M1-1VL-CPIO	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, R1-1XL-CPIO, OS-1XL-CPIO	0.5 - 1.5	0.5 - 1.5	Knoll Hill	Zone change except for R1-1XL parcel. Provide public amenities, zone change consistency, improve aesthetics
55	Limited Manufacturing	M1-1VL	Limited Industrial	[Q]M1-1VL, M1-1VL-CPIO	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, MR1-1VL-CPIO	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, QC2-1	Community Commercial	[Q]C2-1VL-GFC, C2-1VL-CPIO	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	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, (Q)C2-1XL, (Q)P-1XL, C2-1, R4-1	Neighborhood Commercial	[Q]C2-1VL-CDO-GFC, C2-1VL-CPIO	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



Table 4.9-1 Proposed Recommendations by Sub-Area								
Subarea	Existing GP LU Designation	Existing Zoning	Proposed GP LU Designation	Proposed Zoning	Existing FAR	Proposed FAR	Location	Proposed Changes
90	Neighborhood Office Commercial	[Q]C1-1XL, [Q]C2-1XL, [Q]P-1XL, C1-1, C1-1XL, (T)(Q)CR-1, R3-1	Neighborhood Commercial	<del>[Q]C2-1XL</del> PED C2-1XL-CPIO	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, (T)(Q)C2-2D	Community Commercial	<del>[Q]C2-2D</del> CDO C2-2D-CPIO	1.5	<del>4.5</del> 3.0	Grand—5th to 8th St	75' height limit (currently unlimited); <del>extend CDO</del>
120	Low Medium II Residential, Neighborhood Office Commercial, Community Commercial	RD1.5-1XL, [Q]C2-1XL, [Q]C2-1VL	Neighborhood Commercial	<del>[Q]C2-1VL</del> C2-1VL-CPIO	1.5	1.5	Pacific Ave—Oliver to 3rd St	45' height limit; <del>limit height within 30' of R2 zone or more restrictive zone to 30'</del> ; prohibit stand alone residential; restrict auto related uses
<u>125</u>	<u>Public Facilities</u>	<u>[Q]PF-1XL</u>	<u>Public Facilities</u>	<u>PF-1XL-CPIO</u>	<u>1.5</u>	<u>1.5</u>	<u>Pacific, Oliver, Grand, O'Farrell</u>	<u>Improve aesthetics</u>
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, <del>[Q]C2-2D</del> (Q)C2-2D	Community Commercial	<del>[Q]C2-2D</del> CDO C2-2D-CPIO	1.5-6	4.5 4.0	Pacific Ave—3rd to 10th St	75' height limit (currently 30' to unlimited); <del>extend CDO 4th to 3rd St</del> ; prohibit auto related uses; <del>consider TFAR</del>
<u>132</u>	<u>Regional Center Commercial, Community Commercial</u>	<u>C2-2-CDO</u>	<u>Community Commercial</u>	<u>C2-2D-CPIO</u>	<u>6.0</u>	<u>3.0-4.0</u>	<u>North side of 8th Street between Palos Verdes and Mesa</u>	<u>Provide housing opportunity, maintain character, improve pedestrian activity, improve aesthetics</u>
<u>133</u>	<u>Medium Residential</u>	<u>[Q]R3-1XL</u>	<u>Community Commercial</u>	<u>C2-2D-CPIO</u>	<u>3.0</u>	<u>3.0</u>	<u>8th/Centre</u>	<u>Provide housing opportunity, pedestrian activity, improve aesthetics</u>
<u>134</u>	<u>Community Commercial</u>	<u>RD1.5-1LD</u>	<u>Community Commercial</u>	<u>RD1.5-1LD-CPIO</u>	<u>3.0</u>	<u>3.0</u>	<u>8th/Centre</u>	<u>Design regulations; Add CPIO to existing zone</u>

Table 4.9-1 Proposed Recommendations by Sub-Area								
Subarea	Existing GP LU Designation	Existing Zoning	Proposed GP LU Designation	Proposed Zoning	Existing FAR	Proposed FAR	Location	Proposed Changes
135	Regional Center Commercial, <del>Regional Center, Community Commercial</del>	<del>[Q]C2-1, C2-2-CDO, C2-1XL, C2-2-CDO, CM-2-CDO</del>	Regional Commercial	<del>[Q]C2-2D-CDO, C2-2D-CPIO</del>	4.5-6.0	6.0	Downtown	Add scale, massing, and site development regulations
<u>136</u>	<u>Public Facilities</u>	<u>PF-2-CDO</u>	<u>Public Facilities</u>	<u>PF-2D-CPIO</u>	<u>6.0</u>	<u>6.0</u>	<u>3<sup>rd</sup> /Harbor / 5<sup>th</sup></u>	<u>Improve aesthetics</u>
<u>138</u>	<u>High Medium Residential</u>	<u>R4-2</u>	<u>High Medium Residential</u>	<u>R4-2D-CPIO</u>	<u>6.0</u>	<u>4.0</u>	<u>Centre/3<sup>rd</sup>/Mesa</u>	<u>Provide housing opportunity, pedestrian activity, improve aesthetics</u>
<u>139</u>	<u>Open Space</u>	<u>OS-1XL-CDO</u>	<u>Open Space</u>	<u>OS-1XL-CPIO</u>	<u>0.0</u>	<u>0.0</u>	<u>Beacon/7<sup>th</sup>/Harbor</u>	<u>Improve aesthetics</u>
140	Limited Manufacturing	CM-2-CDO	Hybrid Industrial	<del>[Q]CM-2D-CDO, CM-2D-CPIO</del>	6.0	<del>4.5-6</del> <u>4.0</u>	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)
<u>142</u>	<u>Community Commercial, Low Medium I Residential</u>	<u>[Q]C2-1XL, R2-1XL</u>	<u>Community Commercial</u>	<u>C2-1XL-CPIO</u>	<u>1.5</u>	<u>1.5</u>	<u>East side of Pacific, 9<sup>th</sup> to 13<sup>th</sup></u>	<u>Provide housing opportunity, pedestrian activity</u>
145	Community Commercial	<del>[Q]C2-1XL, C2-1VL</del>	Community Commercial	<del>C2-1VL-GFC-PED, C2-1VL-CPIO</del>	1.5	1.5	<u>West side Pacific Ave 9<sup>th</sup> 10<sup>th</sup> to 13<sup>th</sup> St</u>	Require ground floor commercial-w/GFC, and pedestrian-oriented design guidelines-w/PED
150	Neighborhood Office Commercial, Community Commercial, Low Medium II Residential	[Q]C2-1XL, P-1XL	Neighborhood Commercial	<del>[Q]C2-1XL-GFC-PED, C2-1XL-CPIO</del>	1.5	1.5	<del>West side of Pacific Ave 10<sup>th</sup> 13<sup>th</sup> St to Hamilton</del>	Retain 30' limit; <del>require ground floor commercial,</del> add pedestrian oriented design guidelines

Table 4.9-1 Proposed Recommendations by Sub-Area								
Subarea	Existing GP LU Designation	Existing Zoning	Proposed GP LU Designation	Proposed Zoning	Existing FAR	Proposed FAR	Location	Proposed Changes
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	3.0	3.0	Vinegar Hill HPOZ proposed expansion area	Currently evaluating for HPOZ [The Vinegar Hill HPOZ expansion was adopted June 24, 2015 (Ordinance 183,725)]
160	Community Commercial, Public Facilities, Low Medium I Residential	[Q]PF-1XL, R2-1XL	Public Facilities	<del>no change</del> PF-1XL-CPIO	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 MR1-1XL-CPIO	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, Low Medium II Residential, Light Manufacturing, Neighborhood Office Commercial	M1-1VL-CDO, [Q]C2-2D-CDO, RD1.5-1XL-CDO, MR2-1VL-CDO, [Q]C2-1XL	Community Commercial	[Q]C2-2D-CDO C2-2D-CPIO	<del>1.5</del> 3.0	4.0	Harbor Boulevard Gateway—Beacon St, Santa Cruz, 1 <sup>st</sup> , 2 <sup>nd</sup> , 3 <sup>rd</sup> between Beacon and Harbor	75' height limit; prohibit stand alone residential; <del>retain site Os</del> ; add policies for streetscape and gateway improvements

Table 4.9-1 Proposed Recommendations by Sub-Area								
Subarea	Existing GP LU Designation	Existing Zoning	Proposed GP LU Designation	Proposed Zoning	Existing FAR	Proposed FAR	Location	Proposed Changes
171	Community Commercial	<del>TT</del> [Q]C2-2D-CDO	Community Commercial	<del>TT</del> [Q]C2-2D-CPIO	3.0	3.0	Harbor Boulevard, North and South of O'Farrell Street	Improve aesthetics; existing <del>TT</del> [Q]C2-2D retained (Ordinance 181362)
172	Community Commercial	<del>TT</del> [Q]RAS4-1L-CDO	Community Commercial	<del>TT</del> [Q]RAS4-1L-CPIO	3.0	4.0	Santa Cruz/Harbor	Improve aesthetics, housing opportunity, improve pedestrian activity, improve job opportunity; Existing <del>TT</del> [Q]RAS4-1L retained (Ordinance 178405)
175	Low Med II Residential, Light Manufacturing	RD1.5-1XL-CDO, MR2-1VL-CDO	Community Commercial	[Q]C2-2D-CDO	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	<del>[Q]C1-1VL-GFC</del> <u>C1-1XL-CPIO</u>	1.5	1.5	Northwest and Southwest corner of 34th St and Pacific Ave; <u>NW and SW corner of 28<sup>th</sup> and Pacific</u>	30' height limit per San Pedro Specific Plan; require ground floor commercial w/GFC
200	Neighborhood Office Commercial	C1-1XL	Neighborhood Commercial	<del>[Q]C1-1VL-GFC</del> <u>C1-1VL-CPIO</u>	1.5	1.5	<del>Northwest Corner of Walker Ave. and 20th St, and west side of Alma St between 23rd and 24th St</del>	<del>30'-45'</del> height limit; require ground floor commercial w/GFC
210	Neighborhood Office Commercial	C1-1XL	Neighborhood Commercial	<del>C1-1XL-GFC</del> <u>C1-1XL-CPIO</u>	1.5	1.5	Barbara and 37th St	Require ground floor commercial w/GFC
220	<del>Public Facilities,</del> Open Space, Low Residential	<del>PF-1XL,</del> A1-1, OS-1XL	Public Facilities	PF-1XL	1.5	1.5	Northeast portion of White Point Reservation—Fort MacArthur	Zone change; add policies for future development

Table 4.9-1 Proposed Recommendations by Sub-Area								
Subarea	Existing GP LU Designation	Existing Zoning	Proposed GP LU Designation	Proposed Zoning	Existing FAR	Proposed FAR	Location	Proposed Changes
250	<u>Low Medium I Residential, Low Medium II Residential, Medium Residential, Community Commercial</u>	<u>R2-1XL, RD2-1XL, RD1.5-1XL, [Q]RD1.5-1XL, RD1.5-1, C2-1VL, [Q]R3-1, R3-1XL</u>	Same	<u>R2-1XL-CPIO, RD2-1XL-CPIO, RD1.5-1XL-CPIO, [Q]RD1.5-1XL-CPIO, RD1.5-1-CPIO, C2-1VL-CPIO, [Q]R3-1-CPIO, R3-1XL-CPIO</u>	<u>1.5-3.0</u>	<u>1.5-3.0</u>	<u>Terminal Island Freeway, Harbor Boulevard, Crescent, 14th, Mesa, Hamilton, 15th, Gaffey</u>	<u>Design Regulations: Add CPIO to existing zones</u>
251	<u>Neighborhood Office Commercial</u>	<u>[Q]C2-1XL</u>	<u>Neighborhood Commercial</u>	<u>[Q]C2-1XL-CPIO</u>	<u>1.5</u>	<u>1.5</u>	<u>Palos Verdes/11th</u>	<u>Inconsistency, improve aesthetics</u>
252	<u>Public Facilities</u>	<u>PF-1, PF-1XL</u>	<u>Public Facilities</u>	<u>PF-1-CPIO, PF-1XL-CPIO</u>	<u>3.0</u>	<u>3.0</u>	<u>Pacific, North of Vincent Thomas</u>	<u>Design regulation: add CPIO to existing zones</u>
260	<u>Neighborhood Office Commercial, Low Residential</u>	<u>[Q]C2-1XL, P-1XL</u>	<u>Community Commercial</u>	<u>[Q]C2-1L</u>	<u>1.5</u>	<u>1.5</u>	<u>Western and 25th St</u>	<u>75' height limit w/transition buffer adjacent to R1; prohibit stand alone residential; restore R4 density [Based on community input, this subarea has been removed; therefore, no changes to the existing land use designation or zoning are proposed.]</u>
300	<u>Neighborhood Office Commercial</u>	<u>[Q]C4-1XL, P-1XL, [Q]C2-1XL</u>	<u>Neighborhood Commercial</u>	<u>[Q]C2-1XL</u>	<u>1.5</u>	<u>1.5</u>	<u>S Western Ave/ Westmont Dr</u>	<u>Consistency</u>
310	<u>Public Facilities, Low Residential</u>	<u>R1-1XL</u>	<u>Public Facilities</u>	<u>PF-1XL</u>	<del>3.0</del> <u>0.5</u>	<u>0.0</u>	<u>Taper Ave/Statler St, parcel from Western/Weymouth LAUSD</u>	<u>Consistency</u>
320	<u>Low Medium II Residential</u>	<u>[Q]R3-1VLD</u>	<u>Low Medium II Residential</u>	<u>[Q]RD1.5-1VLD</u>	<del>0.0</del> <u>3.0</u>	<del>0.0</del> <u>3.0</u>	<u>Capitol Dr/ W Via Sebastian</u>	<u>Consistency</u>
330	<u>Neighborhood Office Commercial</u>	<u>R3-1VLD</u>	<u>Medium Residential</u>	<u>R3-1VLD</u>	<u>3.0</u>	<u>3.0</u>	<u>Western Ave/ Capitol Dr</u>	<u>Consistency</u>

Table 4.9-1 Proposed Recommendations by Sub-Area								
Subarea	Existing GP LU Designation	Existing Zoning	Proposed GP LU Designation	Proposed Zoning	Existing FAR	Proposed FAR	Location	Proposed Changes
340	Neighborhood Office Commercial	RD1.5-1XL	Neighborhood Commercial	[Q]C2-1XL	3.0	1.5	Western Ave/ Park Western Dr	Consistency, <u>retain Ordinance 162,878</u>
350	Open Space	R1-1XL	Low II	R1-1XL	<del>3.0</del> <u>0.5</u>	<del>3.0</del> <u>0.5</u>	N Leland Ave/ W Upland Ave	Consistency
360	Low Residential	OS-1XL	Open Space	OS-1XL	0.0	0.0	N Leland Ave/ W Park Western Dr	Consistency
370	Open Space	R1-1XL	Low II	R1-1XL	<del>3.0</del> <u>0.5</u>	<del>3.0</del> <u>0.5</u>	Goldenrose St/ Miraflores Ave	Consistency
380	Open Space	M1-1	Open Space	OS-1XL	1.5	0.0	N Pacific Ave/ N Front St	Consistency
<del>390</del>	<del>Public Facilities</del>	<del>PF-4</del>	<del>Public Facilities</del>	<del>no change</del>	<del>0.0</del>	<del>0.0</del>	<del>N Pacific Ave/N Front St</del>	
400	High Medium Residential	R4-1XL	Community Commercial	<del>C2-1XL</del> <u>C2-1XL-CPIO</u>	3.0	1.5	N Harbor Blvd/ Swinford St	Consistency, <u>improve aesthetics</u>
410	Neighborhood Office Commercial	C1-1XL, [Q]C1-1XL	Neighborhood Commercial	<del>C1-1XL</del> <u>C1-1XL-CPIO</u> <u>[Q]C1-1XL-CPIO</u>	1.5	1.5	N Gaffey St/ W Summerland Ave	Consistency, <u>improve aesthetics</u>
420	Low Residential	C2-1XL	Neighborhood Commercial	<del>C2-1XL</del> <u>C2-1XL-CPIO</u>	1.5	1.5	N Gaffey St/ W Summerland Ave	Consistency, <u>improve aesthetics</u>
422	<del>Low Residential</del>	<del>[Q]R3-1XL</del>	<del>Neighborhood Commercial</del>	<del>C1-1XL</del>	<del>3.0</del>	<del>4.5</del>	<del>N Gaffey/W Summerland</del>	<del>Consistency</del>
430	Neighborhood Office Commercial, <u>Low Residential</u>	<del>[Q]R3-1XL</del> , <del>R3-1XL</del> , <u>P-1XL</u> , <u>(Q)R3-1XL</u>	Medium Residential	<del>[Q]R3-1XL</del> <u>R3-1XL-CPIO</u>	3.0	3.0	N Gaffey St/ W Summerland Ave	Consistency, <u>improve aesthetics</u>
440	Low Medium II Residential	R2-1XL	Low Medium I Residential	R2-1XL	3.0	3.0	W Summerland Ave/ N Meyler	Consistency

Table 4.9-1 Proposed Recommendations by Sub-Area								
Subarea	Existing GP LU Designation	Existing Zoning	Proposed GP LU Designation	Proposed Zoning	Existing FAR	Proposed FAR	Location	Proposed Changes
450	Parking Buffer	P-1XL	Low Medium II Residential	RD1.5-1XL	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	1.5	1.5	W Sepulveda St/ N Bandini St	Consistency
480	Neighborhood Office Commercial	R4-1XL	Low Medium II Residential	<del>RD1.5-1XL</del> <u>RD1.5-1XL-CPIO</u>	3.0	3.0	N Palos Verdes St/ W Sepulveda St	Consistency, <u>improve aesthetics</u>
500	Low Medium II Residential	R2-1XL	Low Medium II Residential	<del>RD1.5-1XL</del> <u>RD1.5-1XL-CPIO</u>	3.0	3.0	S Grand Ave/4th St	Consistency, <u>improve aesthetics</u>
530	Public Facilities	RD1.5-1XL, P-1XL	Low Medium II Residential	RD1.5-1XL	3.0	3.0	Gaffey/3rd St (e)	Consistency
540	Low Medium II Residential	P-1XL	Low Medium II Residential	RD1.5-1XL	0.0	3.0	Cabrillo Ave/3rd St	Consistency
550	Low Medium II Residential	R3-1	Medium Residential	R3-1XL	3.0	3.0	Cabrillo Ave/5th St	Consistency
580	Low Medium II Residential	PF-1XL	Public Facilities	PF-1XL	<del>0.0</del> <u>1.5</u>	<del>0.0</del> <u>1.5</u>	S Gaffey St/ W 10th St	Consistency
600	Low Medium II Residential	R2-1XL	Low Medium I Residential	R2-1XL	3.0	3.0	S Mesa St/W 15th St	Consistency
610	Low Medium II Residential	R3-1XL	Medium Residential	<del>R3-1XL</del> <u>R3-1XL-CPIO</u>	3.0	3.0	S Palos Verdes St/ W 13th St-17th St	Consistency, <u>improve aesthetics</u>
612	Neighborhood Office Commercial	OS-1XL, C2-1	<del>Open Space</del> <u>Neighborhood Commercial</u>	<del>OS-1XL</del> <u>C2-1XL-CPIO</u>	0.0 - <u>1.5</u>	<del>0.0</del> <u>1.5</u>	S Beacon & 13th St	Consistency, <u>improve aesthetics</u>
644	<del>Neighborhood Office Commercial</del>	<del>OS-1XL</del>	<del>Neighborhood Commercial</del>	<del>C2-1XL</del>	<del>0.0</del>	<del>1.5</del>	<del>S Beacon &amp; 13th St</del>	Consistency

Table 4.9-1 Proposed Recommendations by Sub-Area								
Subarea	Existing GP LU Designation	Existing Zoning	Proposed GP LU Designation	Proposed Zoning	Existing FAR	Proposed FAR	Location	Proposed Changes
630	Neighborhood Office Commercial	A1-1	Neighborhood Commercial	C1-1XL	3.0	<del>3.0</del> <u>1.5</u>	S Beacon St/ W 15th St	Consistency
640	Commercial Manufacturing	[Q]R3-1XL	Medium Residential	<del>[Q]R3-1XL</del> <u>[Q]R3-1XL-CPIO</u>	3.0	3.0	S Mesa St/W 18th St	Consistency, <u>improve aesthetics</u>
645	Low Medium II Residential	[T][Q]RD1.5-1XL	Low Medium II Residential	<del>[Q]RD1.5-1XL</del> <u>[Q]RD1.5-1XL-CPIO</u>	3.0	3.0	S Mesa St/ W 18th to 20th St	Consistency, <u>improve aesthetics</u>
650	Public Facilities	R2-1XL	Public Facilities	PF-1XL	3.0	<del>0.0</del> <u>1.5</u>	S Cabrillo Ave/ W 17th St	Consistency
660	Low Residential	(Q)RD3-1XL	Low Medium I Residential	(Q)RD3-1XL	3.0	3.0	Mermaid Dr/ W 25th St	Consistency
680	Low Medium II Residential	R1-1XL	Low Medium II Residential	RD1.5-1XL	<del>3.0</del> <u>0.5</u>	3.0	S Meyler St/ W 20th St	Consistency
690	Low Medium II Residential	R1-1XL	Low Medium II Residential	RD1.5-1XL	<del>3.0</del> <u>0.5</u>	3.0	S Cabrillo Ave/ W 19th St	Consistency
700	Low Residential	A1-1	Low II	R1-1XL	3.0	<del>3.0</del> <u>0.5</u>	Meyler St/20th St	Consistency
730	Neighborhood Office Commercial	RD2-1XL	Neighborhood Commercial	<del>C1-1XL-GFC</del> <u>C1-1XL-CPIO</u>	3.0	1.5	S Pacific Ave/ W 38th St	Consistency, <u>improve aesthetics</u>
740	Low Medium II Residential	R1-1XL	Low Medium II Residential	RD2-1XL	<del>3.0</del> <u>0.5</u>	3.0	Pacific Ave/38th St	Consistency
750	Low Residential	OS-1XL	Open Space	OS-1XL	0.0	0.0	Bluff Pl/40th St	Consistency
760	Open Space	<u>R1, A1-1</u>	Open Space	OS-1XL	0.0	0.0	Bluff Pl/38th St	Consistency
790	Open Space	R1	Open Space	OS-1XL	0.0	0.0	Bluff Pl/38th St	Consistency
800	Open Space	SL	Open Space	OS-1XL	0.0	0.0	Paseo del Mar	Consistency
<u>810</u>	<u>Low Residential</u>	<u>R1-1XL</u>	<u>Open Space</u>	<u>OS-1XL</u>	<u>0.5</u>	<u>0.0</u>	<u>Capitol Dr/Meyler St</u>	<u>Consistency</u>



Table 4.9-1 Proposed Recommendations by Sub-Area								
Subarea	Existing GP LU Designation	Existing Zoning	Proposed GP LU Designation	Proposed Zoning	Existing FAR	Proposed FAR	Location	Proposed Changes
911	Low Residential	R1P-1XL	Low II	R1-1XL	<del>0.0</del> <u>0.5</u>	<del>3.0</del> <u>0.5</u>	Walker Ave	Nomenclature
940	Light Manufacturing	[Q]M2-1, M2-1	Public Facilities	<del>PF-1</del> <u>PF-1-CPIO</u>	1.5	0.0	East of Harbor 3rd/5th St and 6th/7th St	Consistency, <u>improve aesthetics</u>
<u>941</u>	<u>Open Space</u>	<u>OS-1</u>	<u>Open Space</u>	<u>OS-1-CPIO</u>	<u>0.0</u>	<u>0.0</u>	<u>Between SA 940, 5th/Harbor</u>	<u>Improve aesthetics</u>
960	Low Residential	R1-1	Low II	R1-1XL	<del>3.0</del> <u>0.5</u>	<del>3.0</del> <u>0.5</u>	South of Bluff Pl east of Pacific	<u>Specific Plan</u> <u>Nomenclature</u>
962	<del>Low Residential</del>	RD6-1XL	<del>Low Medium I</del>	RD3-1XL	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	<del>30.0</del> <u>0.5</u>	<del>3.0</del> <u>0.5</u>	<u>West portion of plan area</u>	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	1.5	1.5	<u>Various Locations</u>	Nomenclature

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**Page 4.9-45, third whole paragraph**

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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~~The proposed plan is considered to be consistent with the Beacon Street Redevelopment Plan and the Pacific Corridor Redevelopment Plan. As such, this impact is *less than significant*.

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**Page 4.9-46, Mitigation Measures**

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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. No mitigation measures are required.

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**Page 4.10-21, Mitigation Measures**

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The proposed plan incorporates programs and policies that help mitigate adverse noise impacts. Adherence to all relevant plans, codes, and regulations, and environmental review for discretionary development on a project-by-project basis would also serve to reduce project-specific and cumulative noise impacts. Additionally, the following mitigation measure would be implemented for future discretionary projects in the San Pedro CPA to further reduce construction-related noise impacts:

~~MM4.10-1~~ The City, as a condition of approval for all applicable discretionary projects, shall require all contractors to include the following best management practices in contract specifications:

- ~~■ Re-route truck traffic away from residential streets, if possible. If no alternatives are available, route truck traffic on streets with the fewest residences.~~
- ~~■ Site equipment on construction lots as far away from noise-sensitive sites as possible.~~
- ~~■ When construction activities are located in close proximity to noise sensitive sites, construct noise barriers, such as temporary walls or piles of excavated material between activities and noise sensitive uses.~~
- ~~■ Avoid use of impact pile drivers where possible in noise-sensitive areas. Drilled piles or the use of a sonic vibratory pile driver are quieter alternatives where geological conditions permit their use. Use noise shrouds when necessary to reduce noise of pile drilling/driving.~~
- ~~■ Use construction equipment with mufflers that comply with manufacturers' requirements.~~
- ~~■ Consider potential vibration impacts to older (historic) buildings.~~

~~MM4.10-1~~ The CPIO District shall include regulations that require contractors to include the following or comparable construction best management practices in contract specifications and/or printed on plans:

- Construction haul truck and materials delivery traffic shall avoid residential areas whenever feasible. If no alternatives are available, truck traffic shall be routed on streets with the fewest residences.
- The construction contractor shall locate construction staging areas away from sensitive uses.

- When construction activities are located in close proximity to noise-sensitive land uses, noise barriers (e.g., temporary walls or piles of excavated material) shall be constructed between activities and noise sensitive uses.
- Impact pile drivers shall be avoided where possible in noise-sensitive areas. Drilled piles or the use of a sonic vibratory pile driver are quieter alternatives that shall be utilized where geological conditions permit their use. Noise shrouds shall be used when necessary to reduce noise of pile drilling/ driving.
- Construction equipment shall be equipped with mufflers that comply with manufacturers' requirements.
- The construction contractor shall consider potential vibration impacts to older (historic) buildings.

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#### **Page 4.10-22, Level of Significance After Mitigation**

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Mitigation measures and standard conditions of approval would reduce impacts from noise, but *significant and unavoidable* impacts would remain for construction noise and vibration.

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#### **Page 4.11-7, before first paragraph**

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#### **City of Los Angeles Municipal Code (LAMC)**

Zoning regulations provide for the types and densities of residential uses permitted in each of the City of Los Angeles' zones.<sup>115a</sup> Zoning in the City is generally cumulative and inclusionary; it permits less intense uses to be built within a zone as the zoning increases in intensity, and permits residential uses to be developed in commercial zones. For instance, R1, R2, and R3 uses are allowed to be built in an R4 zone, and are also permitted in all commercial zones. No minimum requirements are established in any zone. The City of Los Angeles residential density standards are defined by zone.<sup>115b</sup> Zones dictate the number of units allowed per lot.

#### **City of Los Angeles Rent Stabilization Ordinance<sup>115c</sup>**

In response to the shortage of affordable housing in the City of Los Angeles, the rent stabilization ordinance's stated purpose is to regulate rents so as to safeguard tenants from excessive rent increases, while at the same time providing landlords with just and reasonable returns from their rental units. Properties subject to the Ordinance are those that are within the city limits, and which contain two or more units, and which have a Certificate of Occupancy prior to October 1, 1978. A complaint can be filed by any tenant who believes that an owner, manager, or agent has committed a violation of the Rent Stabilization Ordinance.

#### **Affordable Housing Trust Fund**

The City created and administers the City of Los Angeles Affordable Housing Trust Fund (Fund). The Fund establishes a special fund for the purposes of receiving and disbursing monies to address the affordable housing needs of the City. The Fund requires 25 percent of the received initial and continuing net revenue of the 2001 business tax and payroll expense tax amnesty program and the revenue program of the Revenue and Taxation Code Section 1955.1 (AB 63) be allocated to the Fund.

### **City of Los Angeles Density Bonus Ordinance (Ordinance 179,681)**

The purpose of the City's Density Bonus Ordinance, codified as LAMC Section 12.22(A)(25), is to establish procedures for implementing State Density Bonus requirements, as set forth in California Government Code Sections 65915-65918, and to increase the production of affordable housing, consistent with City policies. Subject to the provisions of LAMC Section 12.22(A)(25), Housing Development Projects that include an affordable housing component and Senior Citizen Housing Development projects may be granted a density bonus, allowing for a density increase over the otherwise maximum allowable residential density under the applicable zoning ordinance and/or specific plan. The density bonus is determined based on the percentage and type of restricted affordable housing units provided and up to a 35 percent density bonus. The amount of parking required for these projects may also be reduced. In addition, a Housing Development Project that qualifies for a Density Bonus may be granted incentives set forth in the ordinance that allow for modification to a City development standard or requirement.

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<sup>115a</sup> 1 City of Los Angeles Department of City Planning, *Housing Element of the General Plan 2006 - 2014*, January 2009, available at <http://cityplanning.lacity.org/HousingInitiatives/HousingElement/TOCHousingElement.htm>, accessed August 31, 2011.

<sup>115b</sup> Ibid.

<sup>115c</sup> City of Los Angeles Municipal Code, *Chapter XV Rent Stabilization Ordinance*, available at [http://www.amlegal.com/nxt/gateway.dll?f=templates&fn=default.htm&vid=amlegal:lmc\\_ca](http://www.amlegal.com/nxt/gateway.dll?f=templates&fn=default.htm&vid=amlegal:lmc_ca), accessed August 31, 2011.

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#### **Page 4.11-10, Effects Not Found To Be Significant**

There are no significant impacts ~~Effects Not Found to be Significant~~ related to population, housing, and employment.

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#### **Page 4.12-10, after third paragraph**

### **LAFD Deployment Plan 2011-2012**

The Los Angeles Fire Department has implemented a deployment plan to efficiently and effectively allocate resources, create long term structural change, and provide stable and permanent savings in the City budgetary constraints. The new Deployment Plan allows the LAFD to permanently end the Modified Coverage Plan (MCP), ending the disruptive rotating closures that resulted from it.

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#### **Page 4.12-12, Effects Not Found To Be Significant**

There are no significant impacts ~~No Effects Not Found to Be Significant~~ have been identified with respect to fire protection.

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### Page 4.12-21, Effects Not Found To Be Significant

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With respect to police protection, there were no ~~effects identified that would not have any impact-significant impacts.~~

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### Page 4.12-30, Impact 4.12-3

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**Impact 4.12-3**      **Implementation of the proposed plan could result in substantial adverse physical impacts associated with the need for new or physically altered school facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for schools. ~~Implementation of mitigation measure MM4.12-1 would reduce this impact to less than significant. Compliance with existing regulations would ensure this impact remains less than significant.~~**

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### Page 4.12-31, last paragraph

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Furthermore, proposed Community Plan policies CF4.1 through CF4.4 and existing GPF policies would help to minimize impacts to schools. GPF Policies 9.31.1, 9.32.1 through 9.32.3, 9.33.1, and 9.33.2 call for the City to participate in the development of demographic estimates for school planning, to cooperate with LAUSD to expand schools facilities commensurate with population growth, explore alternatives for new school sites, and to strategize on planning and access for school facilities. These policies in conjunction with state-mandated funding mechanisms, ~~and mitigation measure MM4.12-1,~~ would reduce impacts to school service and this impact is *less than significant*.

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### Page 4.12-32, Mitigation Measures

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~~The proposed San Pedro Community Plan incorporates policies that help reduce impacts related to community-specific school service issues. In addition, the City of Los Angeles provides standard City mitigation measures that are applied on a project by project basis, where applicable. These standard City mitigation measures are part of the conditions of approval for projects that are subject to approval and permitting by the City. In addition to these programs and policies, the following mitigation measures shall be implemented for the proposed plan:~~

~~MM4.12-1      *Individual project applicants shall pay school fees to the Los Angeles Unified School District to offset the impact of additional student enrollment at schools serving the project area.*~~

No mitigation measures are required.

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### Page 4.12-32, Level of Significance After Mitigation

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~~Implementation of the described mitigation would reduce impacts on schools to *less than significant*.~~

Impacts to schools were determined to be less than significant.

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#### Page 4.12-38, Effects Not Found To Be Significant

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There were no significant impacts effects identified that would not have any impact with respect to libraries.

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#### Page 4.12-50, Effects Not Found To Be Significant

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There were no significant impacts effects identified that would not have any impact with respect to parks.

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#### Page 4.12-51, first paragraph

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Existing GPF Policies 9.22.1, 9.23.1 through 9.23.8, 9.24.1, 9.24.2, 9.25.1, and 9.25.2 call for the City to monitor park and recreation statistics to identify existing and future park and recreation needs in the City, develop a strategy to purchase and develop parks, prioritize park projects in areas of the City with the greatest existing deficiencies, establish joint-use agreements with LAUSD to expand recreational opportunities, and to maximize the opportunities to develop parklands, including nontraditional public park spaces. Implementation of the City's Codes and requirements, implementation of standard City mitigation measures, ~~mitigation measures MM4.12-2 through MM4.12-4~~ and existing policies described above would ensure that impacts to parks is ***less than significant***.

No new parks or recreational facilities are planned or proposed in the Proposed Plan. Nevertheless, new park facilities could be constructed, including consistent with the Quimby Act and the City's park standards discussed above. If new park facilities are constructed, it is reasonably expected that such facilities would occur where allowed under the designated land use. The EIR analyzes anticipated effects of citywide growth related to air quality, noise, traffic, utilities, and other environmental impact areas. The CPA is an urbanized area and new facilities would not involve expansion of the urban sphere beyond current boundaries and thus there would be no need for new or expanded infrastructure. Generally, development of parks in the CPA would be expected to have impacts consistent with those analyzed in this EIR or potentially be eligible for an infill exemption. Impacts related to future park sites would be speculative at this time. Therefore, impacts related to the construction of new parks or recreational facilities would be ***less than significant***.

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#### Page 4.12-51, Mitigation Measures

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~~The proposed San Pedro Community Plan incorporates policies that help reduce impacts related to community specific parks and recreation services issues. In addition to existing regulations and code requirements, the City of Los Angeles provides standard City mitigation measures that are applied on a project by project basis, where applicable. These standard City mitigation measures are part of the conditions of approval for projects that are subject to approval and permitting by the City. In addition, the following mitigation measures shall be implemented for the proposed plan:~~

~~MM4.12-2 *Develop City or private funding programs for the acquisition and construction of new Community and Neighborhood recreation and park facilities.*~~

~~MM4.12-3 *Establish joint use agreements with the Los Angeles Unified School District and other public and private entities which could contribute to the availability of recreational opportunities in the CPA.*~~

~~MM4.12-4 Monitor appropriate recreation and park statistics and compare with population projections and demand to identify the existing and future recreation and park needs of the San Pedro CPA.~~

- No mitigation measures are required.

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**Page 4.12-51, Level of Significance After Mitigation**

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~~There is currently no deficit of parkland in the San Pedro CPA, and implementation of the proposed plan would not result in a deficit. Implementation of the measures identified above would ensure that measures would ensure that this impact would remain *less than significant*.~~

Impacts related to park facilities were determined to be *less than significant*.

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**Pages 4.13-19 through 4.13-21, Table 4.13-4 (Analysis of Potential Conflicts with the SCAG Growth Visioning)**

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<b>Table 4.13-4 Analysis of Potential Conflicts with the SCAG Growth Visioning</b>	
<i>Goal/Policy</i>	<i>Analysis of Potential Conflicts</i>
GV P1.1 Encourage transportation investments and land use decisions that are mutually supportive.	The proposed plan encourage the development of land uses and densities that maximize ridership and support public investment in transit facilities by involve growth away from existing residential neighborhoods towards <del>transit-oriented districts and mixed-use corridors in commercial centers</del> commercial corridors and the regional center. The policies are intended to create a well-connected network that supports a mix of land uses, encourages transit use, walking or bicycling, conserves energy resources, and reduces greenhouse gas emissions and air pollution. The proposed plan does not conflict with this policy.
GV P1.2 Locate new housing near existing jobs and new jobs near existing housing	The proposed plan encourages the development towards <del>transit-oriented districts and mixed-use corridors in commercial centers</del> commercial corridors and the regional center. The growth of the proposed plan is intended to enable residents and workers to meet their needs within the proposed plan area and provides important opportunities for employment, commercial, residential, mixed-use and activity centers. The proposed plan does not conflict with this policy.
GV P1.3 Encourage transit-oriented development.	The proposed plan links land use to transportation by developing within <del>transit-oriented districts and mixed-use corridors in commercial centers</del> commercial corridors and the regional center that would maximize ridership of existing transit systems. The proposed plan encourage the development of a diverse integrated, multi-modal transportation system that provides mobility options for the community, and maximizes the use of this system through the placement of land uses in close proximity to transit and provides safe connections. The proposed plan does not conflict with this policy.
GV P2.1 Promote infill development and redevelopment to revitalize existing communities.	An objective of the proposed plan is to provide for <del>the Downtown</del> <u>Downtown San Pedro</u> area's transition from its predominately low-intensity and fragmented development pattern into an attractive and desirable transit and pedestrian-oriented urban community. The proposed plan encourages the development of land uses and densities that maximize ridership and support public investment in transit facilities by involve growth away from existing residential neighborhoods towards <del>transit-oriented districts and mixed-use corridors in commercial centers</del> commercial corridors and the regional center. The proposed plan does not conflict with this policy.
GV P2.4 Support the preservation of stable, single-family neighborhoods	The proposed plan involves growth away from existing residential neighborhoods <del>towards transit-oriented districts and mixed-use corridors in commercial centers</del> commercial corridors and the regional center. The proposed plan aims to preserve and enhance the positive characteristics of existing land uses. The proposed plan does not conflict with this policy.

<b>Table 4.13-4 Analysis of Potential Conflicts with the SCAG Growth Visioning</b>	
<i>Goal/Policy</i>	<i>Analysis of Potential Conflicts</i>
GV P4.2 Focus development in urban centers and existing cities.	Growth and development under the proposed plan would direct growth away from existing residential neighborhoods towards <del>transit-oriented districts and mixed-use corridors in commercial centers</del> commercial corridors and the regional center. The proposed plan adds policies and regulations that continue the emphasis on development of <del>the downtown</del> <u>Downtown San Pedro</u> as San Pedro's regional center with increased residential and commercial activity. The proposed plan does not conflict with this policy.

**Page 4.13-22, before first paragraph**

**City of Los Angeles 2010 Bicycle Plan**

The City of Los Angeles adopted the 2010 Bicycle Plan on March 1, 2011. The Bicycle Plan as a component of the 1999 Transportation Element is fully incorporated into the adopted Mobility Plan 2035 as part of the City's General Plan. The purpose of the Bicycle Plan is to increase, improve, and enhance bicycling in the City as a safe, healthy, and enjoyable means of transportation and recreation. It establishes policies and programs to increase the number and type of bicyclists in the City and to make every street in the City a safe place to ride a bicycle.

The City is implementing the bicycle plan in a series of Five Year Implementation Strategies, monitored, advised, and assisted by the Bicycle Advisory Council and the Bicycle Plan Implementation Team. The First Five-Year Implementation Strategy, started in 2011, prioritizes the first 253 miles of new bikeways for implementation. As the City updates each of its 35 Community Plans, it can include localized recommendations that address community-specific conditions and are consistent with and complementary to the 2010 Bicycle Plan. As each Community Plan is updated, future bicycle lanes in that planning area would be analyzed for potential environmental impacts.

The 2010 Bicycle Plan, was subsequently incorporated into the MP 2035 and reflects the City's commitment to a holistic and balanced complete street approach that acknowledges the role of multiple modes (pedestrians, bicycles, transit, and vehicles).

**2015 City of Los Angeles Mobility Plan (MP) 2035**

MP 2035 (formerly the Transportation (Circulation) Element of the City of Los Angeles General Plan) is the transportation blueprint for the City of Los Angeles was adopted in November 2015. The Transportation Element was last updated in 1999. The MP 2035 reflects the policies and programs that will give Angelinos a full range of options to meet their mobility needs, including bicycling, carpooling, driving, transit, and walking. MP 2035 sets the policy foundation for safe, accessible and enjoyable streets for pedestrians, bicyclists, transit users, and vehicles alike. MP 2035 includes a Complete Streets Manual and a Mobility Atlas. The MP 2035 incorporated and replaced the 2010 Bicycle Plan.

The Complete Streets Act (Assembly Bill 1358), mandates that the circulation element of the General Plan be modified to plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways, defined to include motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and users of public transportation, in a manner that is suitable to the rural, suburban, or urban context of the general plan. Compliance with the Complete Streets



Act is expected to result in increased options for mobility; less greenhouse gas (GHG) emissions; more walkable communities; and fewer travel barriers for active transportation and those who cannot drive such as children or people with disabilities. Complete Streets play an important role for those who would choose not to drive if they had an alternative as well as for those who do not have the option of driving. MP 2035 is also consistent with the 2012-2035 RTP/SCS.

MP 2035 addresses vehicular LOS but also addresses VMT, and mode share metrics in anticipation of the CEQA Guidelines revisions under development by the Governor's OPR (see discussion above).

**SUPPLEMENTAL INFORMATION: City of Los Angeles Complete Streets Manual<sup>139a</sup>**

Modifications to the existing roadway classification system have occurred as part of MP 2035 to provide additional detail on context-sensitive and multi-modal cross section elements. MP 2035 includes a number of changes to the City's circulation system, including policies, an Enhanced Complete Street System, an Action Plan, a Complete Streets Manual, and a revised Bicycle Plan, all of which can influence the network conditions and surrounding context for the CPA upon implementation. A summary of the circulation system according to the Complete Streets Manual is as follows:

- Boulevard I (Major Highway Class I). Class I Boulevards are generally defined as having three to four lanes in each direction along with a median turn lane. The roadway width of a Class I Boulevard is usually 100 feet, with a typical sidewalk width of 18 feet and a target operating speed of 40 miles per hour (mph).
- Boulevard II (Major Highway Class II). Class II Boulevards are generally defined as having two to three lanes in each direction along with a median turn lane. The roadway width of a Class II Boulevard is usually 80 feet, with a typical sidewalk width of 15 feet and a target operating speed of 35 mph.
- Avenue I (Secondary Highway). Class I Avenues typically have one to two lanes in each direction. The roadway width of an Avenue I is 70 feet, with a normal sidewalk width of 15 feet and a target operating speed of 35 mph. An Avenue I typically includes streets with a high amount of retail uses and local destinations.
- Avenue II (Secondary Highway). Avenue II streets usually have one to two lanes in each direction, with a typical roadway width of 56 feet, a typical sidewalk width of 15 feet and a target operating speed of 30 mph. Such streets are typically located in parts of the City with dense active uses, and a busy pedestrian environment.
- Avenue III (Secondary Highway). Avenue III streets are defined to have one to two lanes in each direction, with a roadway width of 46 feet, a normal sidewalk width of 15 feet, and a target operating speed of 25 mph. This classification was developed to maintain roadway widths in older, more historic parts of the City.
- Collector Street. Collector streets generally have one travel lane in each direction, with a roadway width of 40 feet and a sidewalk width of 13 feet. The target operating speed for collector streets is 25 mph. Such streets are typically intended for vehicle trips that start or end in the immediate vicinity of the street.
- Industrial Collector Street. Industrial collector streets vary from normal collector streets in that larger curb returns are incorporated to allow for the wider turning radii of trucks.
- Local Street (Continuous/Non-continuous). Local streets typically have one lane in each direction, and are designed to have a 30-36 foot roadway width, 10-12 foot sidewalks, and a target operating

speed of 15-20 mph. Such streets are not designed for through traffic; rather, their focus is to allow access to and from destination points. Unrestricted parking is typically available on both sides of the street.

- Industrial Local Street. Although similar to normal local streets, industrial local streets differ primarily in width for the purpose of providing adequate space for trucks to maneuver. The typical roadway width for an industrial local street is 44 feet, with 10-foot sidewalks and a target operating speed of 20 mph.

### Los Angeles Department of Transportation (LADOT)

As part of project review, LADOT evaluates project site plans to ensure that they follow standard engineering practice and City design guidelines. The department's traffic study policies and procedures manual includes the requirements related to elements such as driveway design, use of off-street parking, and loading facilities. These design related requirements are often imposed through zone changes, conditional uses, or the traffic review process. In many cases it is necessary to clear these traffic requirements, i.e., certify that they have been carried out.

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<sup>139a</sup> Complete Streets Manual, Chapter Nine of the City of Los Angeles Mobility Plan, available: <http://planning.lacity.org/Cwd/GnlPln/MobilityElement/Text/CompStManual.pdf>.

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### Page 4.13-34, Significant and Unavoidable Impacts

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~~Impact 4.13-1 — The volume-weighted average V/C ratio under the proposed plan would substantially exceed that of existing traffic conditions, and the number of roadway segments projected to operate at unsatisfactory levels of service would substantially exceed that of existing traffic conditions. Implementation of mitigation measures MM4.13-1 and MM4.12-4 would reduce this impact, but not to a less-than-significant level. The impact is *significant and unavoidable*.~~

*[Impact 4.13-1 has been moved to page 4.13-36 to appear before V/C analysis, and has been updated to reflect revised mitigation measures.]*

~~Impact 4.13-2 Implementation of the proposed plan could result in inadequate emergency access during construction unless mitigated. Implementation of mitigation measures MM4.13-1 and MM4.12-4 would reduce this impact, but not to less than significant. Therefore, this impact is *significant and unavoidable*.~~

The City requires that all development plans are submitted to the City for review and approval to ensure that all new development has adequate emergency access, including turning radius in compliance with existing City regulations. Construction and operation activities within the CPA with respect to emergency response or evacuation plans due to temporary construction barricades or other obstructions that could impede emergency access would be subject to the City's permitting process, which coordinates with the Police and Fire Departments to ensure that emergency access is maintained at all times. Plan policies and guidelines, and existing rules and regulations, and implementation of mitigation measures MM4.13-1 and MM4.12-4 would help ensure that emergency access is maintained at all times, and would reduce this impact, but not to less than significant. Therefore this impact would be considered *significant and*

~~*unavoidable.* The program level environmental clearance for the proposed Community Plan does not eliminate future environmental review for any discretionary specific project level development. Future development requiring discretionary action will be evaluated under project level environmental clearance.~~

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**Page 4.13-35, Impact 4.13-3**

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**Impact 4.13-3** Implementation of the proposed plan could conflict with an applicable congestion management program, including, but not limited to, level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways. ~~Implementation of mitigation measures MM4.13-1 would help reduce this impact, but not to less than significant.~~ Therefore, this impact is *significant and unavoidable*.

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**Page 4.13-36, first and second paragraphs**

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As shown, neither CMP intersection shows V/C values that exceed the allowable CMP threshold of 1.00. Therefore, the ~~proposed~~ Proposed plan Plan (with TIMP) would not result in CMP impacts. However, the TIMP includes various elements and strategies that are subject to future available funding, staffing and other priorities.

~~Mitigation measure MM4.13-1 would help to reduce this impact, but not to less significant. Therefore, this impact is still would be considered *significant and unavoidable*. The program level environmental clearance for the proposed Community Plan does not eliminate future environmental review for any discretionary specific project level development. Future development requiring discretionary action will be evaluated under project level environmental clearance.~~

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**Page 4.13-36, before "Proposed San Pedro Community Plan (With TIMP)" section**

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**Impact 4.13-1** The volume-weighted average V/C ratio under the proposed plan would substantially exceed that of existing traffic conditions, and the number of roadway segments projected to operate at unsatisfactory levels of service would substantially exceed that of existing traffic conditions. The impact is *significant and unavoidable*.

*[Impact 4.13-1 has been moved to page 4.13-36 to appear before V/C analysis, and has been updated to reflect revised mitigation measures.]*

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**Page 4.13-36, "Proposed Network Changes"**

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- Conversion of 5th Street from Harbor Boulevard to Pacific Avenue from ~~four lanes an existing two lane Secondary Arterial~~ into a one lane one-way westbound Secondary Arterial with angled parking.

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**Page 4.13-42, Mitigation Measures**

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~~The proposed plan includes policies and programs that would help reduce any potential traffic impacts. These policies are not mitigation measures, but rather further the mitigation strategies. As is the case with all General Plan documents, policies are not rigid requirements and are used to guide and inform future~~

~~discretionary decision making. In addition, the City of Los Angeles provides standard City mitigation measures that are applied on a project by project basis, where applicable. These standard City mitigation measures are part of the conditions of approval for projects that are subject to approval and permitting by the City. In addition to these programs and policies, the following mitigation measure shall be implemented for the proposed plan:~~

~~MM4.13-1 — Implement development review procedures to ensure that the applicable Mobility policies of the San Pedro Community Plan are applied and implemented by individual discretionary development projects when they are considered for approval in the plan area.~~

No feasible mitigation measures.

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### Page 4.13-43, Level of Significance After Mitigation

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~~The recommended mitigation measure would help to implement the policies identified in the Mobility section of the San Pedro Community Plan. There would still be a significant and unavoidable transportation impact as a result of the San Pedro Community Plan as compared to 2005 conditions. The number of roadway segments projected to operate at LOS E or F would increase, as would the weighted average V/C ratio.~~

Impacts related to transportation/traffic were determined to be **Significant and Unavoidable**.

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### Pages 4.14-1 and 4.14-2, last paragraph

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## LADWP Water Resources

The LADWP was established in 1902 to deliver water to the City of Los Angeles. Under the provisions of the City Charter, the LADWP has complete charge and control of its water distribution inside the City of Los Angeles. The Water Operating Division of the LADWP, under the authority extended by the Board of Water and Power Commissioners, owns, operates and maintains all water facilities within the City and is responsible for ensuring that water demand in the City is met and that state and federal water quality standards are achieved. The San Pedro CPA is located within the City of Los Angeles, and, as such, the LADWP is the water provider to the CPA.

For the fiscal years of ~~2008/09~~2010/14, City water supplies were derived from the following sources (on average): (1) the Los Angeles Aqueduct (LAA) (owned and operated by LADWP), approximately ~~48~~34 percent; (2) groundwater, approximately ~~40~~12 percent; (3) purchases from the Metropolitan Water District of Southern California (MWD), approximately ~~74~~53 percent; and (4) recycled water (for industrial and irrigation purposes), approximately 1 percent.<sup>140</sup> The amount of water obtained from these sources varies from year to year, and is primarily dependent on weather conditions and demand. In addition, reclamation of wastewater is used for irrigation purposes.

### Groundwater

~~Water storage is essential for LADWP to supply water during high demand conditions and for firefighting and emergencies. The City water system includes 114 tanks and reservoirs ranging in size from 10,000 to 60 billion gallons with a total capacity of 109 billion gallons. Water is distributed through a network of~~

~~7,200 miles of water mains ranging from 4 inches to 120 inches in diameter. Because of the size and range in elevation, the system is divided into 102 pressure zones, with almost 90 booster pumping stations to provide water service at higher elevations.<sup>141</sup>~~

~~The City is also entitled has appropriate rights to extract a total of up to 107,258,408 acre-feet per year (afy) (~35.0 billion gallons per year) from the San Fernando Basin, West Coast, Central, Sylmar, Eagle Rock, Basin.<sup>142</sup> Central and West Coast groundwater basins. The LADWP's entitlements in the San Fernando, Sylmar, and Eagle Rock Basins were established in a Judgment by the Superior Court of the State of California for the County of Los Angeles in Case No. 650079, dated January 26, 1979 (San Fernando Judgment), and the 1984 Sylmar Basin Stipulation (1984 Stipulation). These basins are a source of drinking water for the Los Angeles metropolitan area, which includes the San Pedro CPA. As a result of the San Fernando Judgment, the LADWP had a stored water credit of nearly 406,313 af in the San Fernando Basin (October 2009); however, LADWP's maximum allowable withdrawal of stored water credits for the year beginning October 1, 2009, was 108,574 af. LADWP's Reserve Credits were 321,316 af. Reserve Credits (stored water credits minus available stored water credits) will not be available until groundwater levels in the basin recover to a level that will allow for their safe withdrawal. Total Reserve Credits held by all parties in the basin were 376,433 af as of October 1, 2009.<sup>143a</sup> and LADWP has the right to pump water can extract from this reserve in the case of temporary interruption of water imports or in case of a drought that reduces production from the Los Angeles Aqueduct.~~

### Recycled Water

~~The LADWP is continuing its water recycling efforts to reduce further the demand on using imported water. Currently, almost 65,000 afy of the City's wastewater is recycled. As of 2009/10, approximately 6,700 afy of recycled water was used for municipal and industrial purposes; 25,000 afy of recycled water was used for environmental enhancement and recreation. As of 2014/2015, approximately 5,900 afy of recycled water was used for municipal and industrial purposes, and 26,317 afy of recycled water was used for environmental enhancement and recreation.<sup>143b</sup> LADWP plans on increasing its production and distribution of recycled water every year. According to the 2015 UWMP, recycled water use is projected to reach 59,000 afy in 2025 and further increase to 75,400 afy by 2040.~~

### Water Treatment Plant

~~The primary water treatment plant serving the general Los Angeles area, including and the CPA, project area is the Los Angeles Aqueduct Filtration Plant (LAAFP), which is physically located in the Granada Hills-Knollwood CPA, adjacent to Balboa Boulevard. The LAAFP has a design capacity of 600 million gallons per day (mgd).<sup>144</sup> The average plant flow is 450 mgd in non-summer months, and 550 mgd during summer months. The average over the year is 475 mgd and operates between 75 and 92 percent capacity. The remaining capacity of the LAAFP is, therefore, approximately 125 mgd or 21 percent of its total capacity. According to the LADWP, there are no plans for future water treatment facility expansion. In April 2011, LADWP began construction of a new ultraviolet (UV) water treatment facility at the LAAFP. The UV facility will add an advanced level of protection to the LADWP's treatment process to comply with new water quality regulations established by the United States Environmental Protection Agency (USEPA).~~

<sup>140</sup> Los Angeles Department of Water and Power, 2015 Briefing Book, <http://www.ladwpnews.com/external/content/document/1475/2606574/1/2015%20Briefing%20Book%2002-26-2015LR.pdf> *Quick Facts and Figures*, <http://www.ladwp.com/ladwp/cms/ladwp000509.jsp> (accessed January 6, 2011).

<sup>141</sup> City of Los Angeles, *L.A. CEQA Thresholds Guide* (2006).

<sup>142</sup> Los Angeles Department of Water and Power. 2005 Urban Water Management Plan for the Los Angeles Department of Water and Power, Exhibit 3D (Annual Groundwater Entitlements).

<sup>143a</sup> Los Angeles Department of Water and Power, *2010 Urban Water Management Plan* (June 2011), p. 124.

<sup>143a</sup> Los Angeles Department of Water and Power, *2015 Urban Water Management Plan* (Adopted by the LADWP Board on June 7, 2016), p. 4-14.

<sup>144</sup> Charles C. Holloway, written correspondence with Manager of Environmental Assessment and Planning, Los Angeles Department of Water and Power (June 23, 2009).

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### Pages 4.14-4 and 4.14-5, last paragraph

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On October 12, 2010, the MWD board of directors updated the district's IRP, providing a roadmap for maintaining regional water supply reliability over the next 25 years.

UPDATE: In January 2016, the MWD board of directors released the 2015 IRP, which looks to address the region's water supply needs through a strategy that calls for maintaining and stabilizing existing resources along with developing more conservation and new local supplies. The 2015 IRP strikes a balance through an approach to meeting future water needs with diverse resources and programs, which includes the following:

- Support California WaterFix to modernize the state's main water supply system which runs through the fragile Bay-Delta
- Advance partnerships throughout the Southwest to maintain water supplies from the Colorado River during normal and dry years
- Refill reservoirs during wet years
- Replenish groundwater basins
- Purchase water supplies when available and cost effective
- Maintain local supplies from recycled water, groundwater cleanup and both brackish and seawater desalination
- Invest in new local water supply projects
- Pursue large-scale recycled water supply for groundwater replenishment
- Reduce per capita water use 20 percent by 2020
- Increase conservation through incentives, outreach, education and other programs
- Maintain focus on outdoor water use and California Friendly® landscapes
- Anticipate long-term changes to climate, demographics, economy, water quality and regulations
- Encourage and facilitate innovation in recycled water, desalination, stormwater capture and groundwater cleanup

The 2015 IRP states that the above programs will enable the region to adapt to future circumstances, foreseeable challenges, and include foundational actions to guide the region in determining alternative supply options for long-range planning.<sup>150a</sup> Foundational actions are low-risk actions that can be taken to ensure the region will be ready to implement new water supply programs. The report concludes that "the

options presented in this IRP Update are projected to meet the future water supply needs of Southern California.”<sup>151</sup>

<sup>150a</sup> Metropolitan Water District of Southern California, *Integrated Resources Plan (IRP) Update* (January 2016), [http://www.mwdh2o.com/PDF\\_About\\_Your\\_Water/2015%20IRP%20Update%20Report%20\(web\).pdf](http://www.mwdh2o.com/PDF_About_Your_Water/2015%20IRP%20Update%20Report%20(web).pdf) (accessed August, 2016).

<sup>151</sup> Metropolitan Water District of Southern California, *Integrated Water Resources Plan 2010 Update*, (October 2010), Report No. 1373-(October 2010).

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#### Page 4.14-5, last paragraph

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#### Summary of MWD Water Supply Reliability

MWD has engaged in significant water supply projection and planning efforts. Those efforts have included the water demands of the LADWP service area in their projections. In its 2010 RUWMP, MWD has consistently found that its existing water supplies, when managed according to its water resource plans, such as the WSDM and IRP, are and will be 100 percent reliable through 2035.<sup>156</sup> Although water supply conditions are always subject to uncertainties, MWD has maintained its supply reliability in the face of such uncertainties in the past, and is actively managing its supplies to ensure the same 100 percent reliability for the future. As such, MWD continues to state that its water supplies are fully reliable to meet the demands of its customers, in all hydrologic conditions through at least 2030.

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#### Page 4.14-6, following third paragraph

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#### Revisions to the Emergency Water Conservation Ordinance

As an initial step toward implementing the Short-Term Conservation Strategies of the Water Supply Action Plan described above, LADWP revised the City’s existing Emergency Water Conservation Ordinance.<sup>161a</sup> Approved by the LADWP Board of Commissioners on June 4, 2008, these revisions discourage water waste by expanding prohibited uses of water and increasing the penalties for violations.

The ordinance, first instituted in the drought of 1990, allows officials to cite and fine water wasters for activities such as watering during expanded daytime hours, washing down sidewalks and other pavement, automatically serving drinking water at restaurants without the customer’s request, allowing excess water to flow from lawns and other practices. New changes include doubling existing monetary fines for residential customers (meters smaller than 2 inches) from \$50 for a first offense to \$100 and quadrupling existing monetary fines from \$50 to \$200 for a first offense for large customers, including businesses (meters 2 inches and larger).<sup>161b</sup>

LADWP also enforces the ordinance through its Drought Buster Team. Previously, the Drought Busters patrolled the city to remind customers wasting water of the prohibited uses and provide a tip sheet on simple ways to cut waste. Now, the Drought Busters will issue citations to offending property owners or occupant. First time offenders will get a warning, but repeat offenders will be fined on a sliding scale depending upon the rate and magnitude of the waste. The fine will appear as a charge on the customer’s LADWP water bill. Appeals will come directly to the Board of Water and Power Commissioners.<sup>161c</sup>

The ordinance takes a phased approach to prohibited uses, allowing the Department to expand phases depending on severity of water supply conditions. Phase I seeks compliance of fourteen prohibited uses and will be permanent, enforceable 24 hours a day, 12 months a year. Implementation of Phases II and subsequent phases will occur upon the assessment of the Board of Water and Power Commissioners of the city's water supply. Under Phase II, for example, the city will institute nonwatering days, leaving Monday, Thursday, or Saturday as permissible days to irrigate landscaping. Under Phase III, watering outdoors will be cut back an additional day to Mondays and Thursdays only.<sup>161d</sup> On August 18, 2010, the City Council approved changes to the updated ordinance to simplify the phases and change the outdoor sprinkler watering schedules.<sup>161e</sup>

<sup>161a</sup> City of Los Angeles, Emergency Water Conservation Ordinance No. 166,080 (effective July 25, 1990).

<sup>161b</sup> Los Angeles Department of Water and Power, News Release: LALADWP Strengthens Water Use Ordinance to Encourage Conservation (June 4, 2008), <http://www.laLADWPnews.com/go/doc/1475/204815/>.

<sup>161c</sup> Los Angeles Department of Water and Power, News Release: LALADWP Strengthens Water Use Ordinance to Encourage Conservation (June 4, 2008), <http://www.laLADWPnews.com/go/doc/1475/204815/>.

<sup>161d</sup> Los Angeles Department of Water and Power, News Release: LALADWP Strengthens Water Use Ordinance to Encourage Conservation (June 4, 2008), <http://www.laLADWPnews.com/go/doc/1475/204815/>.

<sup>161e</sup> Los Angeles Department of Water and Power, News Release: Los Angeles City Council Approves Changes to City Water Conservation Ordinance (August 18, 2010), <http://www.laLADWPnews.com/go/doc/1475/855027/>.

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#### **Page 4.14-11, "Urban Water Management Planning Act" Section**

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The ~~California~~ Urban Water Management Planning Act (California Water Code Division 6, Part 2.6 Sections 10610–10656) was developed due to concerns over potential water supply shortages throughout California. It requires information on water supply reliability and water use efficiency measures. Urban water suppliers are required, as part of the Act, to develop and implement UWMPs to describe water supply, service area demand, population trends, and efforts to promote efficient use and management plans every 5 years to identify short-term and long-term of water resources. An UWMP is intended to serve as a water supply and demand planning document that is updated to reflect changes in the water supplier's service area, including water supply trends, and conservation and water use efficiency policies.

The City's 2010 UWMP was adopted on April 2011 and presents the City's current supply and demand situation along with an updated presentation of future supplies, demand forecasts and measures to monitor and control future demand. The 2010 UWMP, along with other water resource planning reports is used by City staff to guide the City's water use and management measures to meet growing water demands during normal, dry, and multiple-dry years efforts through the year 2020. Demographics for LADWP's service area based on the 2008 forecast generated by the Southern California Association of Governments (SCAG). LADWP USES 2020 as their target year in this UWMP plan.

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#### **Page 4.14-12, following first full paragraph**

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### **Regional**

#### **Metropolitan Water District Integrated Water Resources Plan (2015)**

The Metropolitan Water District of Southern California prepares for the future with an evolving long-term water strategy known as the Integrated Water Resources Plan, or IRP. The fundamental goal of the IRP is



for Southern California to continue to have a reliable water system, given the region's future challenges. The 2015 IRP Update builds upon the strong foundation of diversification and adaptation developed in previous IRPs. In January 2016, the MWD board of directors released the 2015 IRP. The 2015 IRP Update focuses on ascertaining how conditions have changed in the region since the last IRP update in 2010. This involves developing new reliability targets to meet the evolving outlook of the region's reliability needs, assessing strategies for managing short and long-term uncertainty and communicating technical findings. The 2015 IRP Update also identifies areas where policy development and implementation approaches are needed. The IRP includes supply reliability and conservation targets that represent the projected levels of imported supplies, local supplies and water conservation necessary to meet the 2015 IRP Update reliability goals, which include:

- Stabilizing and maintaining imported supplies
- Meeting future growth through increased conservation and existing and new local supplies
- Pursuing a comprehensive transfers and exchanges strategy
- Building storage in wet and normal years to manage risks and drought
- Preparing for climate change with Future Supply Actions – recycled water, seawater desalination, stormwater capture and groundwater cleanup

### **State Water Project**

One of Metropolitan's two major sources of water is the SWP, which is owned by the State of California and operated by the DWR. This project transports Feather River water stored in and released from Oroville Dam and unregulated flows diverted directly from the San Francisco Bay/Sacramento–San Joaquin River Delta (Bay-Delta) south via the California Aqueduct to four delivery points near the northern and eastern boundaries of Metropolitan's service area. The total length of the California Aqueduct is approximately 444 miles.

In 1960, Metropolitan signed a contract with California Department of Water Resources (DWR). Metropolitan is one of 29 agencies that have long-term contracts for water service from DWR, and is the largest agency in terms of the number of people it serves (almost 19 million), the share of SWP water that it has contracted to receive (approximately 46 percent), and the percentage of total annual payments made to DWR by agencies with State water contracts (approximately 60 percent in 2008). Upon expiration of the State Water Contract term (currently in 2035), Metropolitan has the option to continue service under substantially the same terms and conditions. Metropolitan presently intends to exercise this option to continue service to at least 2052.

Water received from the SWP by Metropolitan from 2002 through 2008, including water from water transfer, groundwater banking and exchange programs, varied from a low of 1,040,000 acre-feet in calendar year 2008 to a high of 1,794,000 acre-feet in 2004. Below-normal precipitation in the northern Sierra Mountains in the winter of 2007 and spring of 2008, the season when most of the annual precipitation occurs, ended with record dry conditions during March and April of 2008. Metropolitan's allocation from the SWP for calendar year 2008 was 35 percent of its contracted amount, or 669,000 acre-feet. Metropolitan received approximately 1,040,000 acre-feet of water using the SWP's California Aqueduct in 2008, including the allocation from the SWP and deliveries from water transfers, groundwater banking,

and exchange programs. Management of the availability of SWP supplies through water marketing and groundwater banking plays an important role in meeting California water needs.

<sup>164</sup> Metropolitan Water District of Southern California, *2010 Integrated Resources Plan* (October 2010), p. 4-6.

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**Page 4.14-14, following first partial paragraph**

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**Urban Water Management Plan (UWMP)**

The LADWP's UWMP was last updated in April 2016. The UWMP is designed to meet the current requirements of the California Urban Water Management Planning Act, but also serves as the City's master plan for water supply and resources management. This plan is intended to help guide policy makers in the City and MWD, as well as providing important information to citizens of Los Angeles. While serving as a valuable resource for information, this UWMP provides the basic policy principles that will guide LADWP's decision-making process to secure a sustainable water supply for Los Angeles.

LADWP projects water demands based on historical trends in billing data, projections of water conservation, and projections of demographics provided by the Southern California Association of Governments (SCAG). While population is a primary driver of how much water is used, trends in development within an area also impacts water demand.

**LADWP's Securing L.A.'s Water Supply**

In May 2008, the City of LADWP published a Water Supply Action Plan, "Securing L.A.'s Water Supply," which provides a blueprint for creating sustainable sources of water for the future of Los Angeles through the year 2030. It relies on a set of both short-term and long-term strategies to secure the City's water future. The Plan includes: investments in state-of-the-art technology; a combination of rebates and incentives; the installation of smart sprinklers, efficient washers and urinals; and long-term measures such as expansion of water recycling and investment in cleaning up the local groundwater supply. The premise of the Water Supply Action Plan is that the City will meet all new demand for water (about 100,000 acre-feet per year) through a combination of water conservation and water recycling. Specifically, by the year 2019, half of all new demand will be filled by a six-fold increase in recycled water supplies, and by 2030 the other half will be met through increased conservation efforts. In total, the City anticipates that the plan will conserve or recycle 32.6 billion gallons of water a year.

The plan also addresses current and future SWP supply shortages. However, the Action Plan concludes that MWD's actions in response to this threat will ensure continued reliability of its water deliveries.

**2014 Los Angeles Amendment Green Building Code, No. 182849**

The purpose of the Green Building Program is to reduce the use of natural resources, create healthier living environments and minimize the negative impacts of development on local, regional, and global ecosystems. The program consists of a Standard of Sustainability and Standard of Sustainable Excellence. The program addresses five key areas: (1) Site: location, site planning, landscaping, storm water management, construction and demolition recycling; (2) Water Efficiency: efficient fixtures, wastewater reuse, and efficient irrigation; (3) Energy & Atmosphere: energy efficiency, and clean/renewable energy; (4) Materials & Resources: materials reuse, efficient building systems, and use of recycled and rapidly renewable

materials; and (5) Indoor Environmental Quality: improved indoor air quality, increased natural lighting, and improved thermal comfort/control. No building permit shall be issued for the following categories of Projects unless the Project meets the intent of the criteria for certification pursuant to Subsections D or E of this section as determined by the Department of City Planning. (1) A new non-residential building or structure of 50,000 gross square feet or more of floor area; (2) A new mixed use or residential building of 50,000 gross square feet or more of floor area in excess of six stories; (3) A new mixed use or residential building of six or fewer stories consisting of at least 50 dwelling units in a building, which has at least 50,000 gross square feet of floor area, and in which at least 80 percent of the building's floor area is dedicated to residential uses; (4) The alteration or rehabilitation of 50,000 gross square feet or more of floor area in an existing non-residential building for which construction costs exceed a valuation of 50 percent of the replacement cost of the existing building; or (5) The alteration of at least 50 dwelling units in an existing mixed use or residential building, which has at least 50,000 gross square feet of floor area, for which construction costs exceed a valuation of 50 percent of the replacement cost of the existing building.

### **Landscape Ordinance No. 170,978**

In 1996, the City's Landscape Ordinance became effective with an overarching goal to improve the efficient use of outdoor water. This Ordinance was amended in 2009 to comply with the Water Conservation in Landscaping Act of 2006 and the Model Water Efficient Landscape Ordinance.

### **Water Efficiency Requirements Ordinance**

In 2009, the City further increased its water efficiency mandates with the adoption of the Water Efficiency Requirements Ordinance. The ordinance establishes water efficiency requirements for new developments and renovations of existing buildings by requiring installation of high efficiency plumbing fixtures in all residential and commercial buildings.

### **Ordinance No. 165,004**

Adopted in 1989, this ordinance effectively reduces Citywide water consumption by requiring new buildings to install water conservation fixtures, such as ultra-low-flush toilets, urinals, taps, and showerheads, and plumbing fixtures which reduce water loss from leakage in order to obtain building permits in the City of Los Angeles. In addition, there are provisions requiring xeriscaping – the use of low maintenance, drought-resistant plants.

### **Ordinance No. 166,080**

Adopted in 1991, this ordinance prohibits the use of hoses to wash sidewalks, walkways, driveways, or paved parking areas.

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## **Pages 4.14-17, Effects Not Found to Be Significant**

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There were significant impacts ~~Effects Not Found to Be Significant~~ with respect to water treatment or supply.

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#### Page 4.14-17, first paragraph following Impact 4.14-1

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~~According to the LADWP 2010 UWMP indicates that the average citywide water demand for 2000 (considered a dry year) was 677,000 af. It estimates that Citywide water demand (based on normal weather conditions) for 2005 was 661,000 af (2.15 billion gallons) and 635,868 af for fiscal year 2006/07 2011-2014 was 566,990 af. LADWP projects that Citywide water demand (again, based on normal weather conditions) would be about 776,000 af (2.52 billion gallons) 675,685 af by 2030<sup>469</sup> 2040 with passive conservation measures. LADWP further projects water demand in 2040 with aggressive and passive conservation measures combined would be 565,600 af.<sup>169a</sup> This is a savings of almost 110,085 afy.~~

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<sup>469</sup> For informational purposes, the 2010 UWMP projects that Citywide water demand would be approximately 641,622 acre feet in 2035 with active and passive water conservation measures implemented.

<sup>169a</sup> Los Angeles Department of Water and Power, *2015 Urban Water Management Plan* (April 2016), p. ES-11.

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#### Page 4.14-18, last paragraph

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Existing GPF Element Policies 9.8.1, 9.9.1 through 9.9.9, 9.10.1, 9.10.2, and 9.11.1 address water supply issues by monitoring current demand, projecting future demand, and conservation techniques to maintain an adequate quality supply needed for consumers as well as for fire flow requirements. These policies would apply to existing and proposed developments in the CPA. ~~In addition, all applicable standard mitigation measures would apply to future development in the~~ Further, Policies CF8.1, CF8.2, and CF8.3 of the proposed plan, included in Table 4.14-3, are intended to implement water conservation measures to meet and accommodate increased water demand created by new development permitted under the proposed plan. Based on the availability of sufficient capacity at LAAFP to handle the projected increase in water needs and included policies and mitigation measures, implementation of the proposed plan would have a **less-than-significant** impact on water treatment facilities, and no further mitigation is required.

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#### Page 4.14-19, last paragraph

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Ongoing conservation efforts, implementation of mitigation measure MM4.14-1, and GPF and proposed plan policies designed to reduce water usage would help reduce potential impacts to water supplies. While the increased demand for water as a result of implementation of the proposed San Pedro Community Plan is negligible compared to citywide water demand, the proposed Plan and implementing ordinances could have a potential impact on existing entitlements and water resources. ~~The program level environmental clearance for the proposed Community Plan does not eliminate future environmental review for any discretionary specific project-level development. Future development requiring discretionary action will be evaluated under project-level environmental clearance.~~ With proposed mitigation and compliance with existing regulations, impacts would be reduced, but not necessarily to less than significant. Therefore this impact would be considered **significant and unavoidable**.

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#### Page 4.14-20, Mitigation Measures

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The proposed plan includes programs and policies to encourage water conservation, which will result in a decrease in the demand for water. In addition to these programs and policies, the following mitigation measure shall be implemented for the proposed plan:

~~MM4.14-1~~ ~~As part of individual discretionary project review, the Planning Department shall work with LADWP to ensure appropriate expansion, upgrade, and/or improvement of the local water distribution system within the CPA as may be necessary to accommodate anticipated growth.~~

MM4.14-1 The CPIO District shall include regulations that incorporate water conservation measures into the project design, which may include but are not limited to measures identified in the City's Water Conservation Ordinance.

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#### Page 4.14-26, following second paragraph

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#### Wastewater Capital Improvement Program

Every 10 years, the BOS updates the City's 10-Year Capital Improvement Program, which identifies the wastewater system upgrades, equipment, and modifications to be funded by the City within a 10-year period. Many of these improvements are necessary in order to comply with State and Federal Clean Water Act regulations. The most recent update, the Wastewater Capital Improvement Program Fiscal Year 2006/2007 through 2015/2016, identifies improvements scheduled through 2016 for the four treatment plants, collection system, pumping plants, and system-wide operations.

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#### Pages 4.14-27, Effects Not Found to Be Significant

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~~There were no significant impacts~~ ~~No Effects Not Found to Be Significant~~ have been identified with respect to wastewater.

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#### Page 4.14-28, Impact 4.14-4

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**Impact 4.14-4** **Implementation of the proposed plan could result in an inability to accommodate the CPA's projected wastewater flow, and require or result in the construction of new wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects. ~~Implementation of mitigation measures MM4.14-2 through MM4.14-5 would reduce this impact to less than significant.~~ Compliance with existing regulations would ensure this impact remains less than significant.**

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#### Page 4.14-29, last paragraph

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Existing GPF Element Policies 9.1.1 through 9.1.3, 9.2.1 through 9.2.5, 9.3.1, 9.3.2, 9.4.1, and 9.4.2 address wastewater issues by monitoring generation and flow quantities, treating wastewater to the standards set by law and regulatory agencies, and expanding the system's capacity to accommodate growth and development. These policies would apply to existing and future discretionary development in the CPA. ~~In~~ addition, mitigation measures MM4.14-2 through MM4.14-5 would apply to all future discretionary development approvals in the CPA. Further, future development in the CPA would be required to comply with Policies CF9.1, CF9.2, and CF9.3 of the proposed plan, which promote wastewater reduction through implementation of water conservation measures. It is anticipated that water conservation will lead to reductions in the amount of wastewater generated. Due to aging infrastructure, replacement of sewer lines in the area can reasonably be expected with or without the proposed plan. Therefore, the proposed plan

and implementing ordinances would not cause a measureable increase in wastewater flows that would exceed infrastructure capacity or require the construction of new wastewater treatment facilities or expansion of existing facilities other than localized improvements, which would not be expected to have significant environmental impacts. Impacts are *less than significant*.

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#### Page 4.14-30, Mitigation Measures

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~~The proposed plan contains programs and policies to reduce water demand, which, in turn, reduces wastewater generation. Development under the proposed plan would comply with all local, State, and federal regulations pertaining to wastewater. In addition to these programs and policies, the following mitigation measures shall be implemented for the proposed plan:~~

~~MM4.14-2 — Continue to implement existing water conservation measures, including ultra low-flush installation and, school educational, public information, and residential programs, and develop new ones as needed~~

~~MM4.14-3 — Enforce the City's water conservation ordinance and develop a comprehensive water reuse ordinance that will establish, among other things, goals on reuse of reclaimed water~~

~~MM4.14-4 — Establish water reuse demonstration and research programs and implement educational programs among consumers to increase the level of acceptance of reclaimed water~~

~~MM4.14-5 — Provide incentives for the development of new markets and uses for reclaimed water~~

No mitigation measures are required.

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#### Page 4.14-30, Level of Significance After Mitigation

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~~Implementation of the described measures would reduce impacts on wastewater to *less than significant*.~~

Impacts related to wastewater were determined to be *less than significant*.

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#### Pages 4.14-40, Effects Not Found to Be Significant

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~~There are no significant impacts Effects Not Found to Be Significant with regard to solid waste.~~

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#### Page 4.14-40, Impact 4.14-6

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**Impact 4.14-6** Implementation of the proposed plan would increase solid waste generation and result in the need for additional solid waste collection routes, recycling, or disposal facility to adequately handle projected solid waste generation and disposal needs. Implementation of mitigation measures ~~MM4.14-6 through MM4.14-8~~ MM4.14-2 and compliance with federal, state, and local regulations would reduce this impact to *less than significant*.

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#### Page 4.14-41, second paragraph

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Existing GPF Element Policies 9.12.1 through 9.12.3 address solid waste issues by monitoring generation and implementing source reduction and diversion programs. These policies would apply to existing and proposed discretionary developments in the CPA. In addition, all future development requiring

discretionary approval in the CPA would be subject to mitigation measures ~~MM4.14-6 through MM4.14-8~~ MM4.14-2 that are required as conditions of approval for any discretionary project as well as project-specific mitigation. Further, future discretionary development would be subject to Policies CF10.1 and CF10.2, of the proposed plan, which promotes recycling and waste reduction Development pursuant to the proposed plan, would comply with all the diversion and recycling regulations of the state, County, and City and, therefore, would assist in the overall goal of reducing the amount of waste sent to landfills. Therefore, existing and proposed City policies and requirements would reduce these impacts to *less than significant*.

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#### Page 4.14-41, Mitigation Measures

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The proposed plan contains programs and policies designed to reduce generation of solid waste. Development under the proposed plan would comply with all local, State, and federal regulations pertaining to solid waste. In addition to these programs and policies, the following mitigation measures shall be implemented for the proposed plan:

~~MM4.14-6~~ ~~Implement the Solid Waste Integrated Resources Plan to maximize source reduction and materials recovery and minimize the amount of solid waste requiring disposal with the goal of leading the City to achieve zero waste by 2025.~~

~~MM4.14-7~~ ~~Encourage and provide incentives for the processing and marketing of recyclable items.~~

~~MM4.14-8~~ ~~Accelerate ongoing efforts to provide alternative solid waste treatment processes and the expansion of existing landfills and establishment of new sites.~~

MM4.14-2 The CPIO District shall include regulations that require that projects incorporate the Solid Waste Integrated Resources Plan measures to maximize source reduction and materials recovery and minimize the amount of solid waste requiring disposal with the goal of leading the City to achieve zero waste by 2025.

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#### Page 4.14-48, Impact 4.14-8

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**Impact 4.14-8** Implementation of the proposed plan could require new energy-supply facilities and distribution infrastructure or capacity-enhancing alterations to existing facilities to accommodate projected energy demand, the construction of which could cause a significant environmental impact. Implementation of mitigation measures ~~MM4.14-9 through MM4.14-12~~ MM4.14-3 and compliance with local, state, and federal regulations would reduce this impact to *less than significant*.

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#### Page 4.14-49, second paragraph

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Existing GPF Element Policies 9.26.1, 9.27.1, 9.28.1 through 9.28.3, 9.29.1 through 9.29.6, and 9.30.1 address how LADWP serves the City of Los Angeles with power, promotes responsible use of natural resources, conservation, and energy efficiency. These policies would apply to existing and proposed discretionary development in the CPA. In addition, mitigation measures ~~MM4.14-9 through MM4.14-12~~ MM4.14-3 would apply to future development in the CPA. Finally, future development occurring under

the CPA would be required to comply with Title 24 of the CCR requiring building energy efficiency standards. Therefore, impacts are *less than significant*.

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#### Page 4.14-49, last paragraph

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Existing GPF Element Policies 9.29.2 through 9.29.4 promote responsible use of natural resources, conservation, and energy efficiency, especially in development of industrial uses. These policies would apply to existing and proposed discretionary development in the CPA. In addition, mitigation measures ~~MM4.14-9 through MM4.14-12~~ MM4.14-3 would apply to future development requiring discretionary approval in the CPA. Finally, future development under the proposed plan would be required to comply with Title 24 of the CCR requiring building energy efficiency standards. Because the natural gas demand projected for reasonably expected capacity of the proposed plan would not exceed available or planned supply, new infrastructure would not be required to serve the CPA, other than localized connections and improvements, which would not be anticipated to have significant environmental impacts. Therefore, this impact is *less than significant*.

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#### Page 4.14-50, Mitigation Measures

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The proposed plan contains programs and policies to reduce energy demand and further compliance with Title 24. In addition to these programs and policies, the following mitigation measures shall be implemented for the proposed plan:

- ~~MM4.14-9~~ — ~~Promote energy conservation and efficiency to the maximum extent that are cost effective and practical.~~
- ~~MM4.14-10~~ — ~~Encourage and provide incentives for the development and use of alternative sources of energy.~~
- ~~MM4.14-11~~ — ~~Adopt and implement a program to provide technical assistance and incentives to property owners and developers on building design and/or the use of energy efficient systems in new residential, commercial and industrial developments to exceed existing State of California Energy Code standards.~~
- ~~MM4.14-12~~ — ~~Promote the responsible use of natural resources in accordance with City environmental policies.~~
- MM4.14-3 — The CPIO District shall include regulations that incorporate energy conservation and efficiency measures into the design of new development, including but not limited to:
- energy saving windows, doors, insulation and passive solar design;
  - energy efficient fixtures and appliances;
  - efficient lighting, heating, air and ventilation systems;
  - reused or recycled building materials.

## 10.5.2 Figure Changes

The following figures have been modified:

Figure 3-4, Figure 4.9-1, San Pedro Community Plan Summary of Recommendations by Type of Change

Figure 3-5, Figure 4.9-2, Proposed General Plan Land Use designations San Pedro CPA

Figure 4.13-3, Designated Bikeways

Figure 4.13-5, Proposed Street Designations



### 10.5.3 Mitigation Measures

The following mitigation measures (as enumerated in the Draft EIR) have been revised to provide clarity for implementation:

- MM4.1-1 (Aesthetics): The mitigation measure was revised to clarify that the mitigation will be implemented through the San Pedro Community Plan Implementation Overlay (CPIO).
- MM4.2-1 and MM4.2-2 (Air Quality): The mitigation measures were revised to clarify that the mitigation will be implemented through the San Pedro CPIO and to include an updated list of best management practices.
- MM4.2-4 (Air Quality): As part of the Corrections and Additions to the DEIR, MM4.2-3 was deleted (see below for more details). As a result, MM4.2-4 in the DEIR is now MM4.2-3 in the Mitigation Monitoring Program. This mitigation measure was revised to clarify that the mitigation will be implemented through the San Pedro CPIO and was also revised to specify the applicable greenhouse gas reduction measures.
- MM4.6-1 (Greenhouse Gas Emissions): The mitigation measure was revised to clarify that the mitigation will be implemented through the San Pedro CPIO and was also revised to specify the applicable greenhouse gas reduction measures.
- MM4.10-1 (Noise): The mitigation measure was revised to clarify that the mitigation will be implemented through the San Pedro CPIO and to include an updated list of best management practices.
- MM4.14-1, MM4.14-6 and MM4.14-9 (Utilities/Service Systems): The mitigation measures were revised to clarify that the mitigation will be implemented through the San Pedro CPIO, and in the case with MM.14-9 to also add more specific energy conservation and efficiency measures.

The following mitigation measures (as enumerated in the Draft EIR) have been removed because they are part of the existing regulatory conditions for projects. These revisions do not alter impacts or their level of significance for the project.

- MM4.2-3 (Air Quality): The City's Municipal Code implements building standards and requirements that address cumulative health impacts that result from incompatible land uses, including requiring air filters with a Minimum Efficiency Reporting Value (MERV) of 13 for buildings within 1,000 feet of a freeway.
- MM4.12-1 (Public Services and Recreation): Applicable existing regulations include school impact fees for new residential and commercial development.
- Mitigation Measure MM4.14-12 (Utilities/Service Systems) has been removed and is incorporated as Goal CF12 and Policy CF12.5 of the San Pedro Community Plan (Policy Document).
- MM4.14-1, MM4.14-2, MM4.14-3, MM4.14-4, MM4.14-5, MM4.14-7, MM4.14-8, MM4.14-10, and MM4.14-11 (Utilities/Service Systems): Applicable existing regulations include low-flow plumbing requirements for plumbing fixtures installed in new buildings and retrofits, which includes all residential, commercial and industrial projects, and requirements for stormwater and urban runoff pollution control and requirements for stormwater Best Management Practices.

The following mitigation measures (as enumerated in the Draft EIR) have been removed because they were determined to be legally infeasible as they cannot be accomplished in a reasonable time, not legally enforceable and in some cases exceed the City's authority for not being reasonably related to the impacts

caused by the project. For example, several mitigation measures (e.g., MM4.12-2) were removed due to recent court rulings or because they are actual plan policies and were incorporated in the Community Plan text. In other instances, mitigation measures were removed because they are already required by the City and/or other agency/department and are part of the existing regulatory conditions for projects. These revisions do not alter impacts or their level of significance for the project. These revisions do not alter impacts or their level of significance for the project.

- MM4.8-1 (Hydrology/Water Quality): This mitigation measure was removed in light of the court ruling in *CBLA v. BAAQMD*, (2015) 62 Cal.4th 369, which determined that the effects of exposure on new residents of a project from the existing environment are not CEQA impacts, absent a finding the project is exacerbating the existing environmental conditions. Here, no such finding can be made. Upon further review, this small shoreline segment of the CPA shall remain primarily open space and no additional growth is reasonably anticipated. No proposed changes to density or growth result from this plan.
- MM4.12-2, MM 4.12-3, and MM 4.12-4 (Public Services and Recreation): These mitigation measures were removed because they are part of the plan policies, were incorporated in the Community Plan text, or because they are implemented and monitored by the Department of Recreation and Park and the Los Angeles Unified School District, not the Department of City Planning. Therefore, these mitigation measures would not be appropriate to be implemented through project review.
- MM4.13-1 (Transportation/Traffic): This mitigation measure was removed because under existing regulations development review procedures for discretionary projects are already required to take into account applicable Community Plan Mobility policies, and development projects that require dedication and improvements per Section 12.37 of the Los Angeles Municipal Code would be required to comply with the street designations of the San Pedro Community Plan.

## 10.5.4 Appendix Changes

The following appendices have been added to the EIR as Volume III:

- Appendix K San Pedro Community Plan (CPC Recommended)
- Appendix L CPC Recommended Plan-Street Reclassification Matrix
- Appendix M Comment Letters
- Appendix N Findings of Fact and Statement of Overriding Considerations
- Appendix O Population, Housing, and Employment Methodology
- Appendix P Source Documents