

Appendix K

San Pedro Community Plan
(CPC Recommended)

GENERAL PLAN LAND USE MAP

CHANGE AREA MAP AND MATRIX

San Pedro Community Plan

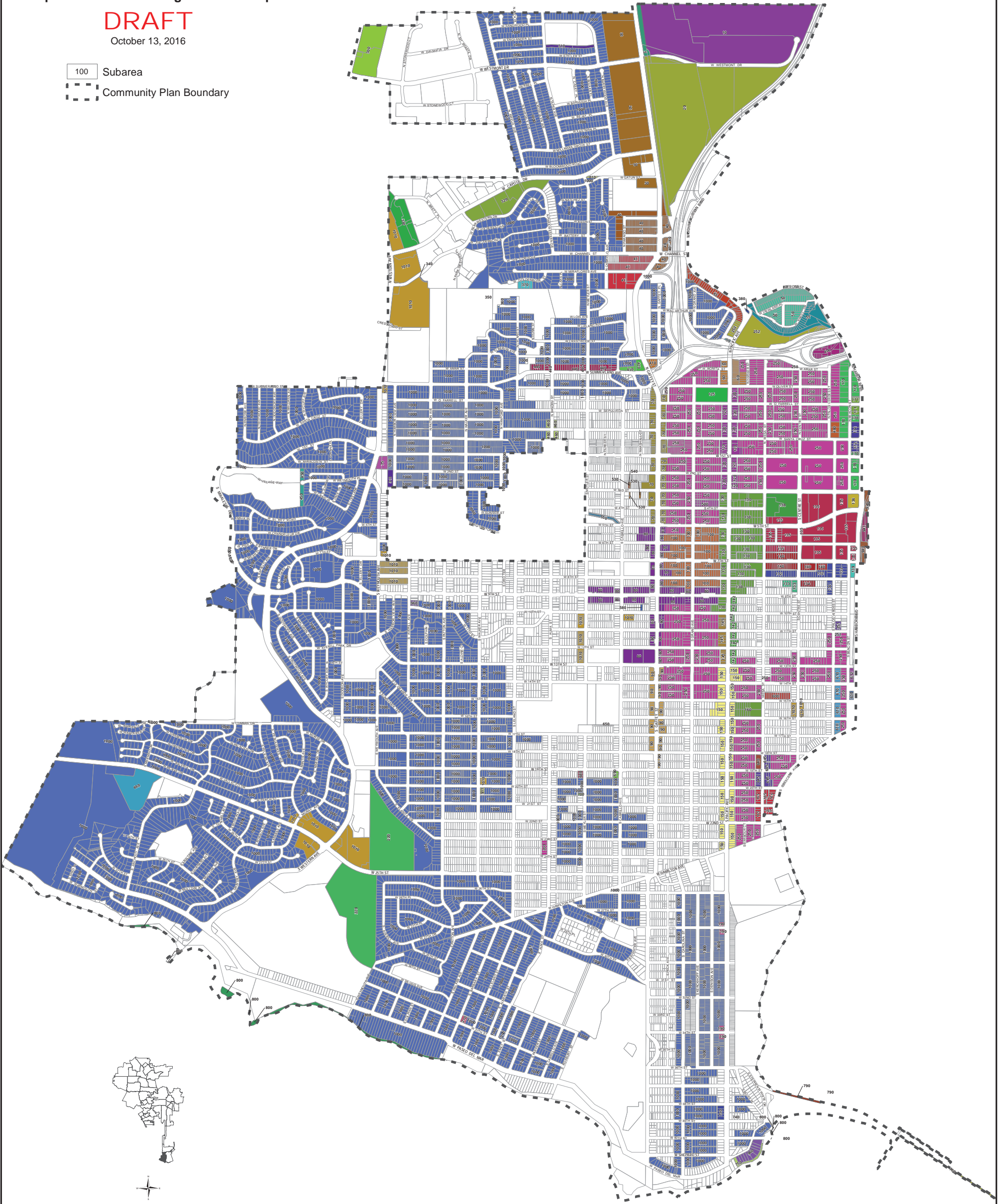
Proposed Areas of Change Subarea Map

DRAFT

October 13, 2016

CPC Recommended Plan
For Reference Only

- 100 Subarea
- Community Plan Boundary



Disclaimer: This map is for informational purposes only and does not constitute a contract or any other legal instrument. It is subject to change without notice. The City of San Pedro is not responsible for any errors or omissions on this map. The City of San Pedro is not responsible for any damages, including consequential damages, arising from the use of this map. The City of San Pedro is not responsible for any damages, including consequential damages, arising from the use of this map.

Department of City Planning
Information Technologies Division
October 13, 2016

San Pedro Land Use and Zone Change Subarea matrix (Full Matrix)

SUB AREA	EXISTING LAND USE DESIGNATION	EXISTING ZONING	EXISTING FLOOR AREA RATIO	EXISTING LAND USE	PROPOSED LAND USE DESIGNATION	PROPOSED ZONING	PROPOSED FLOOR AREA RATIO	LOCATION	TYPE OF CHANGE	REASON FOR CHANGE	CPIO	COMMUNITY PLAN IMPLEMENTATION OVERLAY CPIO SubArea
5	Light Manufacturing	[Q] M2-1VL	1.5	Railroad, LNG storage	Light Industrial	[Q] M2-2D-CPIO	3.0	North Gaffey Industrial - east side	Zone-Height/FAR/Design	Improve aesthetics, provide job opportunities, restrict incompatible use; Existing Q Condition on M3 property retained	Yes	Industrial A
10	Heavy Manufacturing	[Q] M3-1VL	1.5	Distribution center, LNG storage	Heavy Industrial	[Q] M3-2D-CPIO	3.0	North Gaffey Industrial - east side	Zone-Height/FAR/Design	Improve aesthetics, provide job opportunities, restrict incompatible use; Existing Q Condition on M3 property retained	Yes	Industrial A
20	Light Manufacturing, Heavy Manufacturing	[Q] M2-1VL, [Q] M3-1VL	1.5	Public Works Yard, playfields, maintenance facility	Light Industrial	M2-2D-CPIO	3.0	North Gaffey Industrial - east side	Zone-Height/FAR/Design	Provide community amenity, zone change/ consistency	Yes	Industrial B
30	Limited Manufacturing	[Q] M1-1VL	1.5	Business park, Varied light industrial uses	Limited Industrial	M1-2D-CPIO	3.0	North Gaffey Business Park - west side	Zone-Height/FAR/Design	Improve aesthetics, improve neighborhood compatibility, provide job opportunities	Yes	Industrial B

San Pedro Land Use and Zone Change Subarea matrix (Full Matrix)

CPC 10.13.16

SUB AREA	EXISTING LAND USE DESIGNATION	EXISTING ZONING	EXISTING FLOOR AREA RATIO	EXISTING LAND USE	PROPOSED LAND USE DESIGNATION	PROPOSED ZONING	PROPOSED FLOOR AREA RATIO	LOCATION	TYPE OF CHANGE	REASON FOR CHANGE	CPIO	COMMUNITY PLAN IMPLEMENTATION OVERLAY CPIO SubArea
40	Limited Manufacturing, Light Manufacturing	[T][Q]M1-1VL, M1-1VL, [Q]M3-1VL	1.5	Varied light industrial uses	Limited Industrial	M1-2D-CPIO	3.0	North Gaffey Industrial Services - west and east side	Zone-Height/FAR/Design	Improve aesthetics, provide job opportunities	Yes	Industrial C
41	Limited Manufacturing	[Q]CM-1VL, [Q]CM-1XL	1.5	Varied light industrial uses	Limited Industrial	CM-2D-CPIO	3.0	North Gaffey Industrial - south side	Zone-Height/FAR/Design	Improve aesthetics, provide job opportunities	Yes	Industrial C
45	Limited Manufacturing	M1-1VL	1.5	Varied light industrial uses	Limited Industrial	M1-1VL-CPIO	1.5	Front St. at John S. Gibson	Design Regulations	Improve aesthetics, retain existing designation	Yes	Industrial D
50	Low Residential, Limited Manufacturing	R1-1XL, M1-1VL	0.5 - 1.5	Playfield	Open Space	R1-1XL-CPIO, OS-1XL-CPIO	0.5 - 1.5	Knoll Hill	Inconsistency; Design Regulations; Add CPIO to enforce SA, retain existing R1 zone (APN 7448036003)	Provide public amenities, zone change consistency; Improve aesthetics	Yes	Industrial D
55	Limited Manufacturing	M1-1VL	1.5	Varied light industrial uses, dog park	Limited Industrial	M1-1VL-CPIO	1.5	South of Knoll Dr between Pacific and Front	Design Regulations	Improve aesthetics	Yes	Industrial D
60	Limited Manufacturing	MR1-1VL	1.5	Varied light industrial	Limited Industrial	MR1-1VL-CPIO	1.5	Pacific and Oliver	Design Regulations	Improve aesthetics	Yes	Industrial D
70	Low Medium II Residential, General Commercial, Parking Buffer	[Q]C2-1VL, [Q]C2-1XL, QC2-1, QP1	1.5	Various commercial	Community Commercial	C2-1VL-CPIO	1.5	Gaffey Commercial Corridor - Oliver to 5th St	Zone-Height/Design	Improve aesthetics, increase job opportunities, address transitions, increase housing oppty	Yes	Central Commercial A
75	Medium Residential	R3-1XL	3.0	Medical office	Community Commercial	C2-1VL	1.5	Western & 1st	Inconsistency	Correct zone consistency for existing medical office 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, C2-1, R4-1	1.5	Various commercial	Neighborhood Commercial	C2-1VL-CPIO	1.5	Gaffey Commercial Corridor - 5th to 13th St; 9th Street between Meyler and Pacific	Zone-Height/Design	Provide housing oppty, improve aesthetics, encourage pedestrian envt., preserve character.	Yes	Central Commercial B

San Pedro Land Use and Zone Change Subarea matrix (Full Matrix)

CPC 10.13.16

SUB AREA	EXISTING LAND USE DESIGNATION	EXISTING ZONING	EXISTING FLOOR AREA RATIO	EXISTING LAND USE	PROPOSED LAND USE DESIGNATION	PROPOSED ZONING	PROPOSED FLOOR AREA RATIO	LOCATION	TYPE OF CHANGE	REASON FOR CHANGE	CPIO	COMMUNITY PLAN IMPLEMENTATION OVERLAY CPIO SubArea
90	Neighborhood Office Commercial	[Q]C1-1XL, [Q]C2-1XL, [Q]P-1XL, C1-1, C1-1XL, (T)(Q)CR-1, R3-1	1.5	Various commercial	Neighborhood Commercial	C2-1XL-CPIO	1.5	Gaffey Commercial Corridor - 13th to 19th St	Zone-Height/Design	Improve aesthetics, maintain character, encourage pedestrian envt.	Yes	Coastal Commercial A
100	Community Commercial	C2-1, (T)(Q)C2-2D	1.5	Various commercial and housing	Community Commercial	C2-2D-CPIO	3.0	Grand - 5th to 8th	Zone-Height/FAR/Design	Provide housing oppty, maintain character, improve pedestrian activity, improve businees/employment oppty, improve aesthetics.	Yes	Central Commercial C
120	Low Medium II Residential, Neighborhood Office Commercial, Community Commercial	RD1.5-1XL, [Q]C2-1XL	1.5	Various commercial	Neighborhood Commercial	C2-1VL-CPIO	1.5	Pacific Avenue - Oliver to 3rd	Zone-Height/Design	Improve aesthetics, serve neighborhood needs, restrict auto uses	Yes	Central Commercial D
125	Public Facilities	[Q]PF-1XL	1.5	Elementary School	Public Facilities	PF-1XL-CPIO	1.5	Pacific, Oliver, Grand, O'Farrell	Zone-Height/Design	Improve aesthetics	Yes	Central Commercial D
130	Community Commercial, Limited Manufacturing, High Medium Residential, Low Medium II Residential	RD 1.5-1XL, R4-2, CM-1-CDO, C2-1-CDO, [Q]C2-2, [Q]C2-1XL-CDO, [Q]C2-1XL, [Q]C2-1-CDO, (Q)C2-2D	1.5-6	Various commercial	Community Commercial	C2-2D-CPIO	4.0	Pacific Avenue - 3rd to 10th	Zone-Height/FAR/Design	provide housing oppty, maintain character, improve pedestrian activity, improve business/jobs oppty	Yes	Central Commercial E
132	Regional Center Commercial, Community Commercial	C2-2-CDO	6.0	Various commercial	Community Commercial	C2-2D-CPIO	3.0-4.0	North side of 8th Street btwn Palos Verdes and Mesa	Zone-Height/FAR/Design	Provide housing oppty, maintain character, improve pedestrian activity, improve business/jobs oppty	Yes	Central Commercial E
133	Medium Residential	[Q]R3-1XL	3.0	Various housing	Community Commercial	C2-2D-CPIO	3.0	8th/Centre	Zone-Height/Design	Provide housing opportunity, pedestrian activity, improve aesthetics	Yes	Central Commercial E
134	Community Commercial	RD1.5-1LD	3.0	Vacant	Community Commercial	RD1.5-1LD-CPIO	3.0	8th/Centre	Design Regulations; Add CPIO to existing zone	Provide housing opportunity, pedestrian activity, improve aesthetics	Yes	Central Commercial E
135	Regional Center Commercial	[Q]C2-2-CDO, C2-2-CDO, CM-2-CDO	6.0	Various commercial	Regional Commercial	C2-2D-CPIO	6.0	Downtown	Zone-Height/FAR/Design	Provide housing oppty, pedestrian activity, employment/civic center	Yes	Regional Commercial
136	Public Facilities	PF-2-CDO	6.0	Boys and Girls Club	Public Facilities	PF-2D-CPIO	6.0	3rd/Harbor/5th	Design Regulations	Improve aesthetics	Yes	Central Commercial E
138	High Medium Residential	R4-2	6.0	High density housing	High Medium Residential	R4-2D-CPIO	4.0	Centre/3rd/Mesa	Zone-Height/FAR/Design	Provide housing opportunity, pedestrian activity, improve aesthetics	Yes	Regional Commercial
139	Open Space	OS-1XL-CDO	N/A	Open Space	Open Space	OS-1XL-CPIO	N/A	Beacon/7th/Harbor	Design Regulations	Improve aesthetics	Yes	Central Commercial E

San Pedro Land Use and Zone Change Subarea matrix (Full Matrix)

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SUB AREA	EXISTING LAND USE DESIGNATION	EXISTING ZONING	EXISTING FLOOR AREA RATIO	EXISTING LAND USE	PROPOSED LAND USE DESIGNATION	PROPOSED ZONING	PROPOSED FLOOR AREA RATIO	LOCATION	TYPE OF CHANGE	REASON FOR CHANGE	CPIO	COMMUNITY PLAN IMPLEMENTATION OVERLAY CPIO SubArea
140	Limited Manufacturing	CM-2-CDO	6.0	Various commercial/galleries /artists	Hybrid Industrial	CM-2D-CPIO	4.0	7th St. btwn Mesa and east of Palos Verdes	Zone-Height/FAR/Design	Retain existing uses, maintain character, provide housing opportunity, pedestrian activity	Yes	Central Commercial E
142	Community Commercial, Low Medium I Residential	[Q]C2-1XL, R2-1XL	1.5	Various commercial	Community Commercial	C2-1XL-CPIO	1.5	East side Pacific 9th to 13th	Zone-Height/Design	Provide housing opportunity, pedestrian activity	Yes	Central Commercial B
145	Community Commercial	[Q]C2-1XL	1.5	Various commercial	Community Commercial	C2-1VL-CPIO	1.5	West side Pacific 10th to 13th	Zone-Height/Design	Provide housing opportunity, pedestrian activity	Yes	Central Commercial B
150	Neighborhood Office Commercial, Community Commercial, Low Medium II Residential	[Q]C2-1XL, P-1XL	1.5	Various commercial	Neighborhood Commercial	C2-1XL-CPIO	1.5	Pacific Avenue 13th to Hamilton	Zone-Height/FAR/Design	Provide housing opportunity, maintain character, improve pedestrian activity, improve business/employment opportunity, serve neighborhood needs	Yes	Coastal Commercial A
160	Community Commercial, Public Facilities, Low Medium I Residential	[Q]PF-1XL, R2-1XL	1.5	School	Public Facilities	PF-1XL-CPIO	1.5	Fifteenth St. Elementary School-15th/Pacific	Inconsistency, Design Regulations	Zone consistency change; Improve aesthetics	Yes	Coastal Commercial A
165	Limited Manufacturing	MR1-1XL	1.5	Various light industrial	Limited Industrial	MR1-1XL-CPIO	1.5	Mesa St. between 20th and 22nd St. (West side of Mesa and between Mesa and Crescent, and 20th and 22nd St.	Design Regulations, Add CPIO to existing zone; Inconsistency	Improve aesthetics, serve neighborhood needs	Yes	Industrial D
170	Limited Manufacturing, Low Medium II Residential, Light Manufacturing, Neighborhood Office Commercial	M1-1VL-CDO, RD1.5-1XL-CDO, MR2-1VL-CDO, [Q]C2-1XL	3.0	Various light industrial, commercial, vacant, residential	Community Commercial	C2-2D-CPIO	4.0	Harbor Boulevard Gateway - Beacon St; Santa Cruz, 1st, 2nd, 3rd between Beacon and Harbor	Zone-Height/FAR/Design	Improve aesthetics, housing opportunity, improve pedestrian activity, improve job opportunity	Yes	Central Commercial E
171	Community Commercial	[T][Q]C2-2D-CDO	3.0	Office, Vacant	Community Commercial	[T][Q]C2-2D-CPIO	3.0	Harbor Boulevard, North and South of O'Farrell Street	Zone - Design Regulations	Improve aesthetics; Existing [T][Q]C2-2D retained (Ordinance 181362)	Yes	Central Commercial E
172	Community Commercial	[T][Q]RAS4-1L-CDO	3.0	Commercial, Light Industrial	Community Commercial	[T][Q]RAS4-1L-CPIO	4.0	Santa Cruz/Harbor	Zone-Height/FAR/Design	Improve aesthetics, housing opportunity, improve pedestrian activity, improve job opportunity; Existing [T][Q]RAS4-1L retained (Ordinance 178405)	Yes	Central Commercial E

San Pedro Land Use and Zone Change Subarea matrix (Full Matrix)

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190	Low Residential	[Q]C2-1XL	1.5	Store	Neighborhood Commercial	C1-1XL-CPIO	1.5	NW and SW corner of 34th St. and Pacific Ave. and NW and SW corner of 28th and Pacific	Zone-Height/Design	Provide neighborhood services, maintain community character	Yes	Coastal Commercial B
200	Neighborhood Office Commercial	C1-1XL	1.5	Mixed Use	Neighborhood Commercial	C1-1VL-CPIO	1.5	westside of Alma St. between 23rd and 24th St.	Zone-Height/Design	Provide neighborhood services, maintain community character	Yes	Coastal Commercial B
210	Neighborhood Office Commercial	C1-1XL	1.5	Store	Neighborhood Commercial	C1-1XL-CPIO	1.5	NE Corner Barbara and 37th	Design Regulations; Add CPIO to existing zone	Improve aesthetics	Yes	Coastal Commercial B
220	Open Space, Low Residential	A1-1, OS-1XL	1.5	Military base	Public Facilities	PF-1XL	1.5	Northeast portion of White Point Reservation-Fort MacArthur	Zone-Height/Design	Maintain community character, provide amenity, housing opportunity		
250	Low Medium I Residential, Low Medium II Residential, Medium Residential, Community Commercial	R2-1XL, RD2-1XL, RD1.5-1XL, [Q]RD1.5-1XL, RD1.5-1, C2-1VL, [Q]R3-1, R3-1XL	1.5-3.0	Multi-Family Housing	Same	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	1.5-3.0	Terminal Island Freeway, Harbor Boulevard, Crescent, 14th, Mesa, Hamilton, 15th, Gaffey	Design Regulations; Add CPIO to existing zones	Maintain community character, provide amenity, housing opportunity	Yes	Multifamily
251	Neighborhood Office Commercial	[Q]C2-1XL	1.5	Auto repair, Multi-Family Residential, Parking	Neighborhood Commercial	[Q]C2-1XL-CPIO	1.5	Palos Verdes/11th	Inconsistency, Design Regulations	Inconsistency, Improve aesthetics	Yes	Multifamily
252	Public Facilities	PF-1, PF-1XL	3.0	School	Same	PF-1-CPIO, PF-1XL-CPIO	3.0	Pacific, North of Vincent Thomas	Design Regulations; Add CPIO to existing zones	Improve aesthetics	Yes	Industrial D
300	Neighborhood Office Commercial	[Q]C4-1XL, P-1XL, [Q]C2-1XL	1.5	Shopping Center	Neighborhood Commercial	[Q]C2-1XL	1.5	S Western Ave/Westmont Dr	Inconsistency	Inconsistency		
310	Public Facilities, Low Residential	R1-1XL	0.5	Public Facility	Public Facilities	PF-1XL	N/A	Taper Ave/Statler St, parcel from Western/Weymouth LAUSD	Inconsistency	Inconsistency		
320	Low Medium II Residential	[Q]R3-1VLD	3.0	condos	Low Medium II Residential	[Q]RD1.5-1VLD	3.0	Capitol Dr/w Via Sebastian	Inconsistency	Inconsistency		
330	Neighborhood Office Commercial	R3-1VLD	3.0	Multi-Family Residential	Medium Residential	R3-1VLD	3.0	Western Ave/Capitol Dr	Inconsistency	Inconsistency		
340	Neighborhood Office Commercial	RD1.5-1XL	1.5	Undeveloped	Neighborhood Commercial	[Q]C2-1XL	1.5	Western Ave/Park Western Dr	Inconsistency	Inconsistency Retain Ord 162878		
350	Open Space	R1-1XL	0.5	Single Family Residential	Low II Residential	R1-1XL	0.5	N Leland Ave/ W Upland Ave	Inconsistency	Inconsistency		
360	Low Residential	OS-1XL	N/A	Open Space	Open Space	OS-1XL	N/A	N Leland Ave/ W Park Western Dr	Inconsistency	Inconsistency		
370	Open Space	R1-1XL	0.5	Single Family Residential	Low II Residential	R1-1XL	0.5	Goldenrose St/Miraflores Ave	Inconsistency	Inconsistency		

San Pedro Land Use and Zone Change Subarea matrix (Full Matrix)

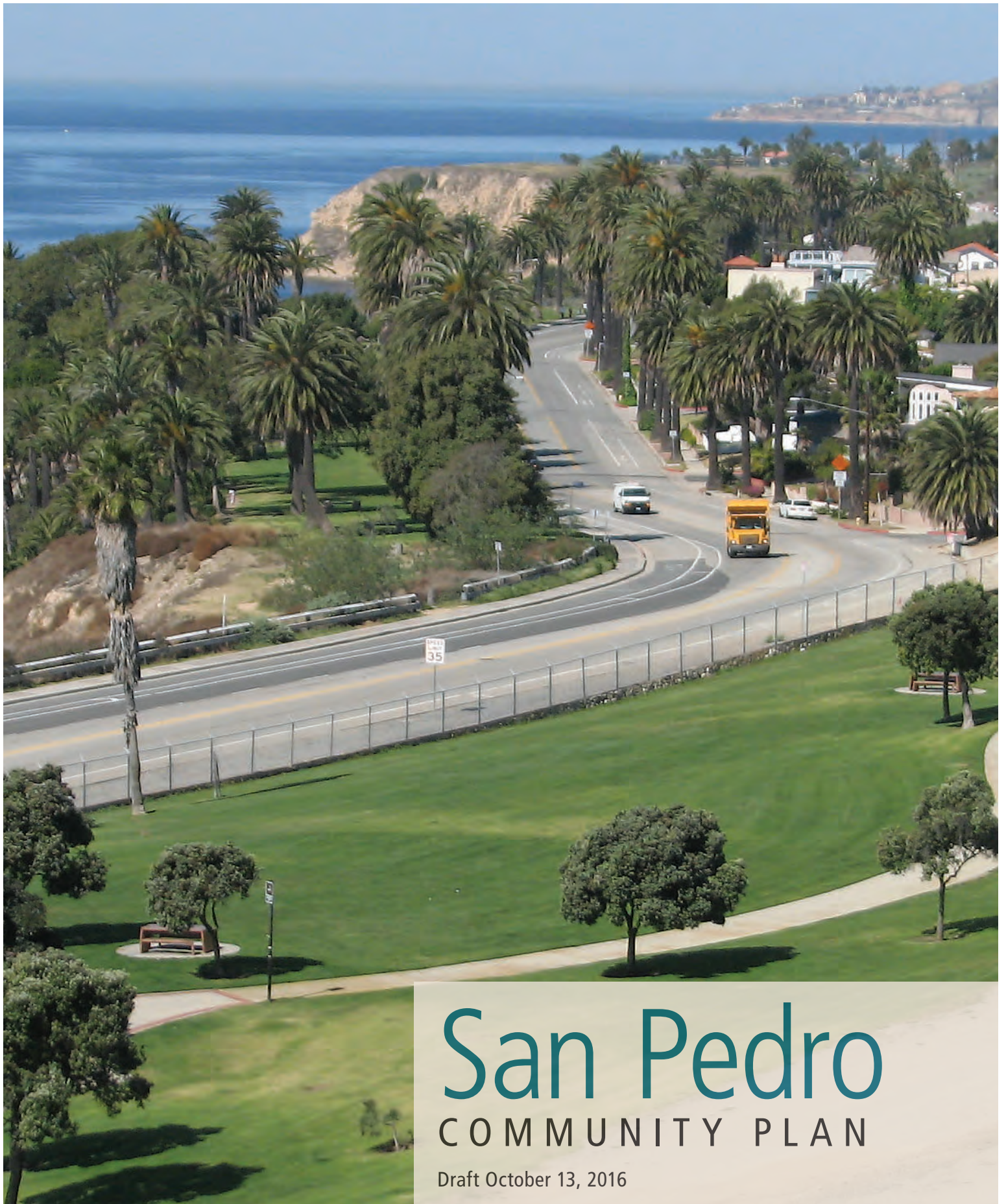
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380	Open Space	M1-1	1.5	Open Space	Open Space	OS-1XL	N/A	N Pacific Ave/ N Front St	Inconsistency	Inconsistency		
400	High Medium Residential	R4-1XL	3.0	Multi-Family Residential	Community Commercial	C2-1VL-CPIO	1.5	N Harbor Blvd/Swinford St	Inconsistency; Design Regulations	Inconsistency; Improve aesthetics	YES	Central Commercial E
410	Neighborhood Office Commercial	C1-1XL, [Q]C1-1XL	1.5	Mixed Use	Neighborhood Commercial	C1-1XL-CPIO, [Q]C1-1XL-CPIO	1.5	N Gaffey St/ WSummerland Ave	Inconsistency; Design Regulations; add CPIO to existing zones	Inconsistency; Improve aesthetics	YES	Multifamily
420	Low Residential	C2-1XL	1.5	Multi-Family Residential	Neighborhood Commercial	C2-1XL-CPIO	1.5	N Gaffey St/W Summerland Ave	Inconsistency; Design Regulations; Add CPIO to existing zone	Inconsistency; Improve aesthetics	YES	Multifamily
430	Neighborhood Office Commercial, Low Residential	(Q) R3-1XL, R3-1XL, P-1XL	3.0	Multi-Family Residential; Open Space	Medium Residential	R3-1XL-CPIO	3.0	N Gaffey St/W Summerland Ave	Inconsistency; Design Regulations	Inconsistency; Improve aesthetics	YES	Multifamily
440	Low Medium II Residential	R2-1XL	3.0	Single/Multi-Family Residential	Low Medium I Residential	R2-1XL	3.0	W Summerland Ave/N Meyler	Inconsistency	Inconsistency		
450	Parking Buffer	P-1XL	N/A	Parking	Low Medium II Residential	RD1.5-1XL	3.0	Weymouth Pl/Village Way	Inconsistency	Inconsistency		
460	Low Residential, Neighborhood Office Commercial	R1P-1XL, C1-1XL, RD1.5-1XL, P-1XL	1.5	Mixed Use	Neighborhood Commercial	C1-1XL	1.5	W Sepulveda St/N Bandini St	Inconsistency	Inconsistency		
480	Neighborhood Office Commercial	R4-1XL	3.0	affordable 49 unit housing	Low Medium II Residential	RD1.5-1XL-CPIO	3.0	N Palos Verdes St/W Sepulveda St	Inconsistency; Design Regulations	Inconsistency; Improve aesthetics	YES	Multifamily
500	Low Medium II Residential	R2-1XL	3.0	Mixed Use	Low Medium II Residential	RD1.5-1XL-CPIO	3.0	S Grand Ave/4th	Inconsistency; Design Regulations	Inconsistency; Improve aesthetics	YES	Multifamily
530	Public Facilities	RD1.5-1XL, P-1XL	3.0	Single Family Residential	Low Medium II Residential	RD1.5-1XL	3.0	Gaffey/3rd St (e)	Inconsistency	Inconsistency		
540	Low Medium II Residential	P-1XL	N/A	Multi-Family Residential	Low Medium II Residential	RD1.5-1XL	3.0	Cabrillo Ave/3rd St	Inconsistency	Inconsistency		
550	Low Medium II Residential	R3-1	3.0	Multi-Family Residential	Medium Residential	R3-1XL	3.0	Cabrillo Ave/5th St	Inconsistency	Inconsistency		
580	Low Medium II Residential	PF-1XL	1.5	Public Facility	Public Facilities	PF-1XL	1.5	S Gaffey St/W 10th St	Inconsistency	Inconsistency		
600	Low Medium II Residential	R2-1XL	3.0	single family	Low Medium I Residential	R2-1XL	3.0	S Mesa St/W 15th St	Inconsistency	Inconsistency		
610	Low Medium II Residential	R3-1XL	3.0	Single/Multi-Family Residential	Medium Residential	R3-1XL-CPIO	3.0	S Palos Verdes St/ W 13th St-17th St	Inconsistency; Design Regulations; Add CPIO to existing zone	Inconsistency; Improve aesthetics	YES	Multifamily
612	Neighborhood Office Commercial	OS-1XL,C2-1	N/A, 1.5	Office Commercial	Neighborhood Commercial	C1-1XL-CPIO	1.5	S Beacon & 13th	Inconsistency; Design Regulations	Inconsistency; Improve aesthetics	YES	Multifamily
630	Neighborhood Office Commercial	A1-1	3.0	Vacant/Open Space	Neighborhood Commercial	C1-1XL	1.5	S Beacon St/W 15th St	Inconsistency	Inconsistency		
640	Commercial Manufacturing	[Q]R3-1XL	3.0	undeveloped	Medium Residential	[Q]R3-1XL-CPIO	3.0	S Mesa St/W 18th St	Inconsistency; Design Regulations; Add CPIO to existing zone	Inconsistency; Improve aesthetics	YES	Multifamily
645	Low Medium II Residential	[T][Q]RD1.5-1XL	3.0	church single and multifamily	Low Medium II Residential	[Q]RD1.5-1XL-CPIO	3.0	S Mesa st/w 18th to 20th	Inconsistency; Design Regulations	Inconsistency; Improve aesthetics	YES	Multifamily
650	Public Facilities	R2-1XL	3.0	part of school	Public Facilities	PF-1XL	1.5	S Cabrillo Ave/W 17th St	Inconsistency	Inconsistency		

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660	Low Residential	(Q)RD3-1XL	3.0	Multi-Family Residential	Low Medium I Residential	(Q)RD3-1XL	3.0	Mermaid Dr/W 25th St	Inconsistency	Inconsistency		
680	Low Medium II Residential	R1-1XL	0.5	Single Family Residential	Low Medium II Residential	RD1.5-ILX	3.0	S Meyler St/W 20th St	Inconsistency	Inconsistency		
690	Low Medium II Residential	R1-1XL	0.5	Single Family Residential; Neighborhood Office Commercial	Low Medium II Residential	RD1.5-ILX	3.0	S Cabrillo Ave/W 19th St	Inconsistency	Inconsistency		
700	Low Residential	A1-1	3.0	Single Family Residential	Low II Residential	R1-1XL	0.5	Meyler St/20th St	Inconsistency	Inconsistency		
730	Neighborhood Office Commercial	RD2-1XL	3.0	Mixed Use	Neighborhood Commercial	C1-1XL-CPIO	1.5	S Pacific Ave/W 38th St	Inconsistency; Design R	Inconsistency; Improve aesthetics	YES	COASTAL B
740	Low Medium II Residential	R1-1XL	0.5	Multi-Family Residential	Low Medium II Residential	RD2-1XL	3.0	Pacific Ave/38th St	Inconsistency	Inconsistency		
750	Low Residential	OS-1XL	N/A	Coastal	Open Space	OS-1XL	N/A	Bluff Pl/40th St	Inconsistency	Inconsistency		
760	Open Space	R1, A1-1	N/A	Coastal	Open Space	OS-1XL	N/A	Bluff Pl/38th St	Inconsistency	Inconsistency		
790	Open Space	R1	N/A	Coastal	Open Space	OS-1XL	N/A	Bluff Pl/38th St	Inconsistency	Inconsistency		
800	Open Space	SL	N/A	Coastal	Open Space	OS-1XL	N/A	Paseo del Mar	Inconsistency	Inconsistency		
810	Low Residential	R1-1XL	0.5	Open Space	Open Space	OS-1XL	N/A	Capitol Dr/Meyler St	Inconsistency	Inconsistency		
911	Low Residential	R1P-1XL	0.5	Residential	Low II Residential	R1-1XL	0.5	Walker Ave	Nomenclature	Nomenclature change		
940	Light Manufacturing	[Q]M2-1, M2-1	1.5	Open Space	Public Facilities	PF-1-CPIO	N/A	East of Harbor 3rd/5th and 6th/7th	Inconsistency; Design Regulations	Inconsistency; Improve aesthetics	YES	REGIONAL
941	Open Space	OS-1	N/A	Open Space	Open Space	OS-1-CPIO	N/A	Between 940, 5th/Harbor	Design Regulations	Improve aesthetics	YES	REGIONAL
960	Low Residential	R1-1	0.5	Residential	Low II Residential	R1-1XL	0.5	South of Bluff Pl east of Pacific	Nomenclature	Change to land use designation name		
1000	Low Residential, Low Medium II Residential, Neighborhood Office Commercial	R1-1XL	0.5	Varied housing	Low II Residential	R1-1XL	0.5	West portion of plan area	Nomenclature	Change to land use designation name		
1010	Neighborhood Office Commercial	(Q)C2-1VLD, (Q)C2-1XL, [Q]C1-1XL, [Q]C2-1XL, [Q]C2-2D, C2-1, C2-1XL	1.5	Varied commercial	Neighborhood Commercial	same	1.5	Various	Nomenclature	Change to land use designation name		

SAN PEDRO COMMUNITY PLAN TEXT (POLICY DOCUMENT)



San Pedro

COMMUNITY PLAN

Draft October 13, 2016



Los Angeles Department of City Planning

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LOS ANGELES DEPARTMENT OF CITY PLANNING







ACKNOWLEDGEMENTS

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Eric Garcetti

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Appendix A	List Of Terms



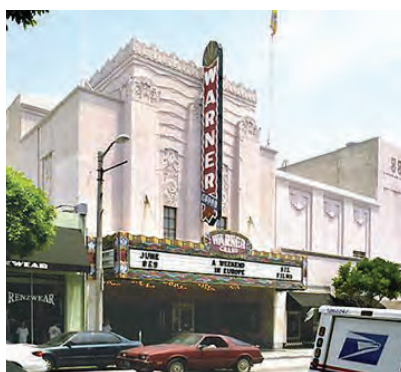
Introduction & Orientation



Korean Bell of Friendship, Angels Gate Park



Carolina Street neighborhood



The historic Warner Grand Theatre on 6th Street



Cabrillo Beach

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

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

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

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

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

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

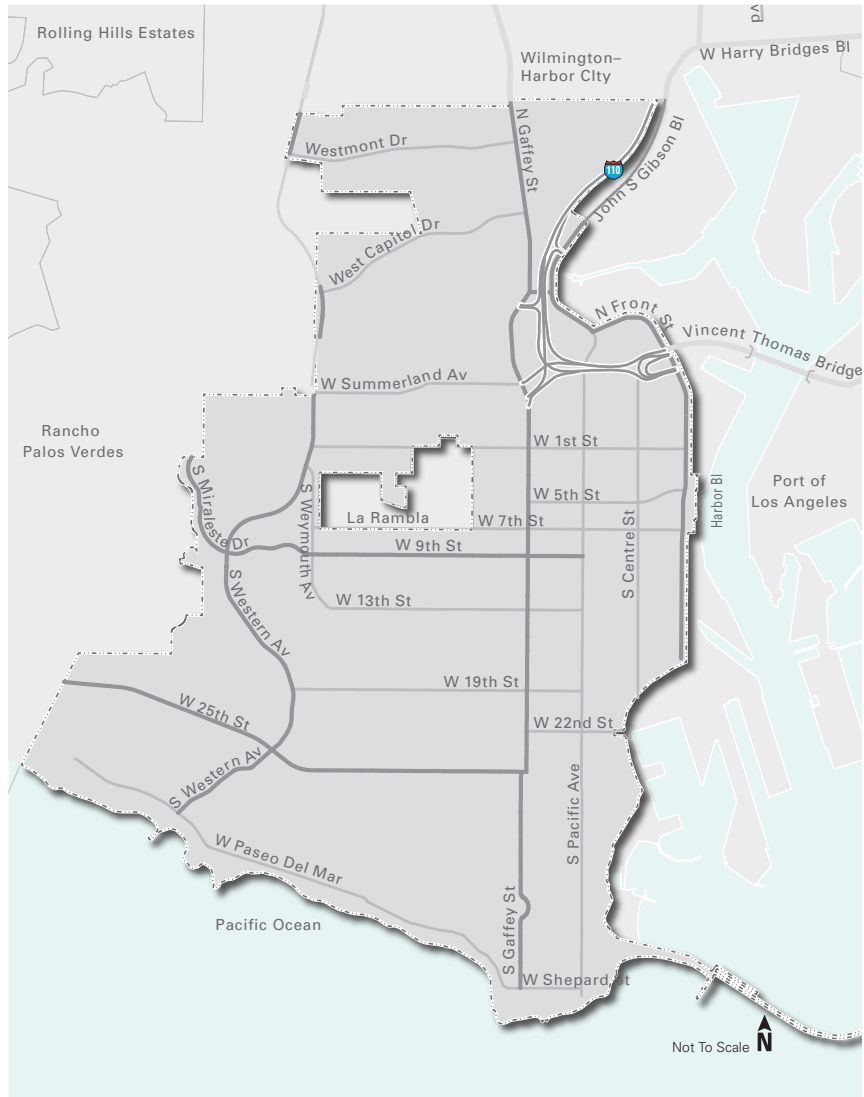
The Community Plan’s importance lies in its ability to shape positive community change, fostering sustainable land use patterns while balancing the unique character of the community with citywide policies and regional initiatives. The process of developing the San Pedro Community Plan was a multi-year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

Plan Organization

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

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

Figure 1-1
San Pedro
 Community Plan Area



Bandini Street Elementary School

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

How to Use the Plan

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

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

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

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

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

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



Reader's Guide for Community Plan

The Community Plan is a document that represents the land use vision and values for a distinct geography. A main function of the Community Plan is to guide decision-making with respect to land uses. This includes guidance for legislative decisions, such as adoption of overlay zones or supplemental development regulations, as well as amendments to the land use or zoning maps. The goals and policies, together with, the General Plan Land Use Map are intended to guide decision-making.

Community Plan goals and policies are intended to be supportive of one another. However, it is important to recognize that goals and policies are sometimes in competition and may entail trade-offs. The singular pursuit of one goal or policy may, in some cases, inhibit the achievement of other goals or policies. For example, the Community Plan includes policies that recognize the need to minimize water consumption in light of limited water resources. However, to eliminate the watering of sites being graded for permitted development or to eliminate landscape irrigation may conflict with objectives relating to maintenance of air

Reader's Guide for Community Plan

quality or community design and beautification. Thus, when implementing the Community Plan, decision-makers must strike a balance between competing goals and policies, recognizing that all objectives cannot be fully implemented all the time. In relation to any decision, some goals and policies may be more compelling than others. It is up to the decision-makers to balance and weigh the applicability and merits of the goals and policies on any given project, program, or action.

Ultimately, the Community Plan's goals, policies, programs, and guidelines are intended to provide guidance, and shall be interpreted as directory, unless expressly indicated as mandatory by an asterisk (*). Compliance with the land use General Plan Land Use Map is mandatory.

Format of the Community Plan

GOALS

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

POLICIES

A policy is a clear statement that guides a specific course of action for decision-makers to achieve a desired goal. Policies may refer to existing programs or call for the establishment of new ones. Each policy in the Community Plan is labeled with the abbreviated chapter title, the goal they refer to, and a unique number (e.g., LU1.1). Each policy is followed by its corresponding implementation program(s) (e.g., P1).

IMPLEMENTATION PROGRAMS

An implementation program is an action, procedure, program or technique that carries out goals and policies. Implementation programs are comprehensive in nature, encompassing amendments of existing and preparation of new plans, ordinances, and development and design standards; modification of City procedures and development review and approval processes; and interagency coordination. Completion of a recommended implementation program will depend on a number of factors such as citizen priorities, finances, and staff availability. These recommendations are suggestions to future City decision-makers as ways to implement the goals and policies contained in this Community Plan. The listing of recommended implementation programs in the Community Plan does not obligate the City to accomplish them. Chapter 6 contains a list of all the Community Plan's implementation programs. They are grouped by general topic and individually numbered (e.g., P1)

DESIGN GUIDELINES

The Design Guidelines provide site planning, architectural, and landscape architectural criteria which pertain to different forms of development. The Design Guidelines are intended to encourage well-designed development and quality architecture that enhances existing neighborhoods, creates identity, and promotes a positive physical image. The Design Guidelines are intended to provide further detail as to the desired features of buildings and structures, additions to existing

structures, and new construction, consistent with Community Plan policies. The Design Guidelines are not compulsory but rather are intended to be useful in determining General Plan compliance. Guidelines appear throughout Chapter 3, grouped by general topic and individually numbered (e.g., G1).

Relationship to the General Plan

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

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

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

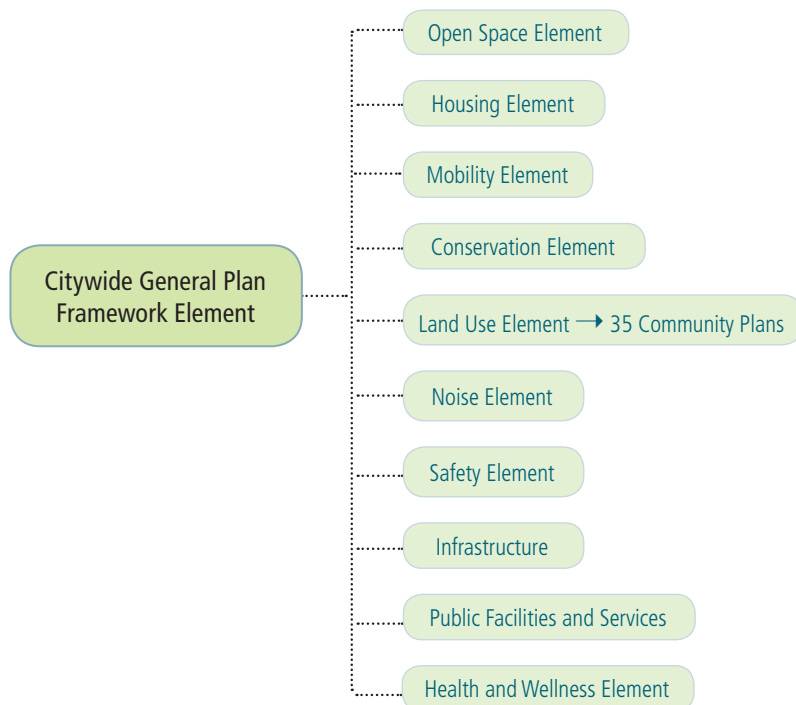




Figure 1-2
City of Los Angeles
Community Plan Areas
San Pedro Community Plan Area

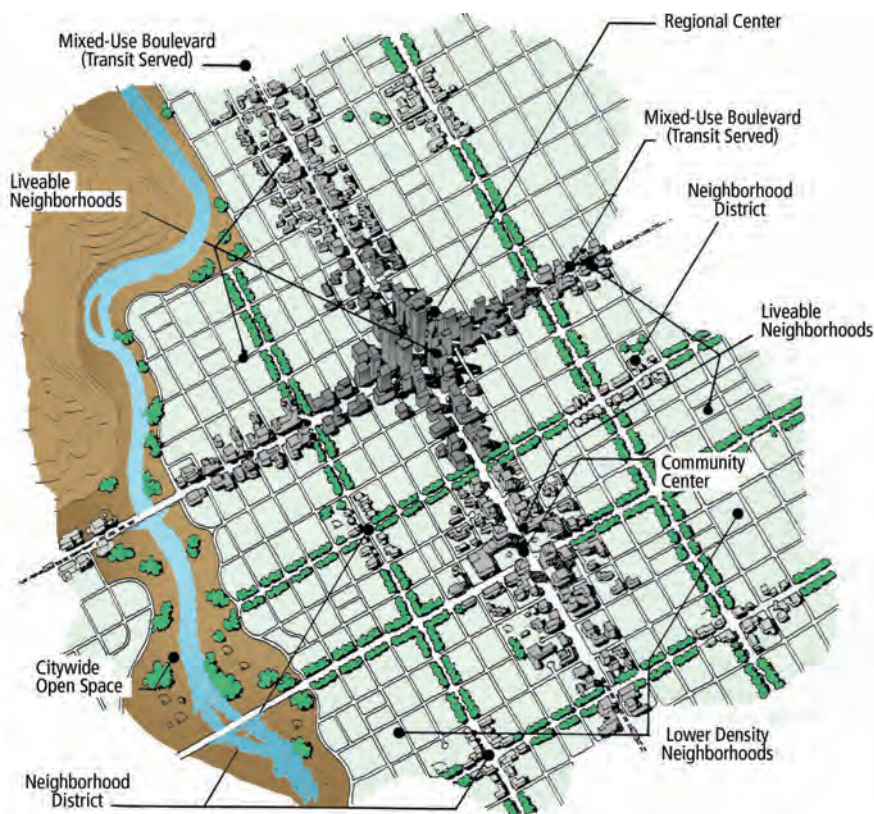
This is an information map provided for reference purposes only. It is not adopted as a part of the Community Plan.

Framework Element Guiding Principles

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

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

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



Framework Element Guiding Principles

Enhance neighborhood character through better development standards.

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

Improve the connection of public and private space through good urban design.

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

Create more small parks, pedestrian districts, and public plazas.

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

Improve mobility and access.

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

Identify a hierarchy of commercial Districts and Centers.

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

Framework Element Hierarchy



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

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



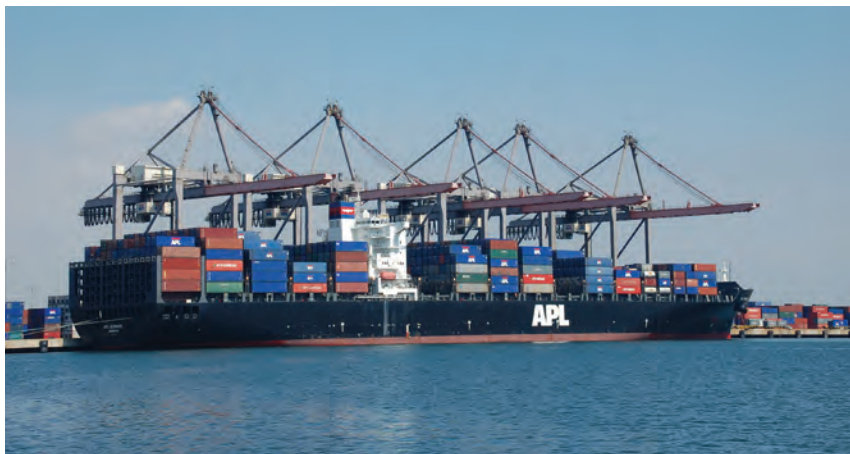
Regional Center. A Regional Center is a hub of regional commerce and activity and contains a diversity of uses such as corporate and professional offices, residential buildings, retail commercial malls, government buildings, major health facilities, major entertainment and cultural facilities, and supporting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

Mixed-Use Boulevard. Mixed-Use Boulevards serve as “connecting spaces,” linking Neighborhood Districts, Community Centers, and Regional Centers with one another. The scale, density, and height of development along designated Mixed-Use Boulevards vary throughout the City, but are intended to be compatible with adjacent residential neighborhoods. The term “mixed-use” connotes a variety of uses occurring within the boulevard, but also the potential for mixing uses within individual structures, such as commercial on the ground floor and residential above. Mixed-Use Boulevards should provide community and neighborhood commercial uses, public services, cultural facilities, school classrooms, and similar facilities to residents and employees within walking distance of surrounding residential neighborhoods and accessible from the boulevard’s public transit.



Relationship to Other Agency Plans

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



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

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

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

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

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

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

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



View of the Pacific Ocean from San Pedro's coastal bluffs





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

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

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



Providence Little Company of Mary Medical Center, located in unincorporated Los Angeles County



Shipping containers at the Port of Los Angeles

Special Districts

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

San Pedro Specific Plan

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

San Pedro Community Plan Implementation Overlay (CPIO) District

The San Pedro CPIO District is the implementing ordinance of the San Pedro Community Plan. The intent of the San Pedro CPIO District is to preserve and strengthen the appearance, vitality, and compatibility of San Pedro’s commercial, industrial, and multi-family residential areas. It provides use and design standards to shape new development and improvements to existing properties. The San Pedro CPIO District incorporates the Downtown San Pedro Community Design Overlay guidelines to further shape future development.

Downtown San Pedro Community Design Overlay (former)

The Downtown San Pedro Community Design Overlay (CDO) District was adopted in 2008 and provides guidelines and standards for development projects, including new development and improvements to existing properties, within Downtown San Pedro. The intent of the Downtown San Pedro CDO is to provide design guidance and direction to enhance its identity and to improve the walkability and appearance of the Downtown. The CDO was incorporated into the San Pedro CPIO as a part of this plan update.

Vinegar Hill Historic Preservation Overlay Zone (HPOZ)

The Vinegar Hill Historic Preservation Overlay Zone, adopted in 2001 and expanded in 2015, covers several blocks south of Downtown San Pedro. The regulations of HPOZs ensure that the rehabilitation of historic houses takes place in a manner that respects the historic integrity of the structures and the neighborhood. New development is also reviewed to assure that the character of the historic neighborhood is maintained.



Paseo del Mar in the San Pedro Specific Plan area



Centre Street Lofts on 7th Street in downtown San Pedro



Homes in the Historic Vinegar Hill neighborhood

Legend:

- California Coastal Commission**
[Blue line]
- San Pedro Specific Plan**
[Red line]
- San Pedro Community Plan Implementation Overlay District**
[Blue outline]
- County of Los Angeles**
[Orange fill]
- Fort MacArthur Reservations**
[Green outline]
- Los Angeles Housing Authority**
[Blue fill]
- Redevelopment Project Area**
[Grey fill]
- Beacon Street
[Light grey fill]
- Pacific Corridor
[Dashed grey line]
- Vinegar Hill HPOZ**
[Brown fill]
- Other**
[Dotted line]
- Community Plan Boundary
[Dotted line]

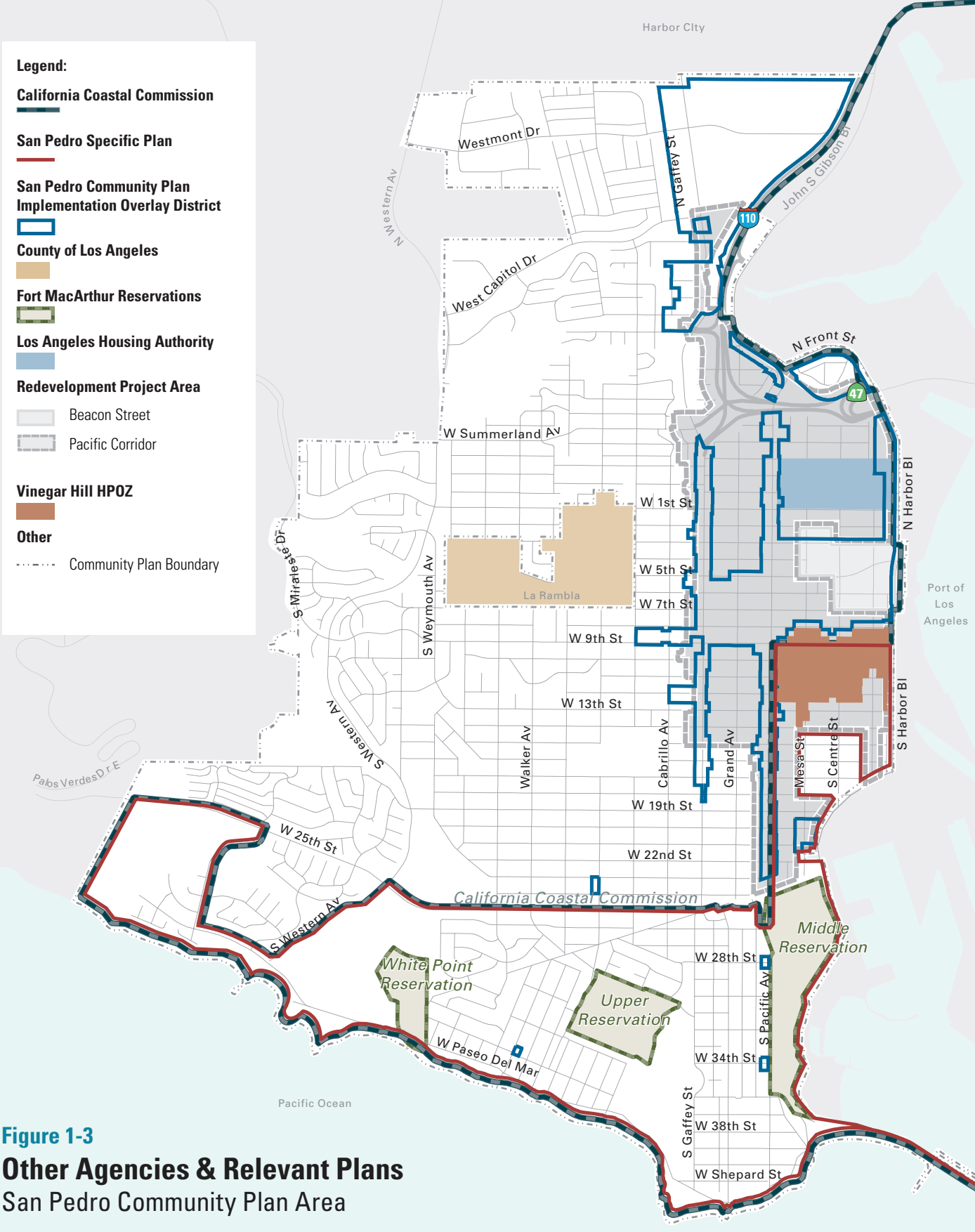
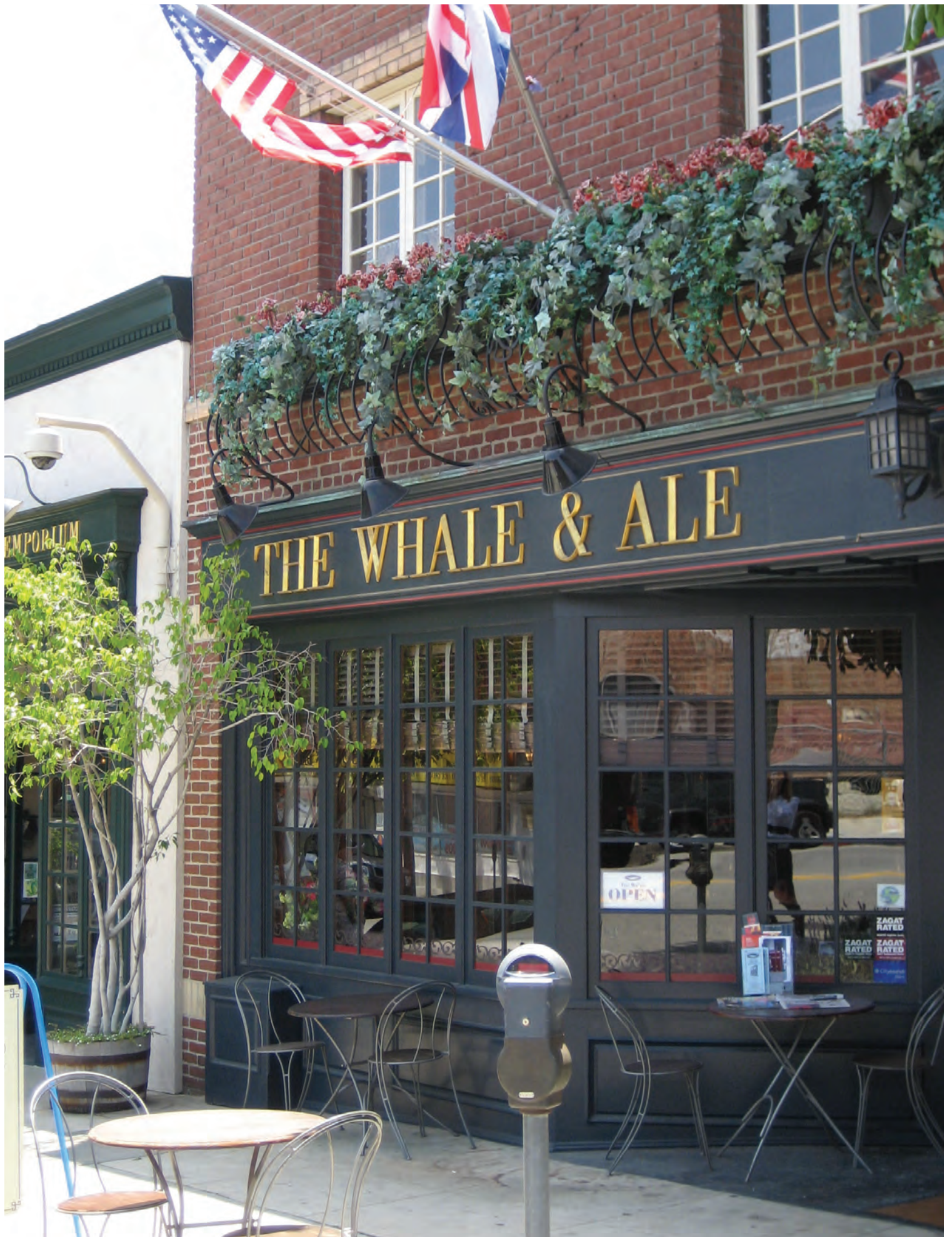


Figure 1-3
Other Agencies & Relevant Plans
 San Pedro Community Plan Area

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

Not To Scale



Community Background

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

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

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

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

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

San Pedro's maritime history directly correlates to its rich cultural heritage of ethnic diversity. This includes Japanese immigrants who helped establish a viable fishing industry in San Pedro as well as seafarers and fishermen who came from Croatia's Dalmatia Coastal region. San Pedro became a melting pot of Italians, Portuguese, Croatian, Scandinavian, Greek and Japanese immigrants. The San Pedro of today is the heart of the Croatian



Statue of Stephen M. White, who worked to establish a free harbor at San Pedro. He was known as the "Father of Los Angeles Harbor."

community in Los Angeles, and home to a diverse population, including a large Italian-American community and many Latino-and African-American residents.

Historic Development Patterns

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

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

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

Residential development continued through the next three decades resulting in residential neighborhoods closest to the waterfront housing the expanding harbor related workforce. By 1940, initial development and infill of the original neighborhoods were completed. A lull in new housing construction followed, caused by a shortage of materials during World War II. Notable exceptions to this were Federal housing projects built for shipyard workers in 1942 that included Rancho San Pedro, which exists today as a City of Los Angeles Housing Authority project, and Channel Heights, built by renowned modern architect Richard Joseph Neutra in the vicinity of Western and Park Western Avenues, but later demolished. Figure 2-1 Community Structure highlights key points of interest in and around San Pedro.

After the war ended, another significant housing boom occurred, expanding beyond the original city boundaries to the north and west. Architecture during this period



Croatian Cultural Center on 7th Street. San Pedro is known as the heart of the Croatian community in Los Angeles.



The Pons House on 17th Street, built in the early 1900s



View looking north towards Wilmington from Beacon Street (ca. 1903. Courtesy of University of Southern California, on behalf of the USC Special Collections)



- Legend:**
- Commercial Areas**
 - Neighborhood Districts
 - Community Centers
 - Downtown Regional Center
 - Industrial Districts**
 - Industrial Services
 - Employment Centers
 - Other**
 - Vinegar Hill Historic District
 - Waterfront
 - San Pedro Municipal Building
 - Harbor Area Police Station
 - Hospital
 - San Pedro Library
 - Korean Bell of Friendship
 - USS Iowa
 - Community Gateway
 - Downtown San Pedro
 - Parks & Open Space
 - Freeways
 - Community Plan Boundary

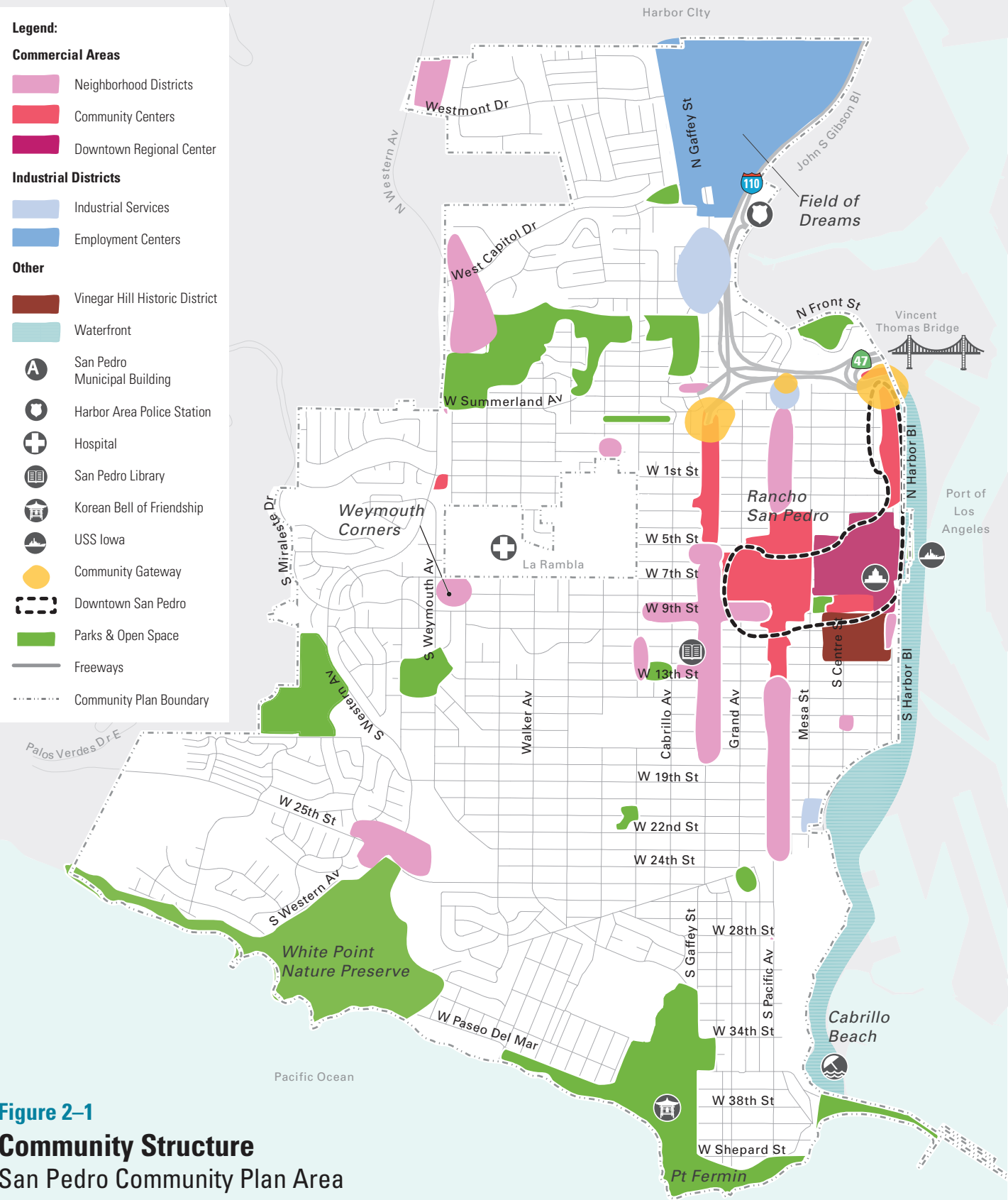


Figure 2-1
Community Structure
 San Pedro Community Plan Area

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

Not To Scale

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

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



Existing Land Uses

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

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

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

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

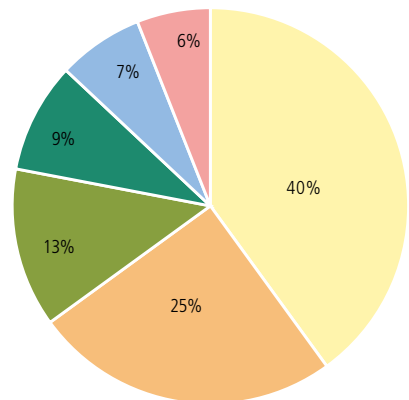


CHART 2.1
Existing Land Use Distribution (2010)

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

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



centers are found along Gaffey Street, Western Avenue, and at the intersection of 25th and Western.

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



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

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



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



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

Economic Relationship of San Pedro and the Port of Los Angeles

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

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

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

Relationship to Adjacent Communities

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



Cruise ship at the World Cruise Center



The USS Iowa battleship, built in 1940, found a permanent home in San Pedro at Berth 87 in the summer of 2012. It is now a museum and memorial open to the public.



Statue of Phineas Banning in Wilmington. Banning was one of the founders of Wilmington

Population, Housing, and Employment

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

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

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

Other Influencing Factors

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

TABLE 2-1

Population, Housing, and Employment for San Pedro

	Existing (2005 Estimate)¹	2030 Projection²	Plan Capacity
Population (persons)	82,112	83,152	83,354
Housing (dwelling units)	29,911	34,647	34,731
Employment (jobs)	13,307	19,917	19,074

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

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

immigration and migration rates, global warming, and water rights may also influence community development.

State Legislation

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

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

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

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

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From 50s
Behind The Scenes
Grace O Malley
OM Basics
Brigitton Jewelers
Shear Excellence
Delightful Diva Wear
461

Shop
Dine
Relax
SAN PEDRO
CALIFORNIA

WALKING
PEDESTRIAN



The Vue residences, downtown 5th Street



Land Use and Urban Design

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

San Pedro Vision Statement

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

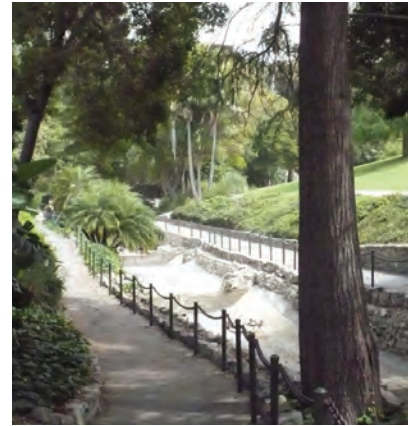
The vision for San Pedro is a stable community that provides a high quality of life for its residents: one that builds upon its distinct natural beauty, rich cultural heritage, and proximity to the Port and waterfront, while retaining the community's small town feel for multiple generations of San Pedrans.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

VISION STATEMENT

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

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

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



Averill Park's lush greenery, stream, and spectacular views from a gazebo on top of a hill make it a popular site



A shop along 7th Street in downtown San Pedro



Example of mixed-use development with ground floor commercial



General Plan Land Use

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



Example of varied building heights and articulated form

Urban Form – Building Heights

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

The prevailing height district in San Pedro is 1XL, which represents a maximum height of 30 feet. Height is further restricted to 26 feet in most of the coastal area of San Pedro (as regulated by the San Pedro Specific Plan). Downtown San Pedro is envisioned as a commercial hub for the community, a portion of which allows the tallest structures in the community; with corresponding Plan designation of Regional Commercial and Height District 2D zoning. Height District 2D in Downtown San Pedro generally allows structures up to 250 feet in height. A general description of predominant building heights in San Pedro is found in each of the Residential, Commercial and Industrial Land Use sections of this Chapter.

TABLE 3-1
General Plan Land Use

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

Legend:

Residential

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

Commercial

- Neighborhood
- Community
- Regional

Industrial

- Limited
- Light
- Heavy

Open Space

-

Public Facilities

-

Other

- Hybrid Industrial

- Community Plan Boundary

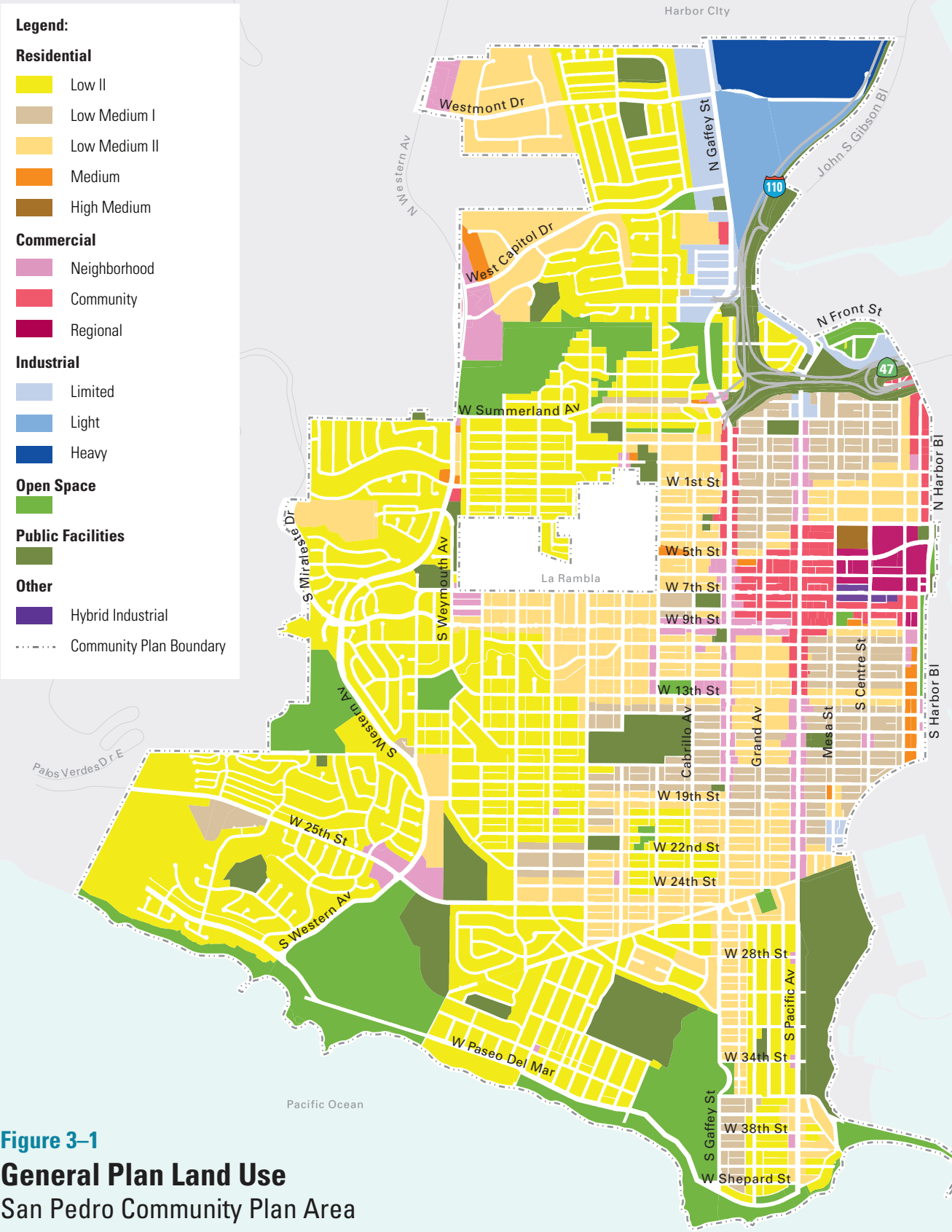


Figure 3-1
General Plan Land Use
San Pedro Community Plan Area

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

Not To Scale

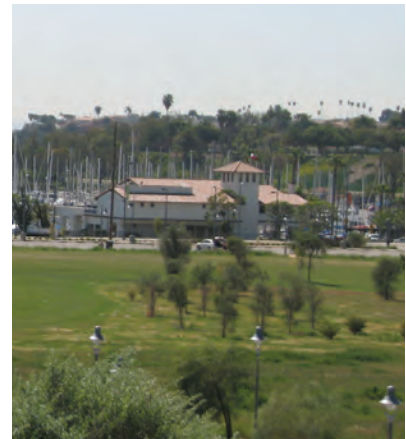
Community Themes

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

Enhance Distinct Neighborhoods, Districts, and Centers

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

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



22nd Street Park, developed by the Port of Los Angeles, is 18 acres and opened in 2010



The Bank Lofts, 7th Street in downtown San Pedro



San Pedro Public Library on Gaffey Street

Legend:

Height Districts

- 1XL (30')
- 1VL (45')
- 1L (75')
- 1 (45' - unlimited)
- 2D

--- Community Plan Boundary

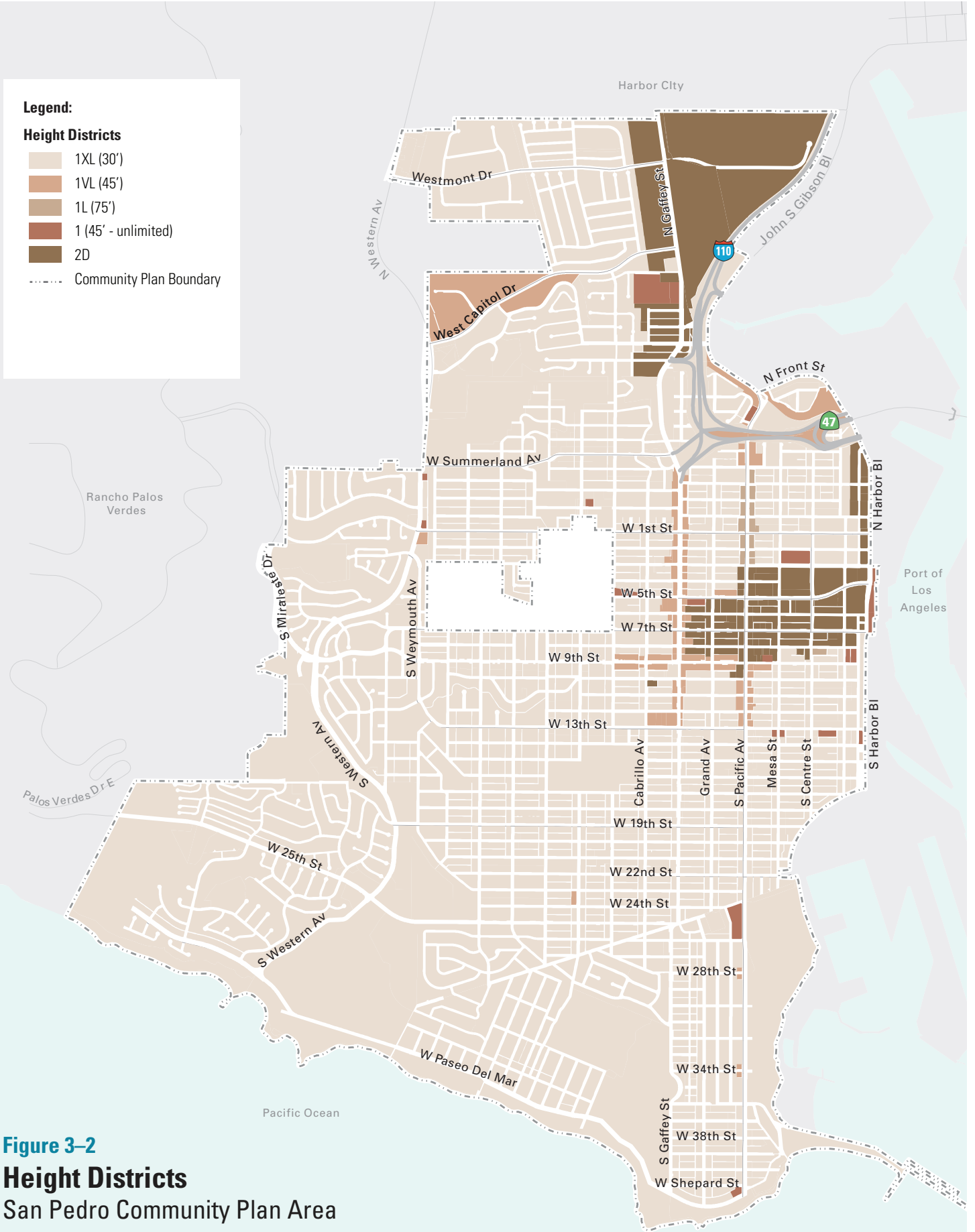


Figure 3-2
Height Districts
San Pedro Community Plan Area

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

Promote Downtown as the Commercial “Heart” of San Pedro

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

Expand Housing Opportunities

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

Strengthen the Community’s Connection to the Waterfront

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

Expand Recreational Amenities and Opportunities

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



The Brown Bros. Building on 6th Street has a restored façade to reflect its original Art Deco design





Preserve Industrial Areas for Local Jobs

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



Develop a Sustainable Community

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



Foster a Healthy Community

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



*First Thursdays Farmer's Market,
downtown 6th Street*

SUSTAINABLE DEVELOPMENT

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

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



HEALTHY COMMUNITIES

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





Residential Neighborhoods

Issues and Opportunities

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



View of the Palos Verdes Peninsula



The Corner Store, a unique neighborhood-serving shop in San Pedro



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

Residential Areas

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

Goal LU1: Complete, livable and quality residential neighborhoods throughout San Pedro that provide a variety of housing types, densities, forms and designs and a mix of uses and services that support the needs of residents.

Policies

- LU1.1 **Neighborhood character.** Maintain the distinguishing characteristics of San Pedro’s residential neighborhoods with respect to lot size, topography, housing scale and landscaping, to protect the character of existing stable neighborhoods from new, out-of-scale development. (P1, P2, P3)
- LU1.2 **Adequate housing and services.** Provide housing that accommodates households of all sizes, as well as integrates safe and convenient access to schools, parks, and other amenities and services. (P12)
- LU1.3 **Neighborhood transitions.** Assure smooth transitions in scale, form, and character, by regulating the setback, stepbacks, rear elevations, and backyard landscaping of new development where neighborhoods of differing housing type and density abut one another. (P1, P2)
- LU1.4 **Hillside development.** Limit the intensity and density in hillside areas to that which can be reasonably accommodated by infrastructure and natural topography. Development should be integrated with and be visually subordinate to natural features and terrain. (P1, P3)
- LU1.5 **Slope density.** Condition the approval of lot line adjustments, where either lot is subject to the Slope Density Ordinance prior to the lot adjustment, to document existing average natural slopes for the entire parcel and maintaining overall density restrictions pursuant to the intent of the slope density formula of Section 17.05C. (P3)
- LU1.6 **Alleys.** Maintain and improve existing neighborhood alleys as an alternative, safe, well maintained vehicular access to homes that reduces curb cuts, driveways, and associated pedestrian automobile conflicts along sidewalks. (P23, P73, P75)
- LU1.7 **Build Green.** Developments should be sustainable and attractive, and incorporate green building design, systems and materials to the greatest extent feasible. (P1, P4)
- LU1.8 **Front yard character.** Discourage parking between the street and the front of the structure on surfaces that are not part of required driveways. (P1, P5)



Legend:

Single Family

Low II

Multi-Family

Low Medium I

Low Medium II

Medium

High Medium

Other

Opportunity Areas

Community Plan Boundary

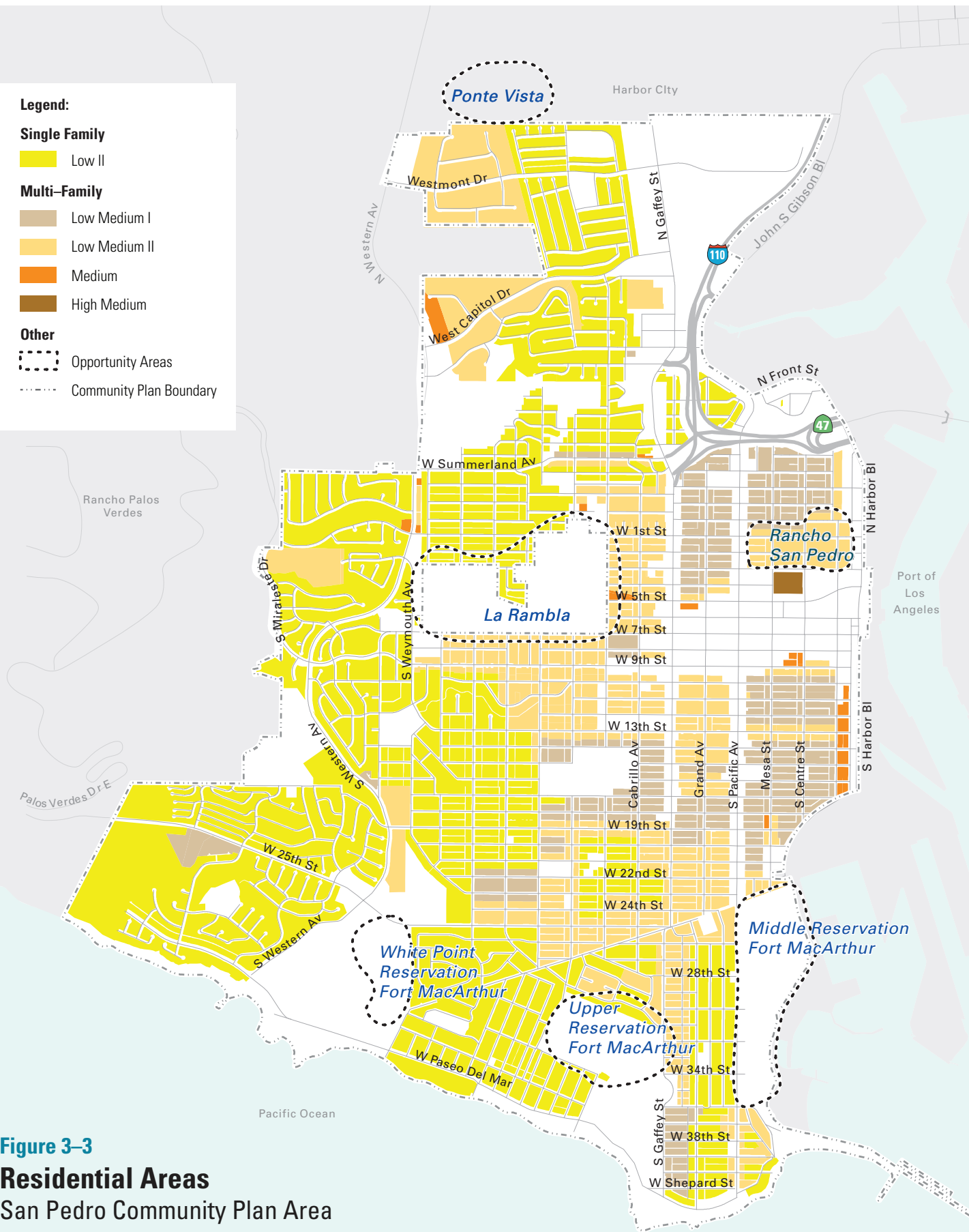


Figure 3-3
Residential Areas
San Pedro Community Plan Area

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

Single-Family Residential

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

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

Policies

- LU2.1 **Preserve neighborhood character.** Maintain single-family and lower-density neighborhood character through the use of lower density land use designations, Low II and Low Medium I. (P1, P2, P6)
- LU2.2 **Height transitions.** Provide height transitions between established single-family neighborhoods and adjacent multi-family, commercial, and industrial areas. (P1, P2)



Multi-Family Residential

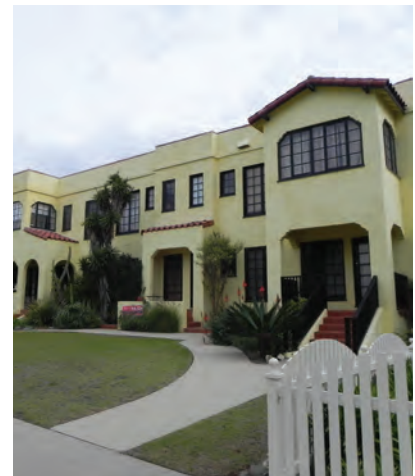
Neighborhoods designated for multi-family use are predominantly located in the central and eastern portions of San Pedro and contain duplexes, bungalow apartments, 3 to 4 story apartment buildings, and condominium complexes, as well as single-family homes. These neighborhoods are also among the oldest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

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

Goal LU3: Multi-family residential neighborhoods with a mix of ownership and rental units that are well-designed, safe, provide amenities for residents, and exhibit the architectural characteristics and qualities that distinguish San Pedro.

Policies

- LU3.1 **Neighborhood stability.** Stabilize and improve existing multi-family residential neighborhoods, allowing for growth in areas where there are sufficient public infrastructure and services and where quality of life can be maintained or improved. (P7, P8)
- LU3.2 **Key locations.** Incorporate multi-family housing in areas targeted for





mixed use and in the Regional Center. (P12)

LU3.3 **Equitable housing distribution.** Provide an equitable distribution of housing types for all income groups throughout San Pedro’s multi-family neighborhoods and promote mixed-income developments rather than creating concentrations of below-market-rate housing. (P7, P9, P10)

LU3.4 **Affordable housing and displacement.** Encourage the replacement of demolished quality affordable housing stock with new affordable housing opportunities while minimizing the displacement of residents, through programs that support development while meeting the relocation needs of existing residents. (P8, P9, P11)

LU3.5 **Compatibility.** Ensure that the new development of multi-family, duplex, small lot subdivisions or lower density units located in or adjacent to single-family neighborhoods maintains the visual and physical character of single-family housing and be designed to respect and complement the architectural and building patterns of surrounding existing residential development. (P1, P2, P9)



LU3.6 **Amenities.** Include amenities for residents such as on site recreational facilities, community meeting spaces, and useable private and/or public open space in new multi-family development. (P1, P29)

LU3.7 **Senior housing.** Develop senior housing in neighborhoods that are accessible to public transit, commercial services, recreational and health and community facilities, especially within or adjacent to designated Community Centers.(P9)



LU3.8 **Special needs housing.** Maintain and improve developments that serve homeless, transitional needs and special needs populations. Support the retention of residential hotels and Single-Room Occupancy (SROs) to provide housing for extremely low and very-low income residents. (P10)

LU3.9 **Small lot development.** Small lot subdivisions are required to follow the Department of City Planning’s “Small Lot Guidelines.” In addition, projects in San Pedro must comply with the following (P1, P2):

- Monotonous appearance of garage doors facing street frontage is not permitted.
- Hillside small lots must provide view corridors through the subdivision.
- Emphasize sustainable site practices such as permeable common driveways.
- Adaptive reuse of signature San Pedro bungalow or courtyard housing into Small Lot subdivisions is desirable and encouraged.



Opportunity Areas

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

Rancho San Pedro Housing Project

The City of Los Angeles Housing Authority (HACLA) oversees the Rancho San Pedro Housing facility. It was originally built as work-force housing by the Defense Department, and is located directly north of the Downtown San Pedro Regional Center. Rancho San Pedro includes 284 units built in 1942 on 12.5 acres, and the Rancho San Pedro Extension built in 1952 with 191 units on 8.7 acres.

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

Policies

LU4.1 Improve Rancho San Pedro. When redevelopment of the Rancho San Pedro site is planned, including rehabilitation and modernization to conform with all applicable health and safety codes, such development should be (P31):

- designed to provide a mix of housing types for a range of incomes;
- planned with an appropriate mix of rental and for-sale units;
- compatible with Low Medium to Medium plan density designations on average
- open and integrated into the community (not gated);
- coordinated with LAUSD to provide needed school facilities;
- coordinated with LAPD guidelines to include design features that reduce the incidence of criminal activity; and
- developed with accessible public open and recreational space.

LU4.2 Public private partnerships. Support and encourage public/private partnerships and other efforts to revitalize Rancho San Pedro, including those available to the City of Los Angeles Housing Authority. (P31)

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

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



Example of townhome development in an urban neighborhood



Rancho San Pedro housing



at the former site of Bogdonovich Park, and Pacific Heights II, located south of 25th Street in the northwest corner of the White Point reservation.

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

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

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

LU4.3 **Integrate Reservation sites.** When redevelopment of the Fort MacArthur sites is planned, such development should be: (P148)

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



La Rambla (County of Los Angeles)

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

LU4.4 **Annex La Rambla.** Annex the unincorporated Los Angeles County land generally known as La Rambla, to the City of Los Angeles. (P32)

Ponte Vista (former Naval Housing Site on Western Avenue)

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

LU4.5 **Integrate Ponte Vista.** New development at Ponte Vista should include a mix of uses and densities, a range of housing types, neighborhood services and amenities, compatible with and integrated into the adjacent San Pedro community. Development of the Ponte Vista site should be (P33):

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



San Pedro Café & Deli on Pacific Avenue



Commercial

Issues and Opportunities

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

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

Commercial Land Use

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

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

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

Figure 3-4 shows commercial districts within San Pedro. The maximum height limit for Neighborhood Commercial Districts is two stories. In the Community Commercial areas, up to 6 stories are allowed. The most permissive heights are allowed in Downtown San Pedro, where in a targeted area buildings can be as high as 20 to 30 stories, with required transitions between more intense uses and adjoining lower-scale commercial and residential neighborhoods.

Redevelopment in San Pedro

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



Williams' Book Store, founded in 1909, is the oldest bookstore in Los Angeles.



Legend:

- Neighborhood
- Community
- Regional

Other

- Opportunity Areas
- Community Plan Boundary
- Arts Cultural and Entertainment District

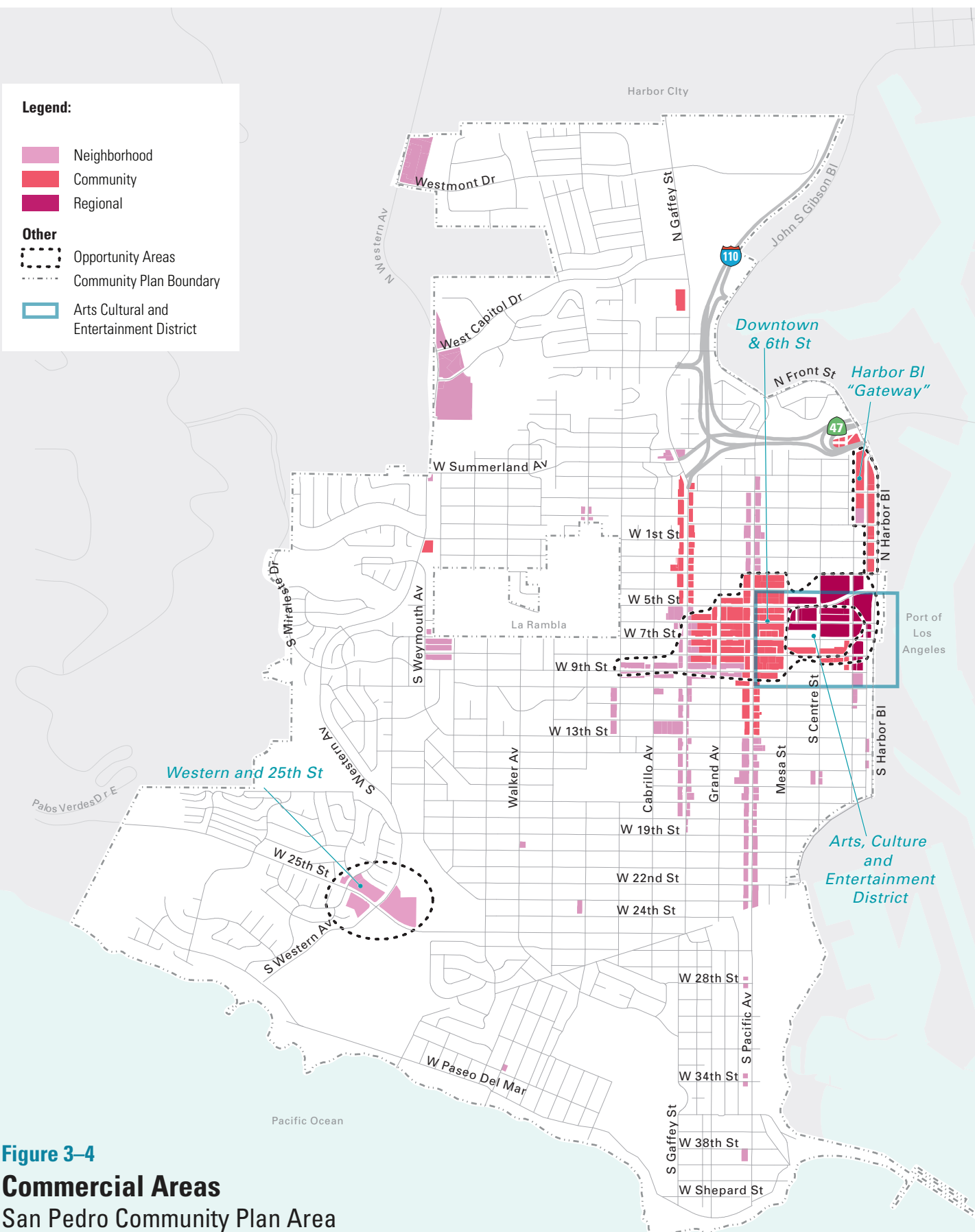


Figure 3-4
Commercial Areas
San Pedro Community Plan Area

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

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

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

Downtown San Pedro Community Design Overlay

The Downtown San Pedro Community Design Overlay (CDO) District provides guidelines to enhance the visual identity and to improve the walkability and appearance of the Downtown. The CDO guidelines were incorporated into the CPIO with the 2017 update of the Community Plan.

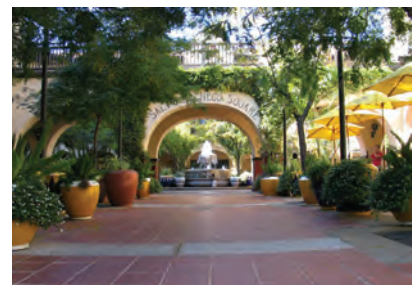
Commercial Districts

Commercial districts typically include the complete range of neighborhood-serving to regional types of businesses and services, including retail, office, lodging, cultural and entertainment facilities, schools, and libraries. The height of structures in these districts ranges from 30 feet for Neighborhood Commercial to about 250 feet in the downtown Regional Commercial district. Most commercial districts encourage mixed-use structures, which generally incorporate commercial uses on lower floors, and residential units on upper floors.

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

Policies

- LU5.1 **Investment.** Conserve, strengthen and encourage investment in San Pedro’s existing commercial districts. (P13)
- LU5.2 **Mix of uses.** Encourage the vertical and horizontal integration of a complementary mix of commercial, service and other nonresidential uses that address the needs of families and other household types living in urban neighborhoods. Such uses may include daycare and school facilities, retail and services, and parks, plazas, and open spaces.(P1)
- LU5.3 **Limit specific uses.** Discourage the following types of uses in all neighborhood commercial districts, and, require a CUP in other districts: auto parts stores, auto repair garages, auto sales offices, auto trailer parks, unenclosed automobile service stations, unenclosed drive-in establishments and used car lots. (P1)



Examples of articulated design



Examples of pedestrian-scaled commercial districts

- LU5.4 **Appropriate transitions.** New development should respect and complement the architectural and building patterns of surrounding existing residential areas. New buildings that abut residential zones or are adjacent to residential neighborhoods that have lower development intensities and building heights should ease the scale of transition through use of downsizing scale, massing, heights, or setbacks. (P1)
- LU5.5 **Complementary residential uses.** Residential uses in commercial areas should complement and enhance commercial districts with compatible design, entrances, scale, massing and continuation of the streetwall. (P1)
- LU5.6 **High-quality development.** Design commercial development, including infill development, redevelopment, rehabilitation, and reuse efforts, to produce a high-quality built environment, with distinctive character, and compatibility with existing and adjacent development, that reflect San Pedro's unique historic, environmental, and architectural context, creating memorable places that enrich community life. (P1)
- LU5.7 **Strategically locate new large projects.** Allow large projects in appropriate locations, and provided that projects do not interrupt community fabric, the street grid, designated public views, or the viability of commercial areas, and that those facilities are designed to be compatible in scale and character with surrounding uses. (P1)
- LU5.8 **Spaces for people.** Integrate pedestrian amenities, traffic-calming features, plazas and public areas, attractive streetscapes and signage, lighting, shade trees, outdoor dining and open spaces to create destinations for area residents to shop and gather. (P1, P14, P28)
- LU5.9 **Enhanced pedestrian street activity.** Incorporate retail and service-oriented commercial uses on the first floor street frontage of structures, including mixed-use projects and parking structures. (P1)
- LU5.10 **Build Green.** Developments should be sustainable, attractive and incorporate green building design and materials to the greatest extent feasible. (P1, P4)
- LU5.11 **Buildings that engage the street.** Require buildings to be oriented to and actively engage the public realm through such features as building orientation, build-to and setback lines, façade articulation, ground-floor transparency, and location of parking. (P1)
- LU5.12 **Retail streetscapes.** Maintain and, where deficient, improve street trees, plantings, furniture (such as benches, trash receptacles, news racks, and drinking fountains), signage, public art, and other amenities that promote pedestrian activity in retail commercial districts. (P1, P14, P27, P28)
- LU5.13 **Improve design.** Promote quality site, architectural and landscape design that incorporates walkable blocks, distinctive parks and open spaces, tree-lined streets, and varied architectural styles. (P1, P14)

LU5.14 **Safety.** Create and promote environments that enhance safety and are more conducive to walking through the use of design guidelines and standards. Encourage outdoor areas to be lighted for night use, safety and comfort.(P1, P27)

LU5.15 **Well-designed parking.** Provide adequate employee and public parking for all commercial facilities that is complementary to adjacent uses, separating it from residential uses. Where possible, replace surface parking with structured parking, replace parking area drive aisles with pedestrian-friendly walkways, and infill parking areas with multi-story mixed-use buildings. (P1, P30)

LU5.16 **Minimize parking impacts.** Reduce the visual prominence of parking within the public realm by requiring off-street parking to be located behind or within structures or otherwise fully or partially screened from public view. (P1, P30)

LU5.17 **Public spaces.** Develop connecting public plazas and paseos to encourage outdoor activity and public gathering places. (P1, P29)

LU5.18 **Promote sustainability.** Support efforts that promote healthy eating, strengthen regional agriculture and food security, and reduce the environmental and financial costs of long distance shipping. Encourage the cultivation and sale of locally sourced produce.

LU5.19 **Co-location of services.** Promote the joint location of health services and social services facilities in schools, community centers, senior centers and other public facilities, and locate near transit whenever feasible.



Neighborhood Commercial Districts

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

- Gaffey Street between 5th and 19th Streets
- 9th Street between Meyler Street and Pacific Avenue
- Pacific Avenue and "Welcome Gateway"
- Western Avenue and 25th Street
- Weymouth Corners
- Park Plaza and Harbor Cove





Gaffey Street between 5th and 19th Streets

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

9th Street between Meyler Street and Pacific Avenue

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

Pacific Avenue and “Welcome Gateway”

Pacific Avenue between 9th and 25th Streets is a mixed-use area with street-fronting retail, restaurants, bars, banks and auto-related uses. A prevailing two-to three-story street wall at 9th Street gradually loses consistency as it heads away from the Downtown Core, with several corner shopping malls, parking lots and auto repair businesses located between 14th Street and 19th Street. The district also includes a public elementary school and some multi-family residential uses. Between Oliver and 3rd Streets, the mix of uses is similar to those found along the southern portion of Pacific Avenue. This area is also one of the primary entry points into the community from north of San Pedro as well as Long Beach. Thus, this area provides an opportunity to better identify a key entryway into San Pedro beginning at about Oliver Street and extending into downtown.

Western Avenue and 25th Street

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

Weymouth Corners

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



Park Plaza and Harbor Cove

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

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

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

Policies

- LU6.1 **Neighborhood services.** Encourage the retention of existing and the development of new commercial uses that are primarily oriented to the residents of adjacent neighborhoods and promote the inclusion of community services (e.g., childcare and community meeting rooms). (P1)
- LU6.2 **Mix of uses.** Encourage the vertical and horizontal integration of a complementary mix of commercial, service and other non-residential uses that address the needs of households living in urban neighborhoods. Such uses may include retail and services, entertainment, childcare facilities, daycare and school facilities, public meeting rooms, recreation, cultural facilities, and public open spaces, which enhance neighborhood activity. (P1)
- LU6.3 **Promote neighborhood activity centers.** Encourage the owners of existing commercial shopping centers that contain chain grocery or drug stores to include additional uses, such as restaurants, entertainment, childcare facilities, public meeting rooms, recreation, cultural facilities, and public open spaces, which enhance neighborhood activity. (P1)
- LU6.4 **Protect neighborhood uses.** Compatible “non-conforming uses” that are a recognized part of a neighborhood (e.g., “Mom and Pop” neighborhood stores), should be allowed to continue in accordance with applicable provisions of the Municipal Code.



- LU6.5 **Limit new stand-alone residential uses.** Discourage new residential only uses in Neighborhood Commercial designated areas to maintain an adequate level of neighborhood commercial services. (P1)

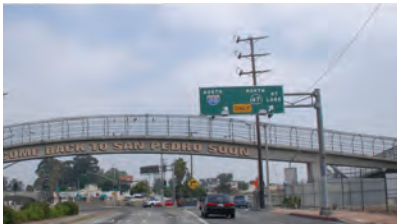
Neighborhood Commercial Opportunity Area - Western Avenue and 25th Street

This commercial center in the southwest area of San Pedro, provides retail and professional services for the surrounding single-family residential neighborhoods and neighboring Rancho Palos Verdes. Existing development is predominantly single-story with a significant portion of land dedicated to surface parking.

Goal LU7: A commercial center that serves the southernmost portion of San Pedro with a mix of uses that promote shopping, walking and public gathering spaces.

Policies

- LU7.1 **Vibrant Commercial District.** The commercial area at Western Avenue and 25th when redeveloped, should be (P1):
- designed to serve the surrounding community with services and retail opportunities
 - integrated with public plazas and other public gathering spaces.



Gaffey Street Pedestrian Bridge



Welcome Park, a highly-visible entry to San Pedro on North Gaffey Street from the Harbor I-110 freeway.

Community Commercial Centers

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

- Gaffey Street from Harbor (I-110) Freeway to 5th Street
- Downtown San Pedro and Harbor Boulevard "Welcome Gateway"
- Pacific Avenue

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

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

to San Pedro.

Downtown San Pedro and Harbor Boulevard “Welcome Gateway”

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

Pacific Avenue

Between 3rd and 13th Streets, the commercial area along Pacific Avenue consists of retail and commercial services, community facilities, offices, coastal/recreational uses such as sporting goods, marine supply and repair, and other similar uses that serve the community. This area contains many older buildings as well as potential sites for infill development.

Goal LU8: Distinct, well-designed community centers that are efficiently served by transit, provide medium-density and urban housing opportunities, and serve as centers of civic, cultural, and economic life for San Pedro.

Policies

- LU8.1 **Revitalize Downtown.** Revitalize and strengthen the Downtown San Pedro commercial area as the historic commercial center of the community, to provide shopping, civic, social, and recreational activities. (P1)
- LU8.2 **Mixed-Use projects.** Promote mixed-use projects and higher density developments along transit priority streets, and in Community Commercial and Regional Commercial areas. Redevelop existing commercial centers into dynamic mixed-use centers. (P1, P34)
- LU8.3 **Community serving uses and activity centers.** Ensure uses that address community needs are included in Community Commercial centers by encouraging the inclusion of public service uses, such as day and elder care, community meeting rooms, recreational facilities, school classrooms, cultural facilities, museums, libraries, and similar uses in mixed use development.
- LU8.4 **View preservation.** Avoid creating a “wall of development” along Harbor Boulevard by requiring the use of setbacks, variation in massing and heights, and preservation of view corridors for new development projects.
- LU8.5 **Discourage AGFs.** Above ground facilities (AGF) should not be located



Harbor Boulevard looking north, an entryway into San Pedro.

in the Specific Plan area or on scenic highways. AGFs should be located below grade or out of public view when sited along scenic highways or in proximity to view corridors, vista points, community design overlays or other public scenic access points.



Example of a walkable commercial district



Locally-owned shop on 7th Street in downtown



Downtown 6th Street, a pedestrian-friendly street with restaurants and shopping

Community Commercial Opportunity Areas

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

Downtown

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

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

Policies

- LU9.1 **Active Downtown.** Develop 6th Street between Harbor Boulevard and Pacific Avenue into a pedestrian priority street, with sidewalk dining, pedestrian-oriented commercial uses, improved streetscape and landscape amenities, public art spaces and water features. (P1, P35)
- LU9.2 **Waterfront connections.** Strengthen the connection between downtown and the waterfront by providing for extension of the Red Car line through downtown and coordinating with the Port’s Waterfront project. (P35, P36)
- LU9.3 **Maintain parking options.** Maintain public parking lots so that pedestrians can easily access restaurants and other entertainment uses.
- LU9.4 **Discourage AGFs.** Above ground facilities (AGF) should not be located in the Downtown area or on scenic highways. AGFs should be located below grade or out of public view when sited along scenic highways or in proximity to view corridors, vista points, community design overlays or other public scenic access points. (P1, P15)

Harbor Boulevard “Welcome Gateway”

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

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

Policies

- LU10.1 **Downtown and Waterfront connections.** Continue to coordinate with the Port of Los Angeles and Public Works to implement design improvements that provide physical design connections between the Waterfront and downtown San Pedro. These should include but not be limited to street trees, landscaping, lighting, paving, wayfinding signage and gateway signage. (P1, P37)
- LU10.2 **Harbor Boulevard “Welcome Gateway”.** New development within the vicinity of Front/O’Farrell Streets should exhibit high-quality architecture, integrate public parking, and public plazas if feasible, and also mark the entrance to Downtown San Pedro in a significant manner. The development should have prominent pedestrian-oriented design at the ground floor and if a mid-to high-rise structure, be developed as a slim tower to both mark the entrance to San Pedro and retain public views of the waterfront consistent with the Downtown San Pedro CDO guidelines.(P1, P37)
- LU10.3 **Gaffey Street and Pacific Avenue “Welcome Gateways”.** Implement design improvements that provide physical design enhancements welcoming residents and visitors to San Pedro. These should include but not be limited to street trees, landscaping, lighting, paving, wayfinding signage and gateway signage that is scaled to be prominent, yet stylish. (P1, P28, P37)
- LU10.4 **Attractive design.** New development along Harbor Boulevard should be high quality, with well designed signature architecture that invites and welcomes people to San Pedro. This development should complement and benefit from the POLA promenade improvements such as the Welcome Water Fountain. Developments should have: prominent pedestrian-oriented design at the ground floor with a mix of uses; individual entrances for limited ground floor residential; abundant landscaping; and structures that are designed to retain public views to the waterfront per the Downtown San Pedro CDO guidelines. (P1, P37)





- LU10.5 **Expand visitor-serving opportunities.** Encourage a variety of shopping, dining, entertainment, lodging and visitor-oriented activities to increase tourism and enhance economic activity in San Pedro. (P1, P35, P38)

Regional Commercial

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



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

Policies

- LU11.1 **Commerce and jobs.** Develop regional shopping and office projects in the Regional and Community centers that provide shopping and jobs for both San Pedro residents and those of nearby communities. (P38-B)
- LU11.2 **Urban vitality.** Promote housing and employment uses in San Pedro's existing Regional Center as a means of enhancing retail viability, establishing pedestrian-oriented shopping districts, creating more attractive buildings and public spaces, supporting transit viability, and reducing vehicle trips. (P38, 38-B)
- LU11.3 **Urban core.** Foster development of the Regional Center into a compact high intensity office and employment hub of downtown, with a strong government, financial, commercial, and visitor-serving orientation, while permitting residential development to provide vitality during non-work hours.(P38)
- LU11.4 **Expand visitor-serving opportunities.** Encourage a variety of shopping, dining, entertainment, lodging and visitor-oriented activities to increase tourism and enhance economic activity in San Pedro. (P1, P34, P38)
- LU11.5 **Regional Center emphasis.** Generally direct higher-intensity land uses and taller buildings to major intersections along arterial roads to facilitate access, enhance transit service, and promote physical differentiation between the Downtown Regional Center and adjacent Community Commercial Center along Pacific Avenue and Gaffey Street. (P10, P38)



LU11.6 **Downtown revitalization.** Revitalize and strengthen Downtown San Pedro as the historic commercial center of the community, to provide shopping, civic, social, and recreational activities. (P13, P38)

LU11.7 **Develop a multi-modal center.** Develop a multi-modal transportation center (Multi-modal transportation considers various modes such as walking, cycling, automobile, public transit, etc.) in or near Downtown San Pedro. (P1, P36)

LU 11.8 **Large-scale development.** Major new developments should be designed to integrate pedestrian-oriented features and connections, abundant landscaping, paseos and alleys; and to retain public views to the waterfront per the Downtown San Pedro CDO guidelines. "Superblocks" should be discouraged. Where development fronts on multiple streets, its design should include architectural features on all street frontages. (P1, P38, P126)

LU11.9 **Discourage AGFs.** Above ground facilities (AGF) should not be located on scenic highways. AGFs should be located below grade or out of public view when sited along scenic highways or in proximity to view corridors, vista points, community design overlays or other public scenic access points. (P15, P38)



Special Districts

Arts Culture and Entertainment District

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

The Downtown Arts Culture and Entertainment (ACE) District Plan was created by the Community Redevelopment Agency and the San Pedro Chamber of Commerce to halt the loss of artists and art galleries brought about by rising rents in Downtown San Pedro (refer to Figure 3-4 for boundaries). The ACE District Plan is in place to help make the area more business and permit-friendly to working artists, performing arts venues, art galleries, restaurants and merchants thereby preserving Downtown's historic and pedestrian-friendly environment.

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





Warner Grand Theatre, 6th Street



Vincent Thomas Bridge



Upland view from San Pedro harbor

Policies

- LU12.1 **Cultural facilities.** Actively support the development of arts, cultural and entertainment facilities and events in Downtown San Pedro to attract visitors and establish a unique identity for this district. (P16)
- LU12.2 **Celebrate artists.** Encourage the development of individual offices, studios, galleries and live/work units for artists, architects, landscape architects, interior designers, craftsmen, and other design-oriented professionals in Downtown San Pedro. (P1, P16)
- LU12.3 **Public art display.** Develop accessible locations and public spaces for display of public art, featuring both permanent and temporary installations. (P1)
- LU12.4 **Historic resource preservation.** Support the preservation of culturally and historically significant sites and structures in Downtown. (P39)

Port of Los Angeles

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

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

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

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

Policies

- LU13.1 **Governmental coordination.** Strengthen governmental inter-agency coordination in the planning and implementation of Port projects in order to better serve the interests of the San Pedro Community, including recreation, quality of life and jobs. In particular, coordinate with POLA's Waterfront development planning to create more waterfront-oriented recreational amenities and improve the community's access to them. (P23, P36, P37, P40, P78)

- LU13.2 **Capitalize on synergies.** Capitalize on Port improvements to the waterfront promenade and Ports O’Call to develop Downtown San Pedro and the Port waterfront into a desirable center of commerce, recreation and tourism. (P36)
- LU13.3 **Green the Port.** Support efforts to “Green the Ports,” including measures that improve air and water quality, reduce vehicle emissions, and enhance coastal resources. (P36, P40)
- LU13.4 **Reduce impacts.** Utilize Port of Los Angeles resources to reduce local impacts where appropriate. (P36, P40)

Industrial

Issues and Opportunities

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

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



7th Street galleries

Pedro, where artists and artisans have historically been welcomed.

Industrial Areas

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

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

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

Industrial Land Use

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

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

Policies

- LU14.1 **Preserve employment base.** Retain industrial land use designations to maintain the industrial employment base for existing and new businesses that provide higher-skilled and high wage manufacturing and research/development jobs, particularly those in port-related and maritime industries. (P1, P17, P18)
- LU14.2 **Retain industrial land.** Large industrial designated parcels located in predominantly industrial areas should not be developed with other uses that do not support the industrial base of the City and community. (P1, P17, P18)
- LU14.3 **Sustain the arts.** Encourage artisan, artisanal and craft industries in light industrial zones, particularly in adaptive reuse of obsolete industrial buildings. (P1)
- LU14.4 **Improve safety and jobs.** Ensure that industrial land uses are safe for human health and the environment and that they provide a robust source of employment.
- LU14.5 **Encourage sustainable industry.** Incentivize development opportunities for businesses that are oriented towards green or clean technologies, and employ green building practices and processes. (P1, P18)
- LU14.6 **Build green.** Developments should be sustainable, attractive and incorporate green building design and materials to the greatest extent feasible. (P1, P4)



Rolling Hills Estates

Legend:

- Limited
- Light
- Heavy
- Hybrid Industrial

Other

- Opportunity Areas
- Community Plan Boundary

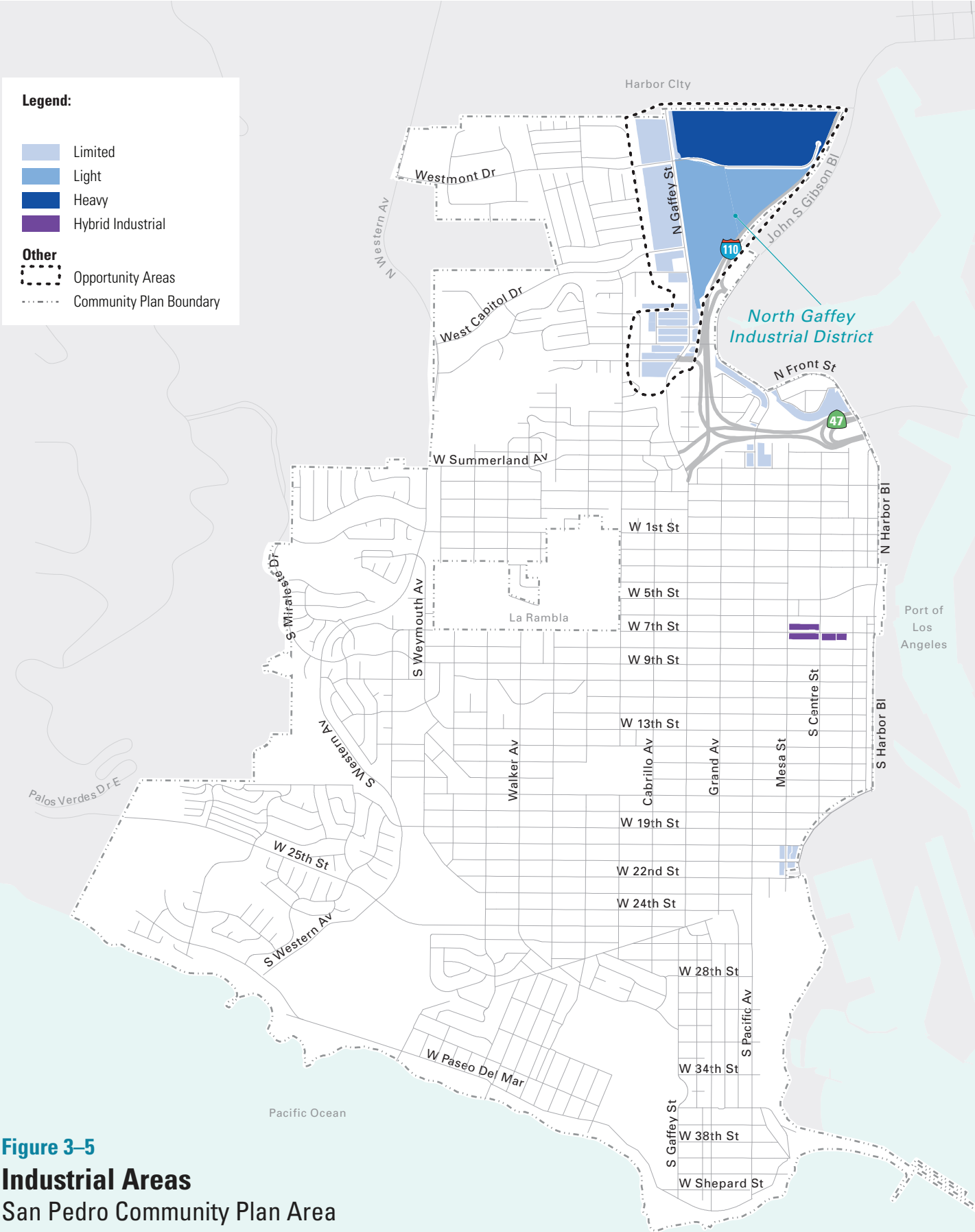


Figure 3-5
Industrial Areas
 San Pedro Community Plan Area

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

Not To Scale

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

Policies

- LU15.1 **Transitions.** Require transitions for industrial uses, from intensive uses to less intensive uses, in those areas in close proximity to residential neighborhoods. (P1)
- LU15.2 **Enhanced design.** Require design techniques, such as appropriate building orientation and scale, landscaping, buffering, noise insulation and increased setbacks, in the development of new industrial properties to improve land use compatibility with adjacent uses and to enhance the physical environment. (P1)
- LU15.3 **Street beautification.** Encourage streetscape improvements such as street trees, sidewalks, landscaping, lighting, and undergrounding of utilities. (P1, P28)
- LU15.4 **Adequate parking.** Require adequate customer and employee parking be provided for all types of industrial and manufacturing facilities, and that truck traffic and parking be restricted from residential areas.
- LU15.5 **Hazardous materials.** Promote the phasing out or relocation of facilities used for the storage, processing, or distribution of potentially hazardous petroleum or chemical compounds, and discourage any further expansion of existing facilities. (P18-B)



Industrial Opportunity Area

North Gaffey Street Industrial District

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



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





Policies

- LU16.1 **Create an Industrial sanctuary.** Prohibit commercial and residential uses in the North Gaffey Industrial District to limit the displacement of industrial uses that serve the community and to stabilize land values for industrial job producing uses. (P1, P18)
- LU16.2 **Encourage green industries.** Plan for and facilitate the location of industries and businesses that develop or utilize clean and green technologies and capitalize on Los Angeles' competitive advantages; incentives should be available for such uses. (P1, P18, P41)
- LU16.3 **Encourage sustainable industry.** Industries that are environmentally sustainable businesses, and employ green or clean technologies, building practices, and processes and provide jobs for San Pedro's residents should be encouraged to locate in this district. (P1, P18, P41)
- LU16.4 **Industrial services.** Encourage retention of locally serving light industrial businesses that not only provide products and services that support the maritime industry and other port uses, but those needed by others who live or work nearby, such as plumbing and heating, ironworks, and auto repair. Retain and attract businesses through the use of incentives and/or the prohibition of new commercial uses in the area of North Gaffey Street allocated for this industrial use.
- LU16.5 **Build Green.** Developments should be sustainable, attractive, and incorporate green building design and materials to the greatest extent feasible. (P1, P4)
- LU16.6 **Sustain commerce.** Encourage industries to locate in this district that can apply for and benefit from foreign trade zone status. (P41)
- LU16.7 **Enhance design.** Improve the aesthetic quality of North Gaffey Street, including sidewalks, trees, lighting, and signage; eliminate blight and detrimental visual impacts on residential areas, and establish a stable environment for quality industrial development. (P1)

Historic and Cultural Resources

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

Vinegar Hill Historic Preservation Overlay Zone

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

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

Policies

- LU17.1 **Celebrate history.** Protect, preserve and enhance San Pedro's historically significant resources. Support the completion of SurveyLA within the San Pedro Community Plan Area. (P20, P22, P42)
- LU17.2 **Retain historic elements.** Protect, preserve and enhance the historic characteristics of distinctive historic neighborhoods such as Old San Pedro/ Downtown, Vinegar Hill HPOZ and study the possible expansion of the HPOZ as well as Averill Park and the Cabrillo/27th/Gaffey neighborhood. (P19, P21, P22)
- LU17.3 **Incentivize preservation.** Encourage and promote the use of incentives for private owners of historic properties/resources to conserve the integrity of such resources. (P19, P22)
- LU17.4 **Identify partnerships for funding.** Coordinate with other agencies to identify new financial resources for rehabilitation grants and loans to low-and moderate-income owners of historic homes. (P19, P22)



The Arcade Building on 6th Street, built in 1925



Historic home characteristic of Vinegar Hill neighborhood



Monument signage for Historic Muller home on South Beacon Street

LU17.5 **Maintain character.** Support the study of overlay districts for neighborhoods that retain a cohesive community character but are not eligible to become Historic Preservation Overlay Zones.

LU17.6 **Retain neighborhood scale.** Retain existing neighborhood scale and characteristics in the area bounded by O'Farrell Street, Hanford Avenue, Third Street, Walker Avenue, the westerly extension of Fourth Street, and Harbor View Avenue, by discouraging lot consolidation in this area.



San Pedro's coastal bluffs



South Shores residential area



Paseo del Mar in the San Pedro Specific Plan area

San Pedro Local Coastal Program Specific Plan

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

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

Policies

LU18.1 **Maintain visual resources.** Protect the scenic and visual qualities of San Pedro as a local and regional resource, with permitted development sited and designed to: protect public views to and along the ocean, harbor, and scenic coastal areas; minimize the alteration of natural landform; be visually compatible with the character of the surrounding area; and prevent the blockage of existing public views for designated public scenic view areas and Scenic Highways. (P25)

LU18.2 **Preserve access to coastal views.** Ensure public visual access to coastal views by means of appropriately located scenic overlooks, turnouts, view spots and other areas for limited vehicular parking, especially along designated Scenic Highways and Bikeways. (P25)

LU18.3 **Protect public views from Scenic Highways.** Preserve existing public scenic views of the ocean and harbor from designated Scenic Highways, and designated scenic view sites. Development adjacent to a Scenic Highway

should protect public views to the ocean to the maximum extent feasible, be adequately landscaped to soften the visual impact of the development, and, where appropriate, provide hiking or biking trails, a turnout, vista points and other complementary public facilities.(P25, P125)

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

LU18.5 **Preserve Public View Sites.** The Osgood/Farley Battery, Lookout Point, and the Korean Bell sites should be designated as public view sites and development that obstructs views from these sites should be restricted. (P24, P87, P124)

LU18.6 **Discourage AGFs.** Above ground facilities (AGF) should not be located in the Specific Plan area or on scenic highways. AGFs should be located below grade or out of public view when sited along scenic highways or in proximity to view corridors, vista points, community design overlays or other public scenic access points. (P1, P15)



View south from top of Battery with Catalina Island in the distance

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

Policies

LU19.1 **Maintain coastal resources.** Protect coastal resources from environmental hazards, such as impacts associated with offshore oil drilling and erosion of coastal bluffs. (P124)

LU19.2 **Coastal-oriented recreation.** Maintain, develop and expand existing coastal-oriented recreational facilities where needed, including but not limited to trails, such as the California Coastal Trail, and paths, to provide local and regional access to San Pedro's coastal resources while maintaining their unique characteristics and natural terrain. (P43)

LU19.3 **Affordable recreational opportunities.** Protect existing, public, low-cost visitor and recreational facilities and encourage their expansion, modernization and prioritization of additional resources. (P43)

- LU19.4 **Encourage public-serving uses.** On suitable private land, prioritize visitor-serving, commercial recreational uses designed to enhance opportunities for coastal recreation and ensure private residential, general industrial, or general commercial developments do not compromise coastal-dependent industry. (P25)
- LU19.5 **Require development to provide access.** Require that developments in proximity to coastal resources provide access to public recreational opportunities to the extent legally permissible.
- LU19.6 **Develop trails.** Require all trails, paths and bikeways to be indicated by appropriate signs.
- LU19.7 **Utilize Parking Resources.** Maintain public parking areas serving recreational facilities along the coast to avoid spill-over parking into residential areas. (P26, P44)



NO STOPPING
ANY TIME
← →

BIKE LANE

BIKE LANE

MOBILITY AND PUBLIC HEALTH

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

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

Mobility

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

The San Pedro Community Plan recognizes that land use and mobility goals and policies are interdependent. Mobility objectives cannot be achieved without the support of appropriate and complementary development; at the same time, land use and urban design objectives can be undermined by conflicting mobility policies. Therefore, the mobility goals and policies in this chapter enhance and reinforce the land use and urban design policies discussed in Chapter Three, while integrating citywide mobility goals, including those established in the Framework Element and the Mobility Plan 2035. These citywide goals include:

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

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

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

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

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

- Recreation and Scenic Highways

Streets

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

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

Street Designations and Standards

The City's streets are organized by official standard street designations or classifications, established in the Mobility Plan 2035, and standard street dimensions depicted in the Department of Public Works Standard Street Plan. The purpose of these dimensions is to assign appropriate street right-of-way widths, composed of space for sidewalks, street parking, travel lanes, and medians, for each street classification. Figure 4-1, Circulation System, delineates San Pedro's street network by designation and establishes right-of-way widths and dedication requirements.

Actual street dimensions vary from standards due to historic development patterns where streets were built to different, often narrower standards. In these circumstances, older streets are incrementally widened through street dedications from new development; however, in places this method of street widening may be impractical or counter to goals of increased pedestrian, bicycle or development activity. Existing non-standard street dimensions, land uses, lot depths, and volumes of vehicular, pedestrian, and bicycle activity may all indicate the need for a different street dimension than the citywide adopted standard. In these cases, streets and street segments can be modified as described by the Community Plan to reflect the specific needs of a community. Street classifications and dimensions are summarized in the accompanying text box. Selected modified street designations are illustrated in Figure 4-2, Modified Street Standards.

COMPLETE STREETS

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

- Legend:**
- Boulevard II
 - - - Boulevard II Scenic
 - Avenue I
 - - - Avenue I Scenic
 - Avenue II
 - - - Avenue II Modified
 - - - Avenue II Scenic
 - Avenue III
 - - - Avenue III Modified
 - - - Avenue III Scenic
 - Collector Streets
 - Local Streets
 - Freeway
 - - - POLA
 - - - Community Plan Boundary

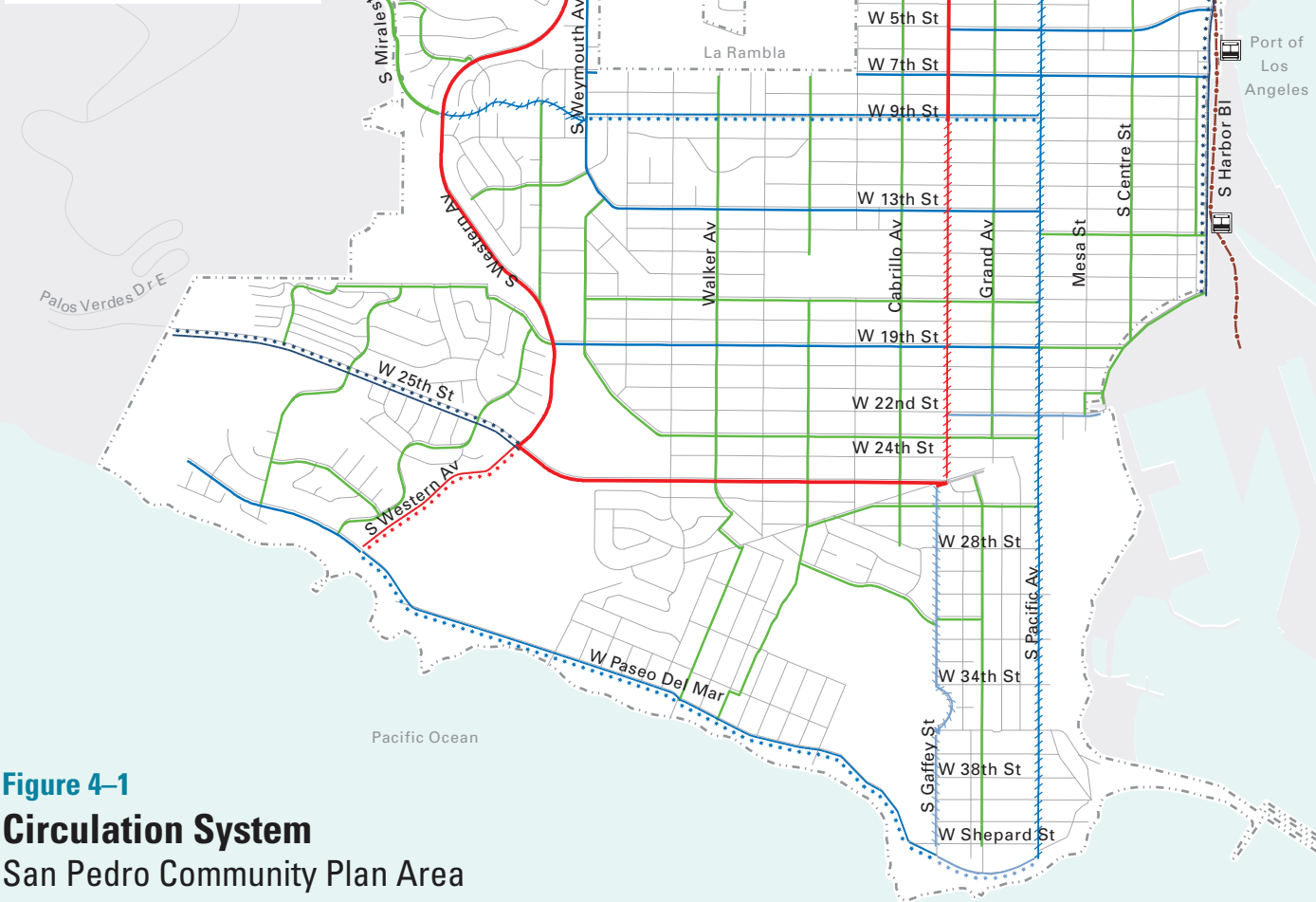
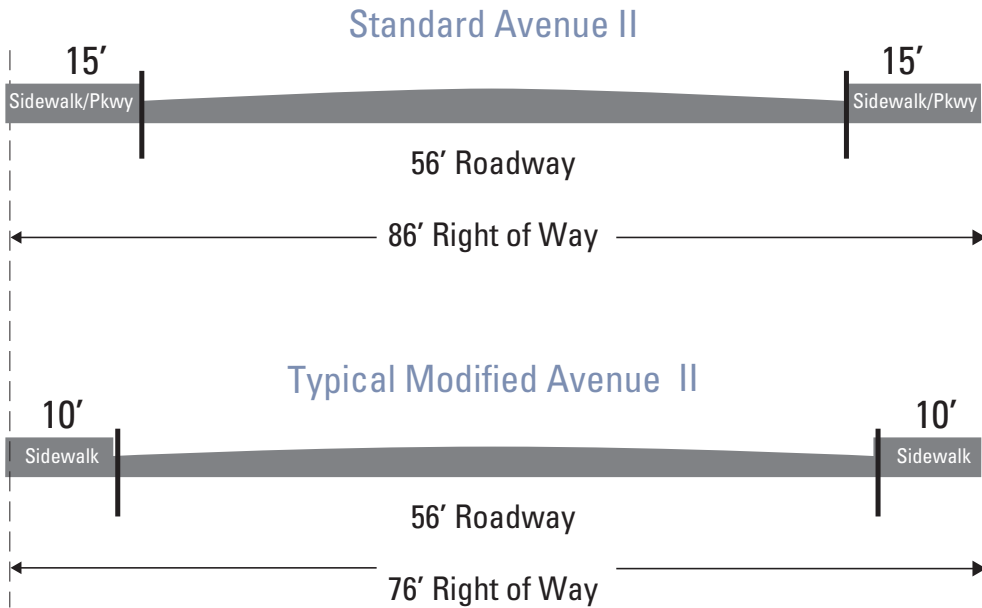


Figure 4-1
Circulation System
 San Pedro Community Plan Area

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

Not To Scale

Avenue II Street Designation Standards



Avenue III Street Designation Standards

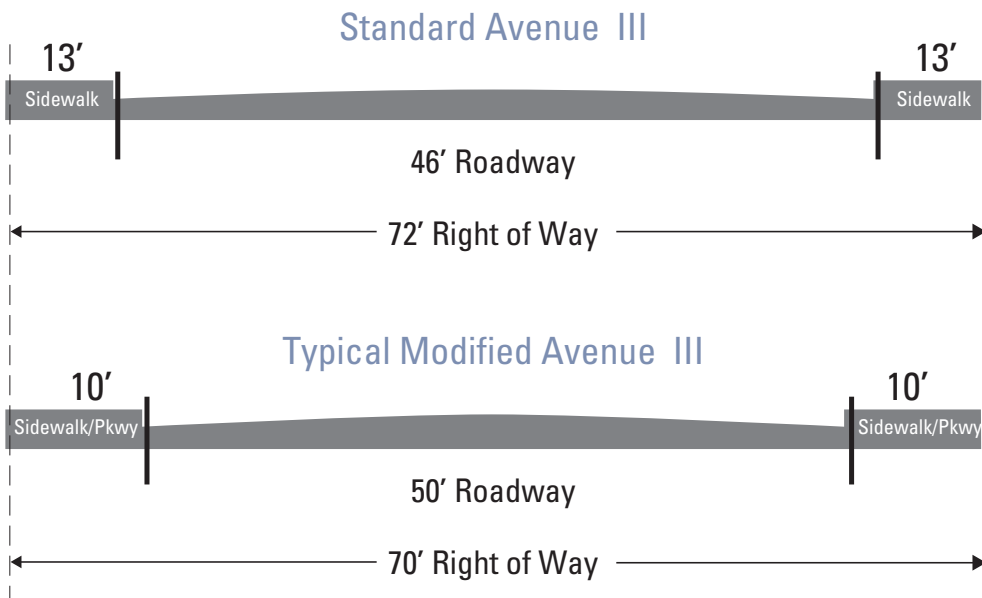


Figure 4-2
San Pedro
Standard and Modified Street Standards

City of Los Angeles Planning Department • September 2016

Not To Scale

STREET CLASSIFICATION

Streets are organized by official standard street classifications established in the Mobility Element, and street dimensions, depicted in the Department of Public Works Standard Plan Forms, as adopted by the City Planning Commission. The purpose of standardizing street dimensions is to assign appropriate street right-of-way widths — comprised of space for sidewalks, street parking, travel lanes, and medians — for each street type. Boulevards and Avenues are commonly referred to as arterial streets while collector and local roads are referred to as non-arterial streets. The Mobility Element, as an update to the 1999 Transportation Element, replaces Standard Plan Form S-470-0 with S-470-1 and includes the following street types:

Boulevards I and II. Formerly Major Highway – Class I and II, Boulevards are designed to carry high volumes of traffic at relatively high speeds. A Boulevard I typically includes 136 feet of right-of-way with three lanes of traffic in each direction. A Boulevard II typically includes 110 feet of right-of-way with two lanes of traffic in each direction. Access to individual parcels along the street should be limited.

Avenues I, II and III. Formerly Avenue II and Secondary Highways, Avenues are intended to supplement the through-traffic carrying characteristics of Boulevards, and are designed for fewer daily trips than a Boulevard and typically provides more access to individual parcels. The right-of-way is commonly 100 feet for Avenue I, 86 feet for Avenue II and 72 feet for Avenue III. Avenues should have two travel lanes in each direction, with left turn lanes at signalized intersections. Local serving on-street parking should be encouraged to support pedestrian scale commercial along avenues.

Collector Streets (standard, industrial, and hillside). Collector Streets are moderate-volume, medium-speed roadways that provide access between neighborhoods and higher volume arterial streets. Collector streets should not be designed to accommodate “thru traffic” seeking to avoid congestion on parallel arterial streets.

Local Streets (standard, industrial, and hillside). Local Streets are designed to allow local traffic access to individual properties and/or destinations.

Priority Streets

The Mobility Plan 2035 introduces the concept of prioritized improvements on the enhanced Network. The Mobility Plan 2035 allows communities to further classify streets at a local level by priority mode or modes of travel, termed Priority Streets. Priority streets are organized by pedestrian, bicycle, public transit, motorized vehicle or goods movement priority. Widening streets to accommodate additional space for every mode of travel is often unrealistic and undesirable. Instead, prioritization allows for a more tailored, efficient use of the street network that balances the needs of each mode in a holistic manner. Priority Streets assist City agencies, Planning Commissions, and elected officials in making strategic decisions about future street improvements while avoiding conflicting transportation projects. In addition, prioritization does not preclude improvements to non-priority streets, it simply suggests where to focus attention first. Some streets may be prioritized in their entirety or for selected portions. Street priorities are illustrated in Figure 4-3 Priority Streets, summarized in Table 4.1, Priority Streets, and discussed further in each relevant section in this chapter.

Legend:

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



Figure 4-3
Priority Streets
 San Pedro Community Plan Area

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

Not To Scale

TABLE 4-1
San Pedro Priority Streets

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

Community-wide Mobility Goals and Policies

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

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

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

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

Policies

M1.1 **Complete streets.** Ensure the community is served by a complete street system with some streets strategically prioritized for target users and other streets that connect the complement of arterials together to serve all users, as shown in Table 4.1. (P45)

- M1.2 **Mobility for Challenged Users.** Support wherever feasible, transportation programs and services aimed at enhancing the mobility of young people, senior citizens, disabled persons and other populations dependent on transit. (P46)
- M1.3 **Mobility Enhancements.** Developments that increase density or intensity by zone change, variance, conditional use, parcel map, subdivision or other discretionary action should provide adequate mobility enhancements such as traffic mitigation, pedestrian crosswalks, bike lanes and enhanced bus stops to ensure that mobility needs are met. (P47)
- M1.4 **Private investment for off-site facilities/amenities.** Encourage new developments to include bicycle and pedestrian amenities and include off-site transit and road improvements creating a circulation system that optimizes travel by all modes. (P48, P49, P50)
- M1.5 **Modified Street Standards.** The City should consider modified street standards where there is evidence of physical or other constraints, to implement modal priorities, enhance neighborhood character, or to facilitate a complete street network. (P51)

Table 4-2:

Street Reclassifications and Modifications

Street Name	Specific Location	Existing Designation	New Designation and Dimensions	Objective
Gaffey Street	9th Street to 25th Street	Avenue II	Modified Avenue II	Remove obstacles to future development and achieve consistency with existing and planned development
Gaffey Street	25th Street to Shepard Street	Avenue III	Modified Avenue III	Match existing roadway width and achieve consistency with existing and planned development
9th Street	Miraleste Drive to Western Avenue	Avenue I	Collector	Match existing roadway width and achieve consistency with existing development
9th Street	Western Avenue to Pacific Avenue	Avenue III	Modified Avenue III	Remove obstacles to future development and support bicycle and pedestrian streets
Pacific Avenue	O'Farrell to Shepard Street	Avenue II	Modified Avenue III	Support transit and pedestrian streets
Centre Street	1st Street to 7th Street	Avenue II	Collector	Remove obstacles to future development and support pedestrian improvements

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

Policies

- M2.1 **Streetscapes.** Encourage and support streetscape improvements in neighborhood areas that foster the appeal of the street as a gathering place including street furniture, well-maintained street trees, publicly accessible courtyards, wide sidewalks, bicycle access and appropriate traffic control measures to maintain safe travel speeds. (P107)
- M2.2 **Special Events.** Encourage and support special street closures for community activities such as street fairs, parades, festivals and other civic events. (P108)
- M2.3 **Watershed Management.** Support watershed management in the design of streets by incorporating swales, water retention and other such features in new development, streetscape programs and other street improvement programs, as applicable. (P52)



Walking

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

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

This Plan includes policies for increasing opportunities to walk, as both a means of transportation and recreation, within the San Pedro community. Portions of four streets are identified as Pedestrian Priority Streets and support the development of a "main street" design that emphasizes pedestrian over vehicle circulation. The location of pedestrian priority streets are shown in Figure 4-3, Pedestrian Priority Streets.



PEDESTRIAN PRIORITY STREETS

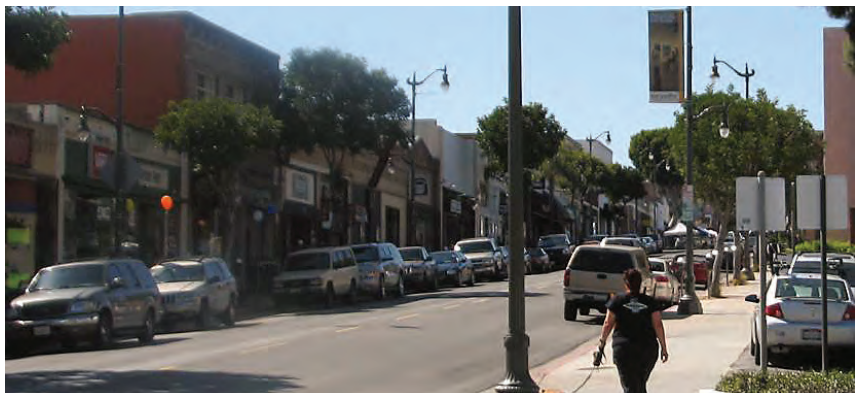
Pedestrian Priority Streets are identified within districts where pedestrian activity is encouraged, including neighborhood centers, community and regional commercial centers, and areas adjacent to school and other public facilities. Improvements for these streets include sidewalks that are wide enough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



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

Policies

- M3.1 **Pedestrian access.** Encourage walking by orienting building entrances to face the streets and sidewalks when designing access to new developments and buildings. (P53)
- M3.2 **Priority pedestrian routes.** Selected streets within commercial, mixed-use and employment districts should have pedestrian priority establishing pedestrian needs as paramount to vehicular circulation needs and encouraging investment in pedestrian improvements and programs for these segments. (P54)
- M3.3 **Pedestrian amenities.** Maintain sidewalks, streets and right-of-way in good condition, free of obstructions, and with adequate lighting, trees and parkways. Streets should accommodate pedestrians comfortably through adequate sidewalks and parkway landscaping that provides a buffer from moving vehicles, shade from the hot sun, and street lighting that provides for safety during the night. (P55)
- M3.4 **Minimize pedestrian conflicts.** Minimize conflicts between buses, cars, and pedestrians by designing and constructing sidewalks and crosswalks that make pedestrians feel safe and creating well-marked crossings at intersections and mid-block locations. (P27, P56)
- M3.5 **Safe school routes.** Encourage the development and improvement of safe routes to schools throughout the community via walking, bicycles or transit. (P57)
- M3.6 **Easements and public right-of-way.** Encourage the safe utilization of easements and/or right-of-way along flood control channel, public utilities, railroad right-of-way and streets wherever feasible for pedestrians and/or bicycle enhancements. (P58)
- M3.7 **Underutilized public right-of-way.** Repurpose underutilized roadway and public right-of-way for pedestrian uses where appropriate. (P114)



Bicycling

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

The City's Bicycle Plan, a part of the Transportation Element, was created to enhance bicycle transportation at a citywide scale and included three goals: (1) To increase the number and types of bicyclists who bicycle in the City, (2) to make every street a safe place to ride a bicycle, and (3) to make the City of Los Angeles a bicycle-friendly community. The Mobility Plan 2035, a comprehensive revision of the Transportation Element, is consistent with these goals. This Plan helps to implement the Mobility Plan 2035 at the community level through policies and programs that support the goals above. Specifically, the Mobility Plan 2035 calls for increased bikeways along Boulevard II streets, particularly those with Rapid Bus service, as well as the establishment of the Neighborhood Enhanced Network on streets with low traffic volumes and slow speeds. Figure 4-4 Bicycle Plan illustrates the streets adopted as bikeways in San Pedro..

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

Policies

- M4.1 **Priority bikeways.** Support the Citywide bikeway network to establish bicycle circulation as paramount to vehicular circulation needs on selected streets and to encourage investment in bicycle improvements and programs on these identified streets. (P59, P141)
- M4.2 **Bikeway connections.** Provide bicycle access for open space areas, commercial corridors, downtown/regional center, neighborhood districts and community centers to allow easy connection between residential neighborhoods and employment centers, as well as important non-work destinations, including schools and recreational facilities. (P60)
- M4.3 **Bicycle Amenities.** Incorporate bicycle amenities, such as parking, lockers, changing rooms and showers, in public facilities, parks, commercial development, employment and transit centers and park and ride facilities. (P61, P62)
- M4.4 **Regional coordination.** Coordinate with adjacent jurisdictions and communities to ensure that local bicycle facilities be linked with those of neighboring areas. (P95)
- M4.5 **Reclaimed land for bikeways.** Incorporate bicycle facilities into



Legend:

-  Bicycle Path
-  Bicycle Lane
-  Neighborhood Street
-  Protected Bicycle Lane
-  Community Plan Boundary

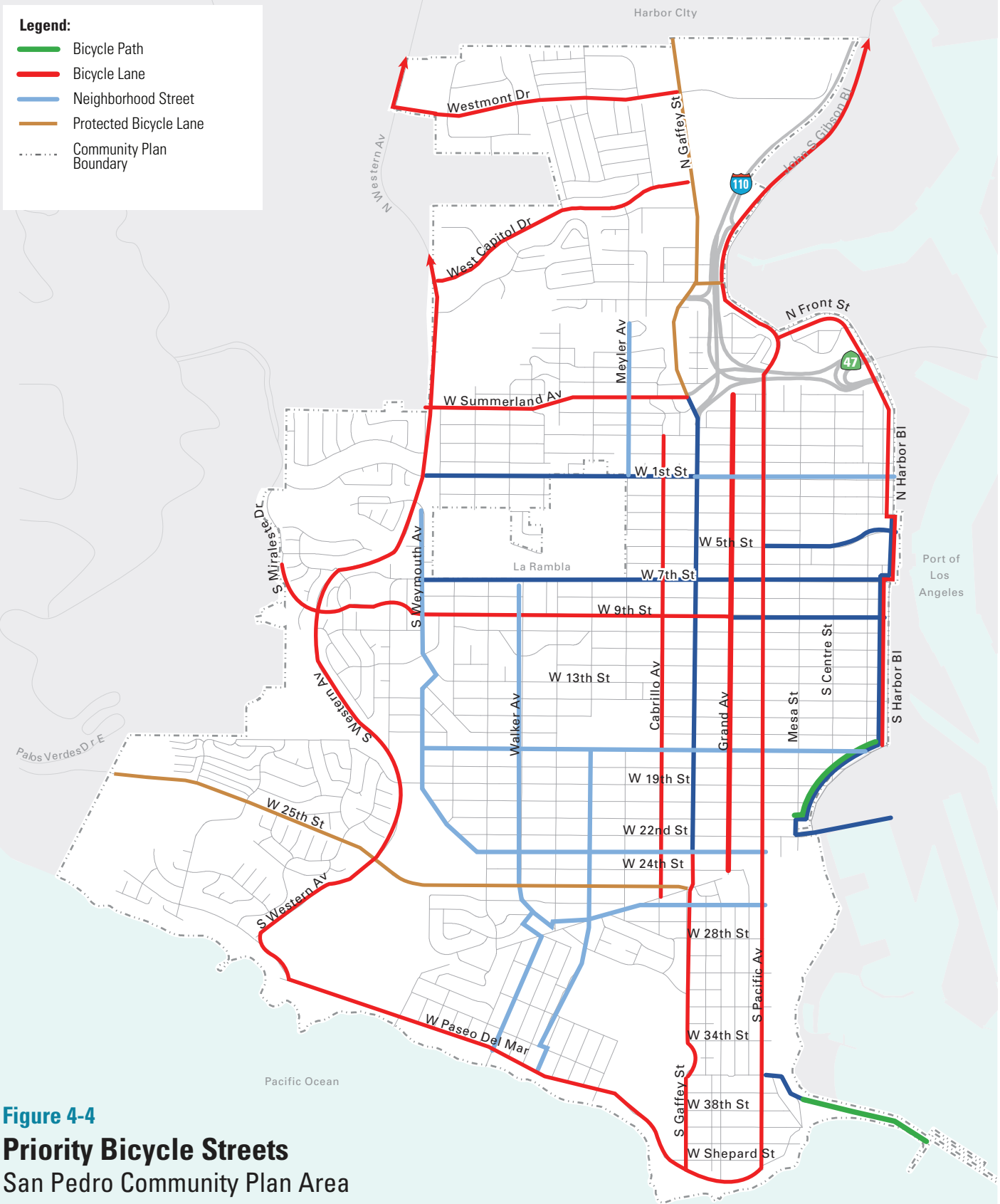



Figure 4-4
Priority Bicycle Streets
San Pedro Community Plan Area

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

Not To Scale 

BIKEWAY STANDARDS

A “bikeway” is a generic term for any road, street, path or way that in some manner is specifically designed for bicycle travel, regardless of whether such facilities are designated for the exclusive use of bicycles or are to be shared with other transportation modes. The Federal and State transportation system recognizes three primary facilities: Bicycle Paths (Class I), Bicycle Lanes (Class II), and Bicycle Routes (Class III). The City’s Mobility Element, which incorporates the 2010 Bicycle Plan, focuses on Bicycle Paths, Bicycle Lanes and the Neighborhood Street classifications. The City has also developed a new Protected Bicycle Lane “cycle track” classification. See the following for descriptions:

Bicycle Path (Class I Bikeway). A paved pathway separated from motorized vehicular traffic by an open space or barrier, and either within the roadway right-of-way, or within an independent alignment. Bicycle paths may be used by bicyclists, skaters, wheelchair users, joggers, and other non-motorized users.

Bicycle Lane (Class II Bikeway). Bicycle lanes designate a portion of the roadway for preferential or exclusive use by bicyclists through striping, signage and pavement markings.

Bicycle Route (Class III Bikeway). A shared roadway for use by bicyclists, intended for streets with lower traffic volumes and speeds, usually with wide outside lanes, signalized intersections at crossings and/or cross-street priority, denoted by signs only. The Bicycle Route classification will be phased-out over time in favor of the Neighborhood Street, Class III shared use roadway classification.

Neighborhood Street (Class III Bikeway). Neighborhood Streets are a type of Bicycle Facility established in the Mobility Element that gives bicyclists expanded access (via local and collector streets) with reduced motor vehicle through-traffic, lower speeds, and various design elements to enhance bicycle safety and enjoyment.

Protected Bicycle Lane/Cycle Track (Class IV Bikeway). Bicycle lanes that provide further protection from other travel lanes by the use of a physical roadway intervention.



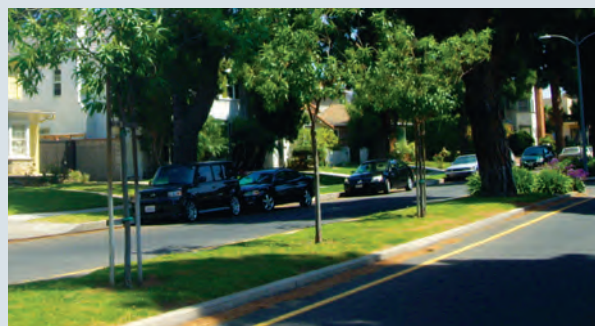
Bike Path



Bike Lane



Bike Route



Bike-Friendly Street



recreational reuse of underutilized land where appropriate, such as public utility right-of-way and access roads. (P63, P114)

Public Transit

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

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

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

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

Policies

- M5.1 **Transit connections to key areas.** Increase public transit access to neighborhood districts, community centers and mixed use boulevards. (P64, P65, P66, P69)
- M5.2 **Development at transit nodes.** Facilitate development and public improvements at multimodal transit nodes, or intersections that Metro identifies as major transfer nodes to promote convenient access between new development and the transit system. (P96)
- M5.3 **Regional transit connections.** Support efforts to establish regional transportation, such as high-speed rail, commuter rail, heavy rail, light rail, rapid transit bus ways, or express bus service serving the Plan area and adjacent communities. (P95, P96, P109)



A historic "Red Car" trolley. Today, red cars run on a 1.5-mile line that connects the San Pedro cruise ship terminal and attractions on the waterfront.

M5.4 **Private transit.** Encourage large developments to provide on-demand shuttle services to Metro stations and major activity centers or destinations in and around San Pedro.

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

Policies

- M6.1 **Priority transit routes.** Support the identification of transit priority street segments with high transit vehicle volumes to facilitate public transit circulation as paramount to vehicular circulation needs and to encourage investment in transit improvement programs for the identified routes. (P67, P68)
- M6.2 **Pedestrian access to transit.** Improve pedestrian amenities and urban design on streets served by transit to create welcoming conditions for pedestrians accessing transit. (P91, P92)
- M6.3 **Express bus focus.** Connect express bus service, such as Express, Rapid and Bus Rapid Transit, to transit centers and park and ride facilities to key destinations within the Community Plan and region.
- M6.4 **Integrate transit.** Integrate regional and local transit serving Downtown San Pedro and the adjacent Port of Los Angeles. Elements could include: a trolley linking Ports O' Call, Downtown San Pedro and the World Cruise Center; Harbor Freeway high-occupancy vehicle (HOV) lane; San Pedro Park

TRANSIT PRIORITY STREETS

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

MOTORIZED VEHICLE PRIORITY STREETS.

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



and Ride lot; local service and express busses to Downtown Los Angeles and other regional destinations; and a community connector to Downtown Long Beach and the Metro Blue Line. (P96, P110)

Motorized Vehicles

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

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

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

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

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

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

Policies

- M7.1 **Priorities for capacity enhancements.** Implement a safe and efficient transportation network, and increase its capacity through, in priority order, the provision of alternative transit options (Transit), transportation demand management (TDM), and traffic system management (TSM) before considering street widening and network completion. (P93, P97, P98)
- M7.2 **Priority motorized vehicle routes.** Support the identification of motorized vehicle streets for arterials with the highest traffic volumes and demonstrated congestion to establish motorized vehicle circulation as paramount to alternative roadway user needs and to encourage investment in congestion relief programs and/or truck safety improvements for the identified routes. (P70)
- M7.3 **Access management.** Minimize driveways and consider the addition of medians on Arterials to ensure the smooth and safe flow of vehicles, buses, pedestrians and bicycles. (P71, P72)
- M7.4 **Alley access.** Discourage the vacation and/or closure of existing public alleys in commercial districts and provide for alley access for properties fronting on Arterials. (P73)
- M7.5 **Emergency access.** Develop, improve, and maintain streets that are easily accessible to emergency vehicles, and during emergency situations, such as sink holes, landslides, and other such type of events that may arise. (P74)
- M7.6 **Coordinated evacuation routes.** Maintain a network of routes that facilitate orderly evacuation of the community in an emergency, consistent with the Emergency Management Department adopted Evacuation Plan. (P23, P75, P76, P77, P78)

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

Policies

- M8.1 **Traffic calming.** Support traffic calming measures and parking management for local and collector streets where a demonstrated need exists and with active community involvement. (P79, P111)
- M8.2 **Traffic mitigations for development.** Require major developments to mitigate traffic impacts on residential neighborhoods. (P80)
- M8.3 **Special event coordination.** Encourage coordination of park-and-ride shuttle services to activities centers and special events such as street fairs and parades.

NEIGHBORHOOD TRAFFIC CONTROL

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

MOTORIZED VEHICLES AND GREENHOUSE GAS EMISSIONS

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

TRANSPORTATION SYSTEM MANAGEMENT

Transportation Systems

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

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

Policies

- M9.1 **Regional coordination.** Coordinate with Councils of Government and regional transportation planning agencies (such as SCAG and Metro) and adjacent cities to improve shuttle services, encourage ridesharing, bicycle sharing, and other TDM programs within the region. (P95)
- M9.2 **Reduce auto trips.** Create incentives for employers, institutions, and residential neighborhoods to reduce their vehicle trips by encouraging mixed-use developments that minimize Vehicle Miles Traveled (VMT).
- M9.3 **Alternatives to the automobile.** Reduce automobile dependency by providing a safe, convenient transit system, pedestrian linkages and a network of safe and accessible bikeways and encouraging alternatives, including reduced emission vehicles, such as electric and neighborhood electric vehicles (NEVs). (P112)
- M9.4 **Transportation Demand Management (TDM) Plans.** Encourage major development projects to submit a TDM Plan to the City and provide employee incentives for utilizing alternatives to the automobile (i.e., carpools, vanpools, buses, flex time, telecommuting, bicycling, and walking, etc.). (P113)
- M9.5 **Transportation Management Associations.** Support the formation of agencies and collaboratives such as Transportation Management Associations (TMAs) that facilitate ridesharing in carpools and vanpools. (P81)

TRANSPORTATION DEMAND MANAGEMENT

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

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

Goods Movement

Goods movement is a term used to denote goods or produce transported by ship, plane, train, or truck. Efficient goods movement is crucial to the local economy and an important component of a sustainable, vibrant community. The delivery of goods and services that support retail development and the local economy must fit in with the local environment by minimizing residential impacts. Trucks are the primary method of transporting goods throughout the region. Controls and limitations exist on truck transport to minimize noise and other impacts on residents, and to avoid damage to infrastructure and minimize traffic congestion. Significant goods movement priority streets in the community have been illustrated in Figure 4-3 Priority Streets.

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

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

Policies

- M10.1 **Industrial center siting.** Site regional distribution centers and other industrial districts proximate to the freeway system and regional truck routes and avoid adjacency to residential neighborhoods. (P99)
- M10.2 **Efficient truck movement.** Provide appropriately designed and maintained roadways to safely accommodate truck travel. (P82, P84, P106)
- M10.3 **On-site loading.** Ensure that all commercial and industrial development has adequate off-street accommodations for loading and unloading of commercial vehicles (P83)



TRUCK ROUTES

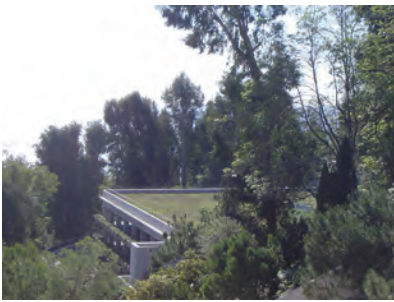
Truck routes are identified in the Transportation Element. Street improvements on these routes include specialized roadway dimensions to facilitate safe truck movements thereby reducing damage to adjacent property and encouraging trucks to stay on designated routes. Such improvements may include wider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



Parking Management

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

Parking demand is also affected by the prevalence of nearby transit options. When more people are able to take public transit to a commercial district, the demand for parking in that area may decline. For this reason, it can sometimes be appropriate to reduce parking requirements in areas well-served by transit. With this understanding of how parking can impact land use, walkability, and the physical character of an area, the San Pedro Community Plan seeks to adequately provide parking for its various uses, while leveraging opportunities for improved parking efficiency that support a more walkable community.



Green roof of a parking structure

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

Policies

- M11.1 **Parking management districts.** Support the creation of a parking management district(s) in areas of high demand to facilitate parking within a group of shared facilities. (P94)
- M11.2 **Performance-based parking supply.** Utilize performance-based metrics that evaluate existing and projected parking needs in determining parking requirements. (P102)
- M11.3 **Convert surface lots to structures.** Support the development of City-owned or other surface parking lots into parking structures where appropriate. (P100)
- M11.4 **Convenient parking.** Provide public parking proximate to transit centers. (P85, P101)



Solar panels on top of parking structure

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

Policies

- M12.1 **Reduced parking near transit centers.** Consider reductions in parking requirements for projects located within the Downtown Regional Center.

- M12.2 **Park Once strategy.** Collaborate with the business community to improve parking services including shared-parking facilities and public valet services in appropriate locations to more effectively use the overall parking supply and implement a “park once and walk” strategy for commercial districts. (P103)
- M12.3 **Priority parking for alternative fuel vehicles.** Encourage new commercial and retail developments to provide prioritized parking for shared vehicles, electric vehicles and vehicles using alternative fuels. (P104)
- M12.4 **Connections for electric vehicles.** Encourage new construction to include vehicle access to properly wired outdoor receptacles to accommodate zero emission vehicles (ZEVs) and/or plug-in electric hybrids (PHEV).

Recreation and Scenic Highways

Healthy and livable communities depend upon recreational opportunities as an important amenity. The circulation network both serves and can become an integrated part of recreational opportunities. Communities need to plan for the use and access of natural features including hillsides, coastal areas and rivers with a system of trails. Additionally, the value of scenic vistas must be considered in planning for accessibility. Adopted Scenic Highways are included in Figure 4-1 Circulation System, as well as the Transportation Element. Adopted city trails are identified in the Public Recreation Plan of the Service Systems Element.

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

Policies

- M13.1 **Scenic Highways.** Support programs to encourage the identification and preservation of scenic highways. (P86)
- M13.2 **Development near Scenic Highways.** Encourage development adjacent to a Scenic Highway to integrate public view protection of scenic vistas to the maximum extent feasible; to be adequately landscaped to soften the visual impact of development; and where appropriate, provide access, hiking or biking trails, a turn out, vista point or other complementary facility. (P87)
- M13.3 **Recreation Trails.** Encourage where appropriate a network of trails to facilitate recreational uses such as mountain biking, horseback riding and hiking. (P88, P105)







Community Facilities & Infrastructure

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

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

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







GENERAL PLAN FRAMEWORK

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

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

Legend:

Public Facilities & Services

-  City Hall
-  Fire Station
-  Hospital
-  Library
-  Police Station
-  Animal Shelter

California Coastal Trail

-  Open Space
-  Parks

Other:




-  Freeways
-  POLA Trolley
-  Community Plan Boundary



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

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



San Pedro City Hall



Cabrillo Beach



Cabrillo Marine Aquarium

Overview

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

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

Citywide Goals

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

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

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

Facilities for Police, Fire, Libraries and Schools

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

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

Police

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



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

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

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

Policies

CF1.1 **Adequate police facilities and service.** Maintain police facilities and services at a level that is adequate to protect the San Pedro community. (P115, P157)



Los Angeles Police Department Harbor station, serving San Pedro

- CF1.2 **Design for security.** Ensure that landscaping around buildings does not impede visibility and provide hidden places, which could foster criminal activity. (P116)
- CF1.3 **Illumination for security.** Provide adequate low level lighting around residential, commercial and industrial buildings, and park, school and recreational areas to improve security. (P146)
- CF1.4 **Safe recreational facilities.** Design recreational facilities in multiple-family residential developments to provide adequate visibility and security. (P117)



Fire Station 48 on S. Grand Avenue

Fire And Emergency Services

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

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



Fire Station 101 on W. 25th Street

Table 5-1:

Fire Stations in the San Pedro CPA

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

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



Los Angeles Fire Boat at Port of Los Angeles

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

Policies

- CF2.1 **Adequate fire and emergency services.** Assist the LAFD to locate fire services facilities in appropriate locations throughout San Pedro to provide adequate fire and emergency services protection. (P157)
- CF2.2 **LAFD project review.** Coordinate with the LAFD during the review of significant development projects and General Plan amendments affecting land use to determine the impacts on service infrastructure. (P118)
- CF2.3 **Emergency preparedness.** Coordinate with the LAFD in the identification of primary access routes for emergency preparedness. (P23, P75, P77, P78)

Libraries

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



Example of modern interior library space that takes advantage of natural light

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



San Pedro Branch Library on Gaffey Street

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

proposed new library for San Pedro will add to this existing library space to meet future community needs. In addition, on-line services and virtual library with computer workstations that provide access to the library's on-line catalog, information databases, multi-media software and free Internet searching for the public enhance the capacity of available library resources in the San Pedro CPA. A library also provides valuable community meeting space.

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

Policies

- CF3.1 **Adequate library facilities and service.** Support construction of new libraries and the retention, rehabilitation and expansion of existing library sites as required to meet the changing needs of the community. (P139, P157)
- CF3.2 **Integrated library facilities.** Encourage new development to incorporate library facilities in commercial and office buildings, pedestrian-oriented areas, community and regional centers, transit stations, and similarly accessible facilities, particularly in the western portion of San Pedro. (P119)
- CF3.3 **Joint-use libraries.** Continue to support joint-use opportunities when the City of Los Angeles Library Department and decision-makers review and approve new library sites. (P140)
- CF3.4 **Non-traditional library services.** Expand non-traditional library services, such as book mobiles and other book sharing strategies, where permanent facilities are not available or adequate.

Public Schools

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

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

The LAUSD develops an annual Planning and Development Branch Strategic Execution



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

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

Legend:

- Public Schools**
- Charter Schools**
- Other**
- Freeways
- - - Community Plan Boundary

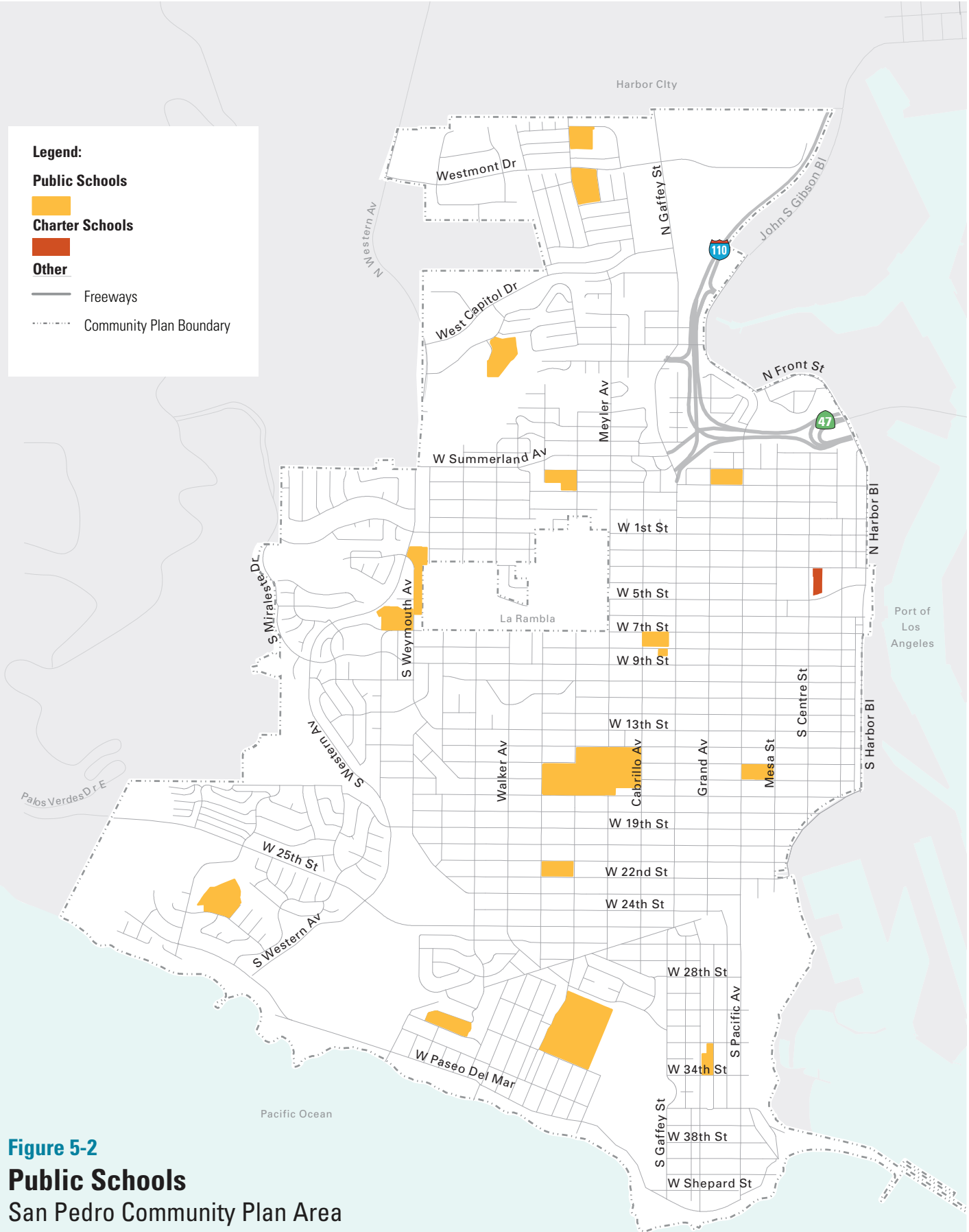


Figure 5-2
Public Schools
 San Pedro Community Plan Area

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

Not To Scale

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

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

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

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

Policies

- CF4.1 **Accessible public schools.** Encourage siting of public middle schools and high schools within or adjacent to public transit systems, and community and regional centers to maximize accessibility. (P59, P141)
- CF4.2 **Compatible school sites.** Encourage compatibility between school locations, site layouts, architectural designs, and local neighborhood character. (P59, P120, P121, P141)
- CF4.3 **Neighborhood schools.** Work with LAUSD to promote the siting and construction of public school facilities that are phased to accommodate anticipated population growth and that are located in areas that serve neighborhoods. (P143)
- CF4.4 **Joint use of facilities with LAUSD.** Coordinate with LAUSD to explore creative alternatives that integrate uses for recreation, local open space, and neighborhood use, and encourage public schools to site jointly with other community facilities, such as libraries, parks, and auditoriums. (P121, P142, P143)



Fifteenth Street Elementary School



Port of Los Angeles High School, opened in 2005



Barton Hill Elementary School



Anderson Park near downtown San Pedro



Field of Dreams active open space

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

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

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

Parks, Open Space and the Urban Forest

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

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

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

Parks

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

Table 5-2:

Public Parks in the San Pedro CPA

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

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

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

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

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

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



View of Point Fermin Park and the Pacific Ocean

new parks and open space have been identified by the community, including:

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



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

Policies

- CF5.1 **Re-use public properties.** Support the creation of new parks and park expansions within public right-of-ways, such as flood control channels, and other unused and underutilized public properties.
- CF5.2 **Increase open space and parks.** Encourage continuous efforts by public agencies to acquire vacant parcels for publicly owned open space and parks. (P145)
- CF5.3 **Joint use of facilities.** Establish joint-use agreements with other public and private entities to increase recreational opportunities in San Pedro, including shared use of land owned by public agencies. (P144)
- CF5.4 **Identify surplus properties.** Coordinate with the Department of Recreation and Parks and other applicable City departments, such as the Department of General Services and Department of Transportation, to review and evaluate surplus property as potential sites for parks and recreational facilities. (P147)
- CF5.5 **Dedication of open space.** Encourage and allow opportunities for new development to provide pocket parks, small plazas, community gardens, commercial spaces, and other gathering places that are available to the public to help meet recreational demands. (P126, P148)
- CF5.6 **Preservation of parks and open space.** Protect parkland from uses that result in loss of acreage for recreational purposes.
- CF5.7 **Recreational amenities.** Enhance and improve all parks and recreation areas by providing amenities where appropriate, such as pedestrian paths and bike trails. (P122)
- CF5.8 **Connect transit and parks.** Coordinate with the appropriate departments and agencies to create public transit that can connect neighborhoods to regional parks.
- CF5.9 **Locate parks near residential areas.** Encourage neighborhood parks and recreational centers near concentrations of residential areas and include safe pedestrian walkways and bicycle paths that encourage non-motorized use. (P149)
- CF5.10 **Illumination for safety.** Ensure that parks are adequately illuminated for safe use at night. (P146)



Open space may include

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

Open Space

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

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

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

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

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



area as part of a larger waterfront revitalization effort. POLA proposes to increase the existing amount of public open space by over 110 acres, including a central plaza and continuous waterfront promenade with improved access points and view sites along Harbor Boulevard. A new park at 22nd Street has been completed.

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

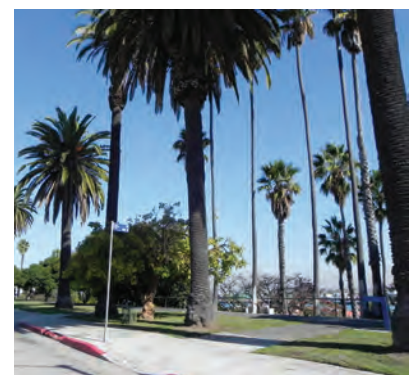
- CF6.1 **Protect wildlife habitat.** Preserve passive and visual open space that provides wildlife habitat and corridors, wetlands, watersheds, groundwater recharge areas, and a balance to the urban development of the community. (P124, P125)
- CF6.2 **Protect open space.** Protect significant open space resources from environmental hazards.(P124, P125)
- CF6.3 **Natural terrain.** The grading of natural terrain to permit development in hillside areas should be minimized commensurate with densities designated by this Plan, the geological stability of the area, and compatibility with adjoining land uses. (P123)
- CF6.4 **Natural drainage patterns.** The alteration of natural drainage patterns, canyons, and water courses should be minimized except where improvements are necessary to protect life and property.
- CF6.5 **Avoid geologic hazards.** Development should be restricted on areas of known geologic hazard, unstable soil conditions or landslides.
- CF6.6 **Protection from oil spills.** Offshore oil drilling should be strictly controlled in the immediate area off San Pedro so as to safeguard against oil spillage, prevent interference with shipping lanes, preserve the scenic value of the coastline, and protect ecologically important areas and designated wildlife refuges.
- CF6.7 **Regional coordination.** The City and County should identify significant ecological areas and coastal areas containing ecological or scenic resources that should be preserved and protected within state reserves, state coastal trails, preserves, parks, or natural wildlife refuges. (P124, P150)
- CF6.8 **Co-location of open space and public facilities.** Integrate the use of open space with public facilities in high density areas, and adjacent to reservoirs, land reclamation sites, spreading grounds, power line rights-of-way and flood control channels.



Averill Park



Examples of Pocket Parks, which provide smaller green spaces



Annually, the LADWP

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

TREE CANOPY

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

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

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

Urban Forest

The Urban Forest is comprised of all the privately and publicly maintained trees, and naturally occurring vegetation (i.e., hillside chaparral, riparian areas) growing in an urban area. Street trees are a significant and highly visual portion of the urban forest and recognized as a vital infrastructure system essential to the quality of life in the urban environment, providing economic, social, environmental, ecological, and aesthetic benefits. Properly planted trees can reduce energy used for cooling in individual buildings and can help block the incoming heat radiation. The urban forest also contributes to the preservation of the ecosystem by preserving stretches of urban forest along common wildlife migration corridors, such as floodplains, making the survival of various species in urban settings more likely.

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

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

Policies

- CF7.1 **Tree selection.** Support policies of the Bureau of Street Services to reduce conflicts with existing infrastructure through proper tree selection and through the recognition of street trees as a vital component of the City’s infrastructure. (P151)
- CF7.2 **More trees.** Include on-site trees in new development projects whenever possible. (P151)
- CF7.3 **Public/private partnerships.** Encourage community and private partnership involvement in urban forestry issues, minimizing maintenance costs. (P128, P151)

CF7.4 **Street trees.** Facilitate the planting and maintenance of street trees, which provide shade and give scale to residential and commercial streets in all neighborhoods in the City. (P128)

CF7.5 **Sustainable design.** Develop design standards that promote sustainable development in public and private open space and street right-of-ways (P127)

Infrastructure

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

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

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

Water

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



THE TERMINAL ISLAND RENEWABLE ENERGY (T.I.R.E.) PROJECT

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

WATER SUPPLY

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

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

Supply and Demand

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

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

Improvements

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

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

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

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

Policies

- CF8.1 **Conserve water.** Meet increases in the demand for water through conservation, the use of recycled water, and recharged local groundwater aquifers where permitted. (P129, P130, P152)
- CF8.2 **Water conservation for projects.** Require water conservation measures/devices that limit water usage for all new municipal and private projects and major alterations to existing municipal and private facilities. (P153)
- CF8.3 **Water distribution.** Coordinate with LADWP to expand, upgrade or improve the local water distribution system within the CPA when needed to accommodate increased demand for water. (P130, P157)

Table 5-3
Wastewater Treatment Facilities and Existing Capacity

Millions of Gallons per Day (mgd)

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

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



Wastewater

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

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

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

Wastewater Treatment Facilities

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

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



Wastewater Collection System (Sewers)

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

wastewater received from the secondary sewers to the treatment plants.

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

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

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

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

Policies

- CF 9.1 **Wastewater output.** Require that wastewater flows be minimized in existing and future developments through stricter water conservation measures (e.g. xeriscaping landscaping and installation of low-flow toilet requirements), recycling efforts and other features that reduce on-site wastewater output. (P131, P154)
- CF 9.2 **Recycled water.** Promote the use of recycled water in new Industrial developments. (P40)
- CF 9.3: **Wastewater treatment.** Promote advanced waste reduction and diversion methods for all wastewater and solid waste treatment, including the establishment of methane recovery facilities and the implementation of waste-to-energy projects where characteristics meet criteria for effective energy generation. (P130, P132, P155)

Solid Waste

The City of Los Angeles Department of Public Works Bureau of Sanitation (LABS) provides solid waste management services to single-family and small multi-family



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

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

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

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

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

Policies

- CF10.1 **Recycling and waste reduction.** Promote on-site facilities for recycling and waste reduction in single-family, multi-family, commercial and industrial development projects that support the transformation of waste disposal into resource recovery and economic development opportunities. (P133)
- CF10.2 **Recycling of construction materials.** Encourage recycling of construction material, both during construction and building operation. Encourage dismantling and reuse of materials rather than demolition and dumping. (P134)

CF10.3 **Adequate sites for facilities.** Assist the Bureau of Sanitation in finding suitable sites for new solid waste facilities in the San Pedro CPA if necessary, addressing environmental justice issues. (P157)

Stormwater

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

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

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

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

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

Policies

- CF11.1 **Reuse of stormwater.** Maximize the capture and reuse of stormwater. (P130, P135, P157)
- CF11.2 **Sustainable materials for drainage.** Encourage the incorporation of bio-retention facilities and use of permeable materials for the paving of sidewalks, driveways, and parking areas when feasible. (P130, P158)
- CF11.3 **Improve groundwater supply.** Increase opportunities for stormwater infiltration and groundwater recharge. (P130)

Energy

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

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

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

Electricity from LADWP local steam plants, hydroelectric plants and power plants is transmitted to a “belt line” extending throughout the City. All receiving stations are

connected to the belt line that supplies power to them as required. These receiving stations transform these high voltages for distribution to the distributing stations and to individual large customers. Distributing stations generally have a two-mile radius, with an average of one per year added to the system citywide.

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

Policies

- CF12.1. **Coordinate with LADWP.** Work with LADWP to ensure that adequate electrical facilities are available to meet the demand of existing and future developments and to ensure conservation techniques are integrated into new and existing development projects. (P157, P159)
- CF12.2. **Compatible design.** Power system facilities, including receiving and distributing stations, should be designed and constructed so that they will harmonize with their surroundings as much as practicable. (P156, P159)
- CF12.3. **Undergrounding of electrical facilities.** Provide for the undergrounding of new and existing electrical distribution lines unless it is determined not to be economically or practically feasible as a result of significant environmental or other constraints. (P136)
- CF12.4. **Easements.** Protect the use of public utility easements, rights-of-way, and land set-asides to ensure adequate electrical facilities for current and future demand.
- CF12.5. **Renewable energy sources.** Support efforts to promote the use of clean, renewable energy that is diverse in technology and location to decrease dependence on fossil fuels, reduce emissions of greenhouse gases and increase reliability of power supply. (P156)

BY THE NUMBERS

- Miles of streets in the City of Los Angeles: **7,000**
- Miles of lighted streets in the City of Los Angeles: **5,000**
- Number of streetlights: **over 242,000**
- Number of different styles of streetlights currently being maintained: **over 400**



Street Lighting

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

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

Street lighting is not publicly financed in the city; it is the direct financial responsibility of the owner of adjoining property, who is considered to directly benefit from street lights. The City’s policy for financing street lighting requires adjoining property owners to bear the annual cost of operation and maintenance through a special assessment levied against each property which benefits from the Street Lighting System. The Bureau of Street Lighting is also responsible for the financial administration of the Lighting District. Proposition 218 was passed by the voters of California in November 1996, and requires a vote of property owners in order to impose new or increased assessments for street improvements installation, or maintenance of such improvements, including street lighting, sidewalks, sewers, street paving, trees, and landscaping.

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

Policies

- CF13.1 **Efficient and safe street lighting.** Ensure efficient and effective energy management while providing appropriate levels of lighting to meet safety needs. (P137, P157)
- CF13.2 **Enhanced pedestrian lighting.** Ensure that street lighting designs meet minimum standards for quality lighting to provide appropriate pedestrian visibility for usage of streets and sidewalks in commercial centers and neighborhood districts, and enhance the pedestrian oriented character of these districts. (P138)



Implementation

The San Pedro Community Plan is a comprehensive and long-range document that expresses a vision for the future and guides how that vision is implemented through private and public development. The Community Plan identifies policies that are limited to authorities that can be implemented under the jurisdiction of the City of Los Angeles (all departments) and does not prescribe actions of other agencies, such as the City's school districts.

A variety of ordinances, programs, and decisions made by the City in regard to discretionary and non-discretionary building projects are employed to implement the Plan. City actions on discretionary projects involving land use require a finding that the action is consistent or in conformance with the General Plan. City Planning Department decision makers, such as City Planning Commission hearing officers and zoning administrators, refer to the Community Plan text and the Land Use Map of the Community Plan when making findings of consistency on land use decisions.

Implementation programs are mechanisms put in place to ensure that San Pedro Community Plan goals and policies are realized. This chapter discusses how the community plan policies and programs are implemented in land use decision making. The chapter details the programs, shown in a series of tables, which implement the goals and policies found throughout the Community Plan.

The Implementation Process

The goals and policies set forth in Chapters 3, 4, and 5 of the San Pedro Community Plan are implemented through a variety of mechanisms, including regulation and development review; financing and budgeting; and inter-departmental and inter-governmental coordination.

Many Community Plan policies are implemented through regulations, such as zoning, adopted by the City based on the City's "police power" to protect the public health, safety, and welfare of its citizens. City ordinances also create a development review process that provides for City review of individual project proposals and authorizes the City to approve, deny, or condition projects based on their consistency with the Community Plan. Some development review programs, such as the California Environmental Quality Act (CEQA), are ongoing and will continue to be used as a tool for land use decision making. Other programs are implemented at the time of Community Plan adoption, such as zone changes, community plan implementation overlay districts, supplemental use districts, specific plans, and design overlays.

Coordination among City departments is critical to the successful implementation of many Community Plan policies, such as street reclassifications, park planning, and streetscape improvements. While the Community Plan policies and implementation programs are limited to authorities that can be implemented under the jurisdiction

of the City of Los Angeles, implementation of some Plan policies may also require coordination and joint actions with numerous local, regional, state, and federal agencies. These agencies provide services, facilities, or funding and administer regulations that directly or indirectly affect many issues addressed in the Community Plan. These external governmental agencies, such as the California Department of Transportation (CALTRANS), the Los Angeles Unified School District, water service providers, the Los Angeles County Metropolitan Transit Authority (METRO), among others, also look to the Community Plans for their planning and guidance in decision making.

Amendments to the Community Plan

Changes to the Community Plan may be proposed from time to time to address changing conditions, new opportunities, and unforeseen circumstances. As such, the Community Plan must be a living, flexible document, allowing for changes that ultimately assist in enhancing and implementing the community's vision. It is necessary, therefore, to establish a fair, orderly, and well defined process to govern how amendments occur.

Community Plans are part of the City's General Plan and thus any changes to the Community Plan are considered General Plan amendments. Amendments may propose a change in the land use designation for a particular property or changes to the Community Plan's policies and text. Private requests are subject to an established public review and approval process. Although applicants have the right to submit amendment requests to the City, not all requests merit study and consideration. The amendment process allows for the City to deny a proposed amendment if it is inconsistent with the goals and policies of the Community Plan.

Specific Implementation Programs

Some recommendations of the San Pedro Community Plan are enacted concurrently with adoption of the Plan. These include modified street standards, plan amendments and footnotes, zone changes (including the removal of, addition to or change in Qualifying [Q] conditions), a community plan implementation overlay and height district changes. These are included in Table 6-1.

Detailed information on recommendations enacted concurrent with Plan adoption can be found in the following documents:

Case File CPC-2009-1557-CPU

- Matrix of Existing and Proposed Land Use for the San Pedro Community Plan Update
- Land Use and Zone Change Map
- San Pedro Community Plan Implementation Overlay (CPIO)
- Modified Street Standards

- HPOZ Expansion/Preservation Plan

Specific implementation programs for the San Pedro Community Plan are organized into three sections:

- Land Use and Urban Design
- Mobility
- Community Facilities and Services

Implementation programs are identified with a distinct number (i.e. P1), followed by a program description and a list of the policies that the program implements. A suggested time frame identifies when each program can be expected to be completed: (1) Near-term or (2) Long-term. Lastly, the table identifies the primary City Department(s), including main external agency when applicable, that is responsible for implementation of particular programs.

Sources of Funding

The development, maintenance, and operation of parks, public facilities and improvements (i.e., in the public right-of-way), and the provision of city services require financial resources that are derived from various sources. Programming of city capital projects and their funding over time is outlined in the city's Capital Improvement Program. Although the Community Plan does not mandate specific capital improvements, the policies serve as a guide for other city departments to identify and budget for potential future capital projects. Typical revenue sources used to fund these projects include property tax revenue, sales tax revenue, user fees, Quimby Act (Park) dedications, business improvement districts, special assessment districts, municipal bonds, and county, state, and federal funding.

It is important to note that program implementation is contingent on the availability of adequate funding, which is likely to change over time due to economic conditions, the priorities of federal, state and regional governments and funding agencies, and other conditions. Potential funding sources which are considered to be the most likely funding sources include a development impact fee, tax allocation bonds, Metro funds, business improvement districts and various public revenue funds. Some typical funding sources for public services and infrastructure are identified in Table 6.2.

Table 6-2:

Potential Funding Sources for Policies and Programs

Fees and Exactions	Taxes
<ul style="list-style-type: none"> • Quimby Fees • Development Impact Fees • Permit and Application Fees • Regulatory Fees • Property Assessments <ul style="list-style-type: none"> Benefit Assessment District Business Improvement District Vehicle Parking District 	<ul style="list-style-type: none"> • Special taxes such as Mello-Roos • Community Facilities Districts • Taxes for mobility improvements which are allocated by Metro’s Call for Projects: <ul style="list-style-type: none"> Proposition A sales tax Proposition C sales tax State retail sales tax State motor vehicle tax Federal gas tax
Bonds	Public Revenue Funds
<ul style="list-style-type: none"> • Tax allocation bonds issued by the CRA/LA (former agency) • Proposition 1B state bonds. 	<ul style="list-style-type: none"> • City’s General Fund • LADOT Operating Budget • City Capital Improvement Program • Caltrans Capital Improvement Fund • Special Parking Revenue Fund
User Fees	Other Federal and State Funds
<ul style="list-style-type: none"> • Entrance fees • Parking meter fees 	<ul style="list-style-type: none"> • Grants

Table 6-1: Implementation Programs: Land Use and Urban Design

Implementation Programs

Table 6-1:
San Pedro Implementation Programs – Land Use and Urban Design

Program Number			
Near Term Programs			
P1	<p>CPIO Design and Development Standards. The Community Plan Implementation Overlay (CPIO) establishes and refines design and development standards for parcels within the Overlay. The following are regulated by the CPIO: land uses, zoning densities and intensities, mixed-use projects, commercial corridors, pedestrian access, ground floor retail, parking, alley access, setbacks, building height transitions, signage, and landscaping.</p>	<p>LU1.1,3,4,7,8; LU2.1,2; LU3.5,6,9; LU5.2-5.17; LU6.1,2,3,5; LU7.2,3,4,5; LU8.1; LU9.1,4; LU10.1,2,3,4,5; LU11.4,5,7,8,9; LU12.2,3; LU14.1,2,3,5,6; LU15.1,2,3; LU16.1,2,3,5,7; LU18.6</p>	<p>DCP, LADBS</p>
P2	<p>Preserve Neighborhood Character, Small Lot Development. Guidelines that encourage infill residential development to complement existing scale, massing, setbacks and character and are compatible with architectural styles in stable single-family neighborhood are included in community plan.</p>	<p>LU1.1, LU1.3, LU2.1, LU2.2, LU3.5, LU3.9</p>	<p>DCP, LADBS</p>
P3	<p>Baseline Mansionization Ordinance, Hillside Development and Slope Density. Continue further implementation of a Citywide Baseline Mansionization and Hillside Ordinance and implement conformance with any applicable Community Plan design guidelines. The Plan retains hillside areas in restrictive plan designations and zones due to topography.</p>	<p>LU1.1, LU1.4, LU1.5</p>	<p>DCP, LADBS</p>
P4	<p>Build Green. Technical assistance, information and guidelines are available to residential property owners and developers to encourage energy efficient residential building site and landscape design utilizing resources such as LEED, the California Green Building Code in addition to applicable City Municipal Code (LAMC) Green Building standards and guidelines.</p>	<p>LU1.7, LU5.10, LU14.6, LU16.5</p>	<p>LADWP, LADBS</p>
P5	<p>Front Yard Character. LAMC prohibits parking in front yard setback.</p>	<p>LU1.8</p>	<p>LADBS</p>
P6	<p>Preserve Neighborhood Character. The Plan Map identifies lands where only single-family residential development is permitted; it protects these areas from encroachment by designating them as Low II Density Residential.</p>	<p>LU2.1</p>	<p>DCP, LADBS</p>
P7	<p>Neighborhood Stability. The Plan encourages such conversions within specific medium residential designated areas where increased homeownership and a mix of incomes will help foster safe, livable and sustainable neighborhoods.</p>	<p>LU3.1, LU3.3</p>	<p>DCP, LADBS</p>
P8	<p>Neighborhood Stability and Housing. Housing development programs provide financing for the construction of new, and the acquisition and rehabilitation of existing, multiple-family housing.</p>	<p>LU3.1, LU3.4</p>	<p>LAHD, DCP</p>

Program Number	Land Use and Urban Design Program Description	Policy/ Section Reference	Responsible or Coordinating Agency
P9	Housing- Distribution, Affordability, Seniors. The Plan encourages mixed-use development in transit served and pedestrian oriented areas which would allow for a mix of income levels and multi-family residential housing, as well as for senior citizen housing. Continue the implementation of the Density Bonus program in order to facilitate a mix of such units within the Community. Consistent with the goals and policies of the City's Housing Element, the plan refines allowable heights as well as establishes and indentifies future design guidelines and standards as a means to maintain and enhance quality, affordable existing housing stock.	LU3.3, LU3.4, LU3.5, LU3.7	LADBS, DCP, LAHD
P10	Special Needs. The Plan is consistent with the goals and policies of the City's Housing Element in supporting efforts to serve homeless, transitional needs and special needs by designating land to accommodate such uses.	LU3.3, LU3.8	DCP, LAHD
P11	Affordable Housing and Displacement. Mello Act requires relocation and replacement of dwelling units within the Coastal Zone/Specific Plan Area. In discretionary actions involving displacement of existing affordable units, consider adoption of a finding which addresses any potential displacement of residents as part of any decision relating to the new housing construction.	LU3.4	DCP, LADBS
P12	Key Locations and Adequate Services. The Plan is consistent with the goals and policies of the City's Housing Element in supporting efforts to ensure that housing is located in close proximity to jobs, amenities and services.	LU1.2, LU3.2	DCP, LADBS
P13	Downtown Revitalization and Investment. Continue to coordinate with Neighborhood Councils, the Council Offices and other public and private neighborhood and community groups to adopt new, as well as expand and enhance existing, Business Improvement Districts.	(LU 5.1) (LU 11.6)	CD, BID
P14	Retail Streets. Upon adoption of the plan, the Downtown San Pedro CDO was expanded and incorporated into the CPIO to establish regulations on the size, number, and type of signs and to prohibit the installation of off-site signs. The CPIO provide guidelines to improve the pedestrian environment.	LU5.8, LU5.12, LU5.13	DCP, LADBS
P15	Discourage AGFs. The CPIO incorporates guidelines that prohibit new above ground facilities.	LU7.5, LU9.4, LU11.9, LU18.6	DCP, LADBS
P16	ACE District. The Plan retains Commercial Manufacturing (CM)-zoned properties to encourage joint/live/work buildings and artist units in the Downtown Arts, Culture and Entertainment (ACE) district.	LU12.1, LU12.2	LADBS, DCP
P17	Industrial Opportunity Sites. The Plan sets forth guiding principles, standards and guidelines for specific major industrial opportunity sites which address the need to preserve industrial designations and promote development which provide a viable employment base. In addition, the Plan retains existing industrial designations on large industrially planned parcels.	LU14.1, LU14.2	DCP, LADBS
P18	Preserve Employment Base, Industrial Sanctuary and Emerging Industrial Sectors. New Free-standing commercial uses in areas designated for Industrial land use on the Community Plan map are prohibited in order to preserve the remaining job base of the community. The CPIO incentivizes production-related uses for the emergence of innovative new "Clean-tech," information technology, and other "High-tech" uses, and prohibits stand alone restaurant and retail uses in the North Gaffey Industrial Districts.	LU14.1, LU14.2, LU14.5, LU16.1, LU16.2, LU16.3	DCP, LADBS

Table 6-1:

Program Number	Land Use and Urban Design Program Description	Policy/ Section Reference	Responsible or Coordinating Agency
P18-B	Future Study – North Gaffey Industrial District. Collaborate with the Fire Department and the Department of Building and Safety to study the industrial area east of Gaffey Street and north of Westmont Drive. Clarify the threshold for expansion of existing uses and link future changes to upgrades for safety, with limitations of increased storage capacity.	LU 15.5	DCP, LAFD, LADBS
P19	Preserve Historic Neighborhood Character. The rehabilitation of historic properties through the utilization of historic preservation incentive programs, such as the City's Mills Act Historical Property Contract Program, the Federal Historic Rehabilitation Tax Credit, and the California Historical Building Code are offered to help preserve historic neighborhoods.	LU17.2, LU17.3, LU17.4	DCP
P20	SurveyLA Findings - Eligible Historic Resources. The findings of the Los Angeles Historic Resources Survey (SurveyLA) identify potential historic resources that promote the protection and enhancement of the area.	LU17.1	DCP
P21	Retain Historic Elements. The City's Historic Preservation Overlay Zone (HPOZ) Ordinance, Cultural Heritage Ordinance as well as compliance with the Secretary of the Interior's Standards and Guidelines, and any applicable Citywide, Community Plan and overlay district guidelines implements this policy.	LU17.2	DCP
P22	Retain Historic Elements. Develop a Preservation Plan for the Vinegar Hill Historic Preservation Overlay zone. Expand the Vinegar Hill HPOZ and continue to implement the Vinegar Hill Historic Preservation Overlay Zone.	LU17.1, LU17.2, LU17.3, LU17.4	DCP
P23	Governmental Coordination/ Emergency Management. Reassign the Tsunami Evacuation Route from 6th Street to 7th Street.	LU1.6, LU13.1, M7.6, CF2.3	DCP, EMD
P24	Preserve Public View Sites. Public view sites are designated on the General Plan Land Use map.	LU18.5	DCP, LADBS
P25	Maintain Visual Resources, Preserve Access to Coastal Views and Public Serving Uses. The San Pedro Specific Plan allows for the conditional approval of development in the Coastal zone and provides protection of visual resources.	LU18.1, LU18.2, LU18.3, LU19.4	LADBS
P26	Utilize Parking Resources. Periodically use southerly portion of Fort MacArthur adjacent to Stephen M. White Drive as a spill-over parking area of Cabrillo Beach recreational users.	LU19.7	LADOT
P27	Safety, Minimize Pedestrian Conflicts, Streetscapes. Develop a prioritized list of pedestrian crossing improvements through a pedestrian safety audit throughout the community. Include enhanced features such as bulb-outs, landscaped median refuges and audio/visual warnings where appropriate.	LU5.12, LU5.14, M3.4	LADOT, BSS
P28	Spaces for people, streetscapes, gateways. As funding becomes available, implement a Streetscape Plan for the North and South Gaffey Street commercial and industrial corridors. The Plan would include specifications for lighting, street trees, benches, plazas and other amenities in the public right of way. Study parklets for key locations.	LU5.8, LU5.12, LU10.3, LU15.3, LU15.12	DCP, LADOT, BOE, RAP, BSS, UF

Program Number	Land Use and Urban Design Program Description	Policy/ Section Reference	Responsible or Coordinating Agency
P29	Amenities and Public Spaces. When feasible, public open space and/or community facilities should be required as condition of approval of proposed projects requiring discretionary action.	LU3.6, LU5.17	DCP, LADBS
P30	Well Designed Parking. Coordinate with other agencies to develop public parking structures in Downtown San Pedro.	LU5.15, LU5.16	LADOT, DCP
P31	Rancho San Pedro Housing Project. As funding becomes available, modernize and improve the physical conditions and quality of life in the Rancho San Pedro Housing Authority facilities, including the addition of more usable open space.	LU4.1, LU4.2	HA, LAHD,CDD, DCP
P32	La Rambla. Should "La Rambla" be proposed for annexation to the City, coordinate with LAFCO (Local Agency Formation Commission) Plan for Service.	LU4.4	DCP
P33	Ponte Vista. Develop Specific Plan to regulate land use and development within the project boundaries, subject to the substantive and procedural requirements of §65460 through §6540 of the California Government Code.	LU4.5	DCP, LADBS
P34	Expand Visitor Serving Opportunities. Fund and build a public plaza in the Community Center or Regional Center and provide a potential site for publicly-owned surface parking lots or buildings.	LU7.3, LU11.4	DCP, BID
P35	Active Downtown and Waterfront Connections. Improve marketing and parking opportunities; support trolley extension into downtown from Port; study conversion of 6th Street to pedestrian only between Pacific Avenue and Centre Street. Conduct a pilot program to ascertain the feasibility of a pedestrian only street on 6th Street between Harbor Blvd and Pacific Avenue. Consider a phased approach to street closure to ensure objectives for enhanced business activity are achieved.	LU9.1, LU9.2, LU10.5	LADOT, DCP, BID
P36	Capitalize on Synergies. Coordinate with the Port and Chamber of Commerce to: develop joint marketing programs for dining and shopping opportunities, special events, cruise visitor excursions, etc.; develop low-cost means of public transportation that will operate on a frequent schedule between Ports O'Call and the Sixth Street shopping area possible by use of jitneys or trams. The Plan's environmental clearance has evaluated the possibility of extending the Red Car Trolley into Downtown San Pedro, connecting the waterfront promenade with the Downtown shopping area. Further study is warranted.	LU9.2, LU11.7, LU13.1, LU13.2, LU13.3, LU13.4	DCP POLA BID COC
P37	Downtown and Waterfront Connections; Harbor Boulevard "Welcome Gateway and Attractive design. Coordinate with the Port on the design and development of the Town Plaza and Harbor development planned for the waterfront directly east of Downtown. As funding becomes available, develop parkways, landscaped medians, sidewalks with landscape buffers, community gateways, and other elements that maintain and enhance these defining neighborhood features.	LU10.1, LU10.2, LU10.3, LU10.4, LU13.1	POLA, DCP LADOT
P38	Regional Center and Expand Visitor-Serving Opportunities. Establish an economic development and revitalization program for Downtown San Pedro.	LU10.5, LU11.1, LU11.2, LU11.3, LU11.4, LU11.5, LU11.6, LU11.8, LU11.9	DCP POLA

Table 6-1:

Program Number	Land Use and Urban Design Program Description	Policy/ Section Reference	Responsible or Coordinating Agency
P38-B	Development Agreements. Promote the use of development agreements for large development projects and consider the incorporation of affordable housing as a community benefit.	LU 11.2	DCP
P39	Historic Resource Preservation. Study transfer of Developments Rights as a mechanism to preserve historic resources and/or culturally significant structures in Downtown San Pedro. This will require further tools to potentially allow a transfer of floor-area-ratio between properties.	LU12.4	DCP
P40	Green the Port. Coordinate with the Port and community groups to develop strategies to improve air and water quality, aesthetic and view opportunities, and other efforts to minimize Port operational impacts.	LU13.1, LU13.3, LU13.4, CF9.2	DCP, POLA
P41	Encourage Industry. Collaborate with the POLA, DCP and elected offices to attract new green and sustainable industry development and industries that can benefit from foreign trade zone status.	LU16.2, LU16.3, LU16.6	CD, DCP, POLA
P42	Celebrate History. Support the Boathouse and Pavilion Project for Cabrillo Beach, which would rebuild the boathouse and picnic pavilions originally built for the 1932 Olympics and restore the historic fabric of this site.	LU17.1	POLA
P43	Recreation and Coastal Resources. Development which occurs in proximity to desirable open space areas should include roads and trails adequate to serve both that development and the immediate adjacent recreation and open space areas, where appropriate.	LU19.2, LU19.3	DCP, LADBS
P44	Utilize Parking Resources. Periodically use southerly portion of Fort MacArthur adjacent to Stephen M. White Drive as a spill-over parking area of Cabrillo Beach recreational users.	LU19.7	RAP

Table 6-1

San Pedro Implementation Programs – Mobility

Program Number	Mobility Program Description	Policy/Section Reference	Responsible or Coordinating Agency
Near Term Programs			
P45	Complete Streets. The San Pedro Community Plan implements “complete streets” by adopting a Functional Classification System (Figure 4.1), Modified Street Standards (Figure 4.2), and Priority Streets (Figure 4.3) that focus the priorities for street investments on the following modes of travel: pedestrians, bicycles, transit and motorized vehicles.	M1.1	DCP, LADOT
P46	Mobility for Challenged Users. Identify locations where access may be improved. Develop a priority list of physical improvements and identify potential funding sources. Coordinate CityRide transit services and Los Angeles County ACCESS transit services with social service centers.	M1.2	DCP, LADOT
P47	Mobility Enhancement Coordination. Coordinate with LADOT to develop and implement alternative methods by which to evaluate impacts to the circulation system.	M1.3	DCP, LADOT
P48	Private Investment For off-Site Facilities/Amenities. Develop requirements for new developments to provide bicycle facilities and pedestrian amenities and/or the development of an in lieu fee to cover the cost of dedicating and constructing such public amenities at another location within the community.	M1.4	DCP, LADOT
P49	Private Investment For Multi-Modal Right-of-Way Design. Require developments to use the Citywide Design Guidelines in the design of right-of-way that include automobiles, pedestrians, bicycles, and where applicable equestrian/recreational trails.	M1.4	DCP, LADOT
P50	Grants for Off-Site Facilities/Amenities. Apply for grants and funding opportunities offered by public agencies such as the Los Angeles County Metropolitan Transportation Authority (Metro) and coordinate with other departments once funding is awarded to administer grants.	M1.4	DCP, LADOT
P51	Modified Street Standards. The San Pedro Community Plan implements modified street standards as noted on Fig. 4-2 and Table 4-1.	M1.5	DCP, LADBS
P52	Watershed Management. Encourage the incorporation of bio-retention facilities and use of permeable materials for the paving of sidewalks, driveways, and parking areas when feasible. Street Standard Plan S-480-O provides guidance for the design of watershed management in public rights of way.	M2.3	DCP, LADOT
P53	Pedestrian Access. The Citywide Urban Design Guidelines provide guidelines and standards that implement this policy.	M3.1	DCP, LADOT
P54	Priority Pedestrian Routes. The San Pedro Community Plan identifies Pedestrian Priority Streets. Pedestrian Priority Streets include: 6th Street between Harbor Boulevard and Pacific Avenue; 8th Street between Weymouth Avenue and Averill Street; 9th Street between Mesa Street and Meyler Street; and Pacific Avenue between 3rd Street and 9th Street.	M3.2	DCP, LAHD
P55	Pedestrian Amenities in New Development Projects. New development projects will be required to provide pedestrian amenities where applicable as part of their project review. The Citywide Design Guidelines provide guidelines for implementing this policy.	M3.3	DCP, LADBS

Table 6-1:

Program Number	Mobility Program Description	Policy/Section Reference	Responsible or Coordinating Agency
P56	Minimize pedestrian conflicts. Study safe routes for skateboards and discourage use of skateboards on other streets.	M3.4	DCP, LADOT
P57	Safe school routes. Collaborate with other agencies to implement Caltrans's "Safe Routes to Schools" programs.	M3.5	DCP, LADOT
P58	Easements and public rights-of-way. The Mobility Plan 2035 implements this policy.	M3.6	DCP, LADOT
P59	Priority bikeways. The San Pedro Community Plan identifies Bicycle Priority Streets. Bicycle Priority Streets include: Grand Avenue between 23rd Street and Summerland Avenue; 9th Street between the westerly CPA boundary and Harbor Blvd.; N. Gaffey Street between 1st Street and northern CPA boundary; 25th Street between the westerly CPA boundary and Gaffey Street; 1st Street between Harbor View and Harbor Blvd.; and Westmont Drive between Western Avenue and Gaffey Street.	M4.1, CF4.1, CF4.2,	DCP, LADOT
P60	Bikeway connections. Ensure that new development provides connections to the existing and proposed bikeway system consistent with the Mobility Plan 2035. Clearly mark bikeways in San Pedro with appropriate signage.	M4.2	DCP, LADOT
P61	Bicycle amenities in transit stations. Require that new transit stations consider including bicycle parking in numbers equivalent to 5 percent of automobile parking spaces, with a minimum of ten (10) bicycle parking spaces or lockers.	M4.3	LADOT, METRO
P62	Bicycle amenities in new developments. Require developments located near transit centers implement amenities such as bicycle lockers, bicycle repair, etc.	M4.3	DCP, LADBS
P63	Bikeway network. Implement the General Plan Framework Greenways Network and designate, where feasible, Class I facilities (bike paths) for those public right-of-way indicated as Greenway Corridors in Figure 6-1 of the General Plan Framework. (Harbor Blvd, Western Ave, Paseo Del Mar, and 25th St west of Western Ave.)	M4.5	DCP
P64	Transit connection coordination. Coordinate with local and regional public transit operators to provide expanded public transit options in corridors with high travel demand and review DASH routes, as funding permits.	M5.1	LADOT, METRO, PVPTA, MAX
P65	DASH route review. Continue to periodically review DASH routes to ensure maximum ridership and optimal bus stop locations.	M5.1	LADOT, METRO
P66	Shuttle bus programs. Work with Metro to initiate shuttle bus programs to serve transit stations, as funding permits.	M5.1	LADOT, METRO
P67	Priority transit routes. The San Pedro Community Plan identifies transit priority streets. Transit priority streets include: Western Avenue between Weymouth Avenue and north San Pedro boundary; Harbor Boulevard between Vincent Thomas Bridge and 17th Street; Pacific Avenue between Shepard Street and John S. Gibson Boulevard; 5th Street between Pacific Avenue and Harbor Boulevard; and 7th Street between Harbor Boulevard and Weymouth Street.	M6.1	DCP, LADOT

Program Number	Mobility Program Description	Policy/Section Reference	Responsible or Coordinating Agency
P68	Transit service coordination. Coordinate CityRide transit services and Los Angeles County ACCESS transit services with social service centers.	M6.1	LADOT, DOA, DPSS
P69	San Pedro Community Plan Area transit. Integrate regional and local transit serving the San Pedro Community Plan Area.	M6.4, M5.1, M5.3	DCP, LADOT, METRO
P70	Priority motorized vehicle routes. The San Pedro Community Plan identifies motorized vehicle priority streets. Motorized vehicle priority streets include: Western Avenue between 25th Street and north San Pedro border; Gaffey Street between 25th Street and north San Pedro border; 25th Street between Rancho Palos Verdes border and Gaffey Street; and Capitol Drive between Western Avenue and Gaffey Street.	M7.2	RAP, LADOT
P71	Access management. Encourage new development be designed to minimize disturbance to existing vehicle circulation with proper ingress and egress to parking.	M7.3	LADOT
P72	Drop-off areas. Require adequate drop-off areas for schools, day care, health care, and other uses with intensive passenger drop-off demand.	M7.3	LADBS, LADOT
P73	Alley access. Require parking access from alleys only, where adequate alley access is available.	LU 1.6, M7.4	LADBS, LADOT, DCP
P74	Emergency access. Require new developments address emergency access and egress in site planning.	M7.5	DCP, LADBS
P75	Tsunami evacuation route. Work with the Emergency Management Department and the Fire Department to change the tsunami evacuation route from 6th Street to 7th Street, should 6th Street be closed to motorized vehicles in the future.	LU1.6, M7.6, CF2.3	EMD, FD
P76	Emergency service providers. Coordinate with emergency service providers to ensure continued service operations and levels of service.	M7.6	DCP, LADOT, EMD, LAFD, LAPD
P77	Coordinated evacuation routes. Work with the Emergency Management Department and the Fire Department to develop and maintain emergency evacuation routes in coordination with the City and the County. Develop and distribute public information about emergency evacuation procedures, including signage. Study the disruption of traffic flow as a result of any closure of Paseo del Mar.	M7.6, CF2.3	LAFD, EMD, LADOT
P78	New developments and emergency regulations. New discretionary development must prepare a geotechnical report for projects located in liquefaction-prone areas along Paseo Del Mar, as well as comply with the City's Building and Grading Codes and applicable regulatory requirements for liquefaction-related hazards.	LU13.1, M7.6, CF2.3	LADBS
P79	Traffic calming - overnight parking regulations. Enforce overnight parking regulations for recreational vehicles in residential neighborhoods.	M8.1	LADOT
P80	Traffic mitigations for development. Require new development projects to incorporate adequate driveway access to prevent auto queuing, and minimize disturbance to existing traffic flow with proper ingress and egress to parking.	M8.2	DCP, LADOT

Table 6-1:

Program Number	Mobility Program Description	Policy/Section Reference	Responsible or Coordinating Agency
P81	Transportation Management Associations. Apply for grants, such as the Metro Call for projects, to support and expand rideshare activities coordinated by TMAs.	M9.5	LADOT, METRO
P82	Efficient truck movement. The San Pedro Community Plan identifies goods movement priority streets. Good movement priority streets include: Gaffey Street between Channel and north Pedro border; John S. Gibson Boulevard; and Front Street and Harbor Boulevard between Pacific Avenue and 17th Street.	M10.2	DCP, LADOT
P83	On-site loading. The CPIO regulations for industrial districts address location and appearance of loading areas. Collaborate with business owners/operators in industrial districts to identify deficiencies in access, loading and parking on existing streets and develop a strategy to address. Require that site plan review for mixed use and commercial developments incorporate adequate loading areas.	M10.3	DCP, LADOT
P84	Efficient truck movement. Identify truck routes that minimize noise and vibration impacts on sensitive land uses and mark with appropriate signage.	M10.2	BSS, LADOT
P85	Convenient parking. Encourage the business community and property owners to provide public auto and bicycle parking that is close to destinations for customer needs and use outlying parking in non-residential areas for employee parking in major commercial areas.	M11.4	LADOT, LADBS, METRO, Community
P86	Scenic Highways. The Plan and General Plan Transportation Element identifies scenic highways. Scenic highways located within the San Pedro CPA include: 25th Street between the westerly Plan area boundary and Western Avenue; Paseo Del Mar; Harbor Boulevard; and Western Avenue between 25th Street and Paseo Del Mar.	M13.1	DCP, LADOT
P87	Development near Scenic Highways. Implement the Scenic Highways Guidelines established by the Mobility Plan where applicable.	M13.2 , LU18.5	DCP, LADOT, CALTRANS
P88	Recreation trails. Implement the proposed hiking and bicycle trails shown on the Trails Map, where feasible.	M13.3	BOE, RAP
Long Term Programs			
P91	Transit and sidewalk repairs. Develop a prioritized list of sidewalk repairs and transit enhancements for high ridership transit stops and stations.	M6.2	BSS, LADOT, METRO, Community
P92	Transit amenities. Provide well-designed transit amenities such as shelters, transit information kiosks, advanced fare collection systems, lighting, improved crosswalks, and benches at all stops on arterial streets, as funding permits.	M6.2	METRO, BSS, LADOT, BSL
P93	Priorities for capacity enhancement. Implement traffic control systems that optimize traffic flow throughout a network and provide priorities for high-capacity bus systems. All signalized intersections on arterial streets within the San Pedro Community Plan Area should be integrated with the City's Advanced Traffic Control System (ATCS).	M7.1	LADOT, METRO

Program Number	Mobility Program Description	Policy/Section Reference	Responsible or Coordinating Agency
P94	Parking management districts. Require developers of mixed-use projects to utilize shared parking concepts into the project design.	M11.1	DCP
P95	Regional coordination. Coordinate with other agencies to designate and develop bicycle trails. Work with South Bay Cities Council of Governments (SBCCOG) and the City of Long Beach to improve shuttle services to the Ports of Los Angeles and Long Beach.	M4.4, M5.3, M9.1	POLA, RAP, BOE, DCP, CoDRP, City of Rancho Palos Verdes, METRO, LADOT
P96	Development at transit nodes. Develop alternative traffic mitigation measure, such as credits for integrating flex-bike/car options, into new development. Coordinate with LADOT to develop and implement alternative methods to evaluate impacts to the circulation system.	M5.2	LADOT, DCP
P97	Priorities for capacity enhancements - traffic information. Provide information to motorists about alternative routes and modes of travel using changeable message signs, highway advisory radio, and/or other appropriate traffic management techniques.	M7.1	LADOT, CALTRANS
P98	Priorities for capacity enhancements - turn lanes and parking restrictions. Provide right and left turn lanes on arterial streets where warranted. Implement peak-hour parking restrictions and striping for additional lanes along Arterials where feasible and warranted.	M7.1	LADOT
P99	Industrial center siting. Coordinate with Caltrans to improve direct freeway access to the Port, distribution centers and other industrial districts.	M10.1	LADOT, CALTRANS, DCP
P100	Convert surface lots to structures. Coordinate with other agencies to develop public parking structures in Downtown San Pedro.	M11.3	LADOT, POLA Community
P101	Convenient Parking. Encourage the business community to consider offering monthly parking leases to Metro commuters and/or dedicated parking spaces for shared public vehicles and bicycles.	M11.4	METRO, Community
P102	Performance based parking supply. Conduct a parking needs assessment to identify parking supply in selected districts. Where assessments indicate potential excess exists, implement a parking program with "pooled" Parking Resources to satisfy parking requirements for change of use projects.	M11.2	DCP, LADOT
P103	Park Once Strategy. Support the installation of automated parking guidance systems where appropriate in City-owned facilities and encourage their use in privately-operated facilities.	M12.2	DCP, LADOT, BID
P104	Priority parking for alternative fuel vehicles. Develop parking priority areas and the provision of spaces for alternative fuel vehicles for new major development projects. Encourage separate businesses to share parking in mixed use centers.	M12.3	DCP, LADBS
P105	Recreation trails. Development that occurs in proximity to desirable open space areas should include roads and trails adequate to serve both that development and the immediate adjacent recreation and open space areas, where appropriate.	M13.3	DCP, LADBS
P106	Harbor Blvd Welcome Gateway and attractive design. Study the use of the Caltrans Park and Ride facility for redevelopment and joint parking opportunities.	M10.2, M10.4	DCP

Table 6-1:

Program Number	Mobility Program Description	Policy/Section Reference	Responsible or Coordinating Agency
P107	Streetscapes. Implement streetscape plans for: 6th Street between Pacific Avenue and Harbor Boulevard; N. and S. Gaffey Street; and Western Avenue..	M2.1	DCP, LADOT, BOE, BSS, BSL, RPV
P108	Special Events. Prepare and implement special traffic management plans to reduce the impact of street closures associated with special events.	M2.2	LADOT, BSS, LAPD
P109	Regional transit connections. Collaborate with Metro to support the potential future extension of the Metro Green Line and/or Harbor Subdivision Light Rail to serve the San Pedro Downtown and Community Plan Area. For any future rapid transit line serving San Pedro, utilize the existing railroad right-of-way along Front Street/ Harbor Boulevard, with a terminal station and related parking located in the vicinity of the existing rail classification yard along Sampson Way south of Sixth Street.	M5.3	LADOT, DCP, METRO, Community
P110	Integrate transit. Extend the existing Red Car or implement a trolley, train, or other local serving system, to facilitate improved circulation throughout Downtown San Pedro and the adjacent waterfront. Elements could include a trolley linking Ports O' Call, Downtown San Pedro, and the World Cruise Center, Harbor Freeway HOV lane and San Pedro Park and Ride lot, local service and express busses to Downtown Los Angeles and other regional destinations, and a community connector to Downtown Long Beach and the Blue Line.	M6.4	CALTRANS, LADOT, DCP, POLA, Metro
P111	Traffic calming. Implement neighborhood preferential parking where appropriate. Protect lower density residential areas from the intrusion of "through traffic" by implementing neighborhood traffic management programs. Include measures to reduce/control speeding and measures to reduce traffic volumes on neighborhood local streets. Street closures, street gating, and street vacations are not supported. Utilize Residential Neighborhood Protection Plans to reduce traffic intrusion and spillover parking into residential areas. Encourage the Department of Transportation to develop procedures to handle complaints and work with neighborhoods to develop these protection plans.	M8.1	LADOT
P112	Alternatives to the automobile. Coordinate with LADWP to promote the utilization of electric vehicles and other forms of electric transportation as a means of improving both air quality and economic development. Coordinate with other agencies that conduct demonstration programs for Local Use Vehicles (LUV) and identify areas where these vehicles can be used to reduce greenhouse gas emissions, air pollution and gasoline consumption. These programs utilize 100% electric, zero emission local use vehicles (LUV) that are small, short range and low speed for taking 'local' trips around neighborhoods.	M9.3	DCP, SCAG, SBCCOG, LADOT
P113	TDM Plans. A TDM program for Downtown San Pedro to be administered by a Transportation Management Association should be implemented.	M9.4	DCP, Community
P114	Reclaimed land and underutilized public rights-of-way for bikeways. Pursue rails-to-trails or other ROW conversions incorporating bike paths where appropriate.	M3.7, M4.5	BOE, LADOT

Table 6-1

San Pedro Implementation Programs – Community Facilities and Infrastructure

Program Number	Community Facilities and Infrastructure Program Description	Policy/Section Reference	Responsible or Coordinating Agency
Near Term Programs			
P115	Adequate Police Facilities and Service. Encourage Business Improvement Districts to supplement patrol services with private security services through training and coordination programs administered by the LAPD.	CF1.1	LAPD, BID
P116	Design for Security. Implement Design guidelines in CPIO of this Community Plan to address landscaping, lighting, design for multiple-family residential developments.	CF1.2	DCP
P117	Safe Recreational Facilities. Discretionary review can ensure recreational facilities in multiple-family residential developments are designed to provide adequate visibility and security.	CF1.4	DCP
P118	LAFD Project Review. The DCP coordinates with LAFD for new subdivisions and other related development.	CF2.2	FD
P119	Integrated Library Facilities. Site libraries in commercial centers, community centers, office buildings, pedestrian oriented areas, or similarly accessible facilities. Collaborate with the Library Department and private property owners to incorporate such facilities in development projects in desirable locations.	CF3.2	DCP, LAPL
P120	Compatible School Sites. Design fencing to enable community connection and discourage chain-link fencing around school properties. Develop design criteria to ensure that new schools are sited and designed to complement the existing identity of stable single and multiple family residential neighborhoods.	CF4.2	DCP, LAUSD
P121	Joint Use of Facilities with LAUSD. Encourage LAUSD and the Department of Recreation and Parks and other agencies to continue the shared-use program for facilitating the shared use of schools and recreational facilities in San Pedro.	CF4.2, CF4.4	DCP, LAUSD
P122	Recreational Amenities. Implement standards for trails as outlined by the Department of Recreation and Parks and Recreational Trails Design Guidelines.	CF5.7	RAP
P123	Natural Terrain. The provisions of the San Pedro Coastal Land Use Plan and Specific Plan implement this policy. The Department of Building and Safety is responsible for administering the Grading provisions of the Building and Safety Code of all projects.	CF6.3	DCP, DBS
P124	Protect Wildlife Habitat, Protect Open Space. Maintain all open space designations within the San Pedro CPA. Designate parkland as Open Space as it is acquired by the Department of Recreation and Parks. Rehabilitate shoreline, beach, and parking areas at Royal Palms State Beach.	CF6.1, CF6.2, CF6.7, LU18.5, LU19.1	DCP
P125	Protect Open Space and Public Views. The San Pedro Coastal Land Use Plan (LUP) and the San Pedro Specific Plan provide restrictions on heights of structures to protect coastal resources and preserve views from the public right of way. Scenic Highways provide restrictions to preserve public views.	CF6.1, CF6.2, LU18.3	DCP, DBS
P126	Dedication of Open Space. Require new large scale commercial development in the Regional Center to provide green spaces, a major public plaza, community garden space or other community recreational amenities onsite.	CF5.5, LU11.8	DCP, RAP

Table 6-1:

Program Number	Community Facilities and Infrastructure Program Description	Policy/Section Reference	Responsible or Coordinating Agency
P127	Sustainable Design. Develop measures that reduce heat gain from pavement and other hardscaping for new development. These measures could include: reinstating the use of parkway strips to allow shading of streets by trees; including shade trees on south and west facing sides of structures, and in surface parking lots; including low-water landscaping in place of hardscaping around transportation infrastructure and in parking areas, installing cool roofs, green roofs, and utilization of cool paving for pathways, parking and other roadway surfaces; and use of paving materials with a Solar Reflective Index (SRI) of 29, or open grid paving systems.	CF7.5	DCP, DBS, BOE
P128	Street Trees. Continue tree planting efforts along Pacific Avenue to place new shade trees between Oliver and 23rd Streets.	CF7.3, CF7.4	UF
P129	Conserve Water. Continue to implement existing water conservation measures, including enforcement of the existing Water Efficiency Requirements ordinance. These measures include the use of water-efficient landscaping and irrigation, storm water capture, efficient appliances, the use of recycled water for irrigation, and minimizing the amount of non-roof impervious surfaces around buildings.	CF8.1	DWP
P130	Water distribution, recycling, recharge. The Integrated Resources Plan (IRP) addresses facility options for wastewater, stormwater, and recycled water needs.	CF8.1, CF8.3, CF9.3, CF11.1, CF11.2, CF11.3	DWP, DCP, BOS
P131	Wastewater Output. Repair and replace older sewer facilities as needed as part of the 10-year LA Sewers Program and the Collection System Settlement Agreement (CSSA), which defines the maintenance and construction projects and schedules.	CF9.1	DWP
P132	Wastewater Treatment. A portion of the treated effluent from the City's four wastewater treatment plants is provided to LADWP to meet recycled water demands. LADWP is working closely with the Los Angeles Bureau of Sanitation (BOS) to significantly expand the recycled water "purple pipe" network, and implement groundwater recharge with advanced treated wastewater.	CF9.3	DWP, BOS
P133	Recycling and Waste Reduction. Evaluate the participation of all multiple family, commercial, and industrial developments to participate in recycling programs and on-site resource separation, and encourage recycled materials to be picked up and appropriately recycled on a weekly basis at minimum, as a part of the development's regular solid waste disposal program.	CF10.1	DCP
P134	Recycling of Construction Materials. Continue to implement the City's Green Building Ordinance, which mandates a standard of sustainability for new development and major redevelopment of large projects, and incentivizes a voluntary standard of sustainable excellence for all projects.	CF10.2	DCP, LADBS
P135	Reuse of Stormwater. Support the City's Rainwater Harvesting program which allows residents to capture rainwater directly in barrels on their property and use it later for lawn irrigation, reducing the amount of urban runoff.	CF11.1	BOE
P136	Undergrounding of Electrical Facilities. Expand the use of LADWP Utility Infrastructure Loan Program, which assists qualified businesses with short-term, low cost financing options for undergrounding utilities.	CF12.3	DWP
P137	Efficient and Safe Street Lighting. Replace existing street lighting with LED solid-state fixtures in lieu of HPS fixtures.	CF13.1	DWP

Program Number	Community Facilities and Infrastructure Program Description	Policy/Section Reference	Responsible or Coordinating Agency
P138	Enhanced Pedestrian Lighting. See CPIO for guidelines regarding special pedestrian lighting in commercial centers or neighborhood districts.	CF13.2	BSL, BID
Long Term Programs			
139	Adequate Library Facilities. Coordinate with LAPL to identify an appropriate site and study the construction of a new library in western San Pedro, as identified in the 2007 LAPL Branch Facilities Plan's Proposed Project List.	CF3.1	LAPL
140	Joint-Use Libraries. Support the incorporation of such facilities when the LAPL and private property owners develop joint development projects.	CF3.3	LAPL
141	Accessible Schools, (Bikeway Connections). Encourage the location of new schools in areas where established and/or planned walkways, bicycle paths, or greenways link the schools with the surrounding uses. Develop design criteria that will help ensure compatibility between the public schools and the surrounding neighborhood character.	CF4.1, CF4.2, M4.1	LAUSD, DCP
142	Joint Use of Facilities with LAUSD. Encourage LAUSD to incorporate recreational elements in the design of school facilities where appropriate, such as children's play areas, rooftop courts, pocket/mini parks and usable public plazas. Develop school-specific agreements with LAUSD, to enable communities to jointly use schools for recreational purposes that are accessible to surrounding neighborhoods.	CF4.4	LAUSD
143	Neighborhood Schools, Joint Use of Facilities with LAUSD. Develop plans to address issues of siting and joint use of facilities including strategies for expansion in areas served by transit.	CF4.3, CF4.4	LAUSD
144	Joint Use of Facilities. Establish joint-use agreements with other public and private entities to increase recreational opportunities in San Pedro, including shared use of land owned by public agencies. Co-locate park and recreation facilities with public and private entities in San Pedro.	CF5.3	LAPL
145	Increase Open Space and Parks. Construct new neighborhood parks, as land and funding become available in the northeast and southeast portions of the community. Identify and prioritize sites for new parks and submit applications for federal and state grants.	CF5.2	RAP, DCP
146	Illumination for Safety. Identify parks in San Pedro that are inadequately illuminated so that they can be used safely by residents. Develop a budget and schedule to install or improve proper lighting. Provide adequate low level lighting around residential, commercial and industrial buildings, and park, school and recreational areas to improve security.	CF5.10, CF1.3	RAP, DCP
147	Identify Surplus Properties. Coordinate with public agencies to review, evaluate, and acquire surplus property and vacant parcels for publicly owned open space, parks, and recreational facilities.	CF5.4	GSD, DCP
148	Dedication of Open Space, Integrate Reservation Sites. Include provision for public open space in future discretionary developments where feasible in Downtown, the Fort MacArthur Reservation sites, Rancho San Pedro and Northeast San Pedro.	CF5.5, LU4.3	DCP

Table 6-1:

Program Number	Community Facilities and Infrastructure Program Description	Policy/Section Reference	Responsible or Coordinating Agency
149	Locate Parks Near Residential Areas. Increase public open space and recreational amenities in areas such as the downtown, where higher density housing is located.	CF5.9	DCP
150	Regional Coordination. Coordinate with State agencies to include identified significant ecological areas in preserves, refuges, or other appropriate State preservation areas. Study an underwater marine reserve park and SCUBA trail offshore from Royal Palms State Beach.	CF6.7	DCP, RAP
151	Tree Selection, More Trees. Decision makers evaluating development projects requiring discretionary approvals, should require on-site trees. Require on-site trees in new development projects as a condition of approval for all cases. Trees that maximize sustainability, with a preference for native and drought tolerant species, are recommended. Conduct Tree Planting Projects as public-private partnerships.	CF7.1, CF7.2, CF7.3	DCP, Community
152	Conserve Water. Support construction of water lines to permit the use of advance treated recycled water for irrigation of public parks, and large private and government owned landscaped areas, such as the Upper Reservation of the former Fort MacArthur and golf courses.	CF8.1	DWP
153	Water Conservation for Projects. Identify improvements and methods to provide water supply to support development, improve its reliability, and reduce the City's dependency on imported water through feasible reuse, water conservation measures, and identify existing available incentive programs.	CF8.2	DWP
154	Wastewater Output. Implement water conservation measures, including enforcement of the existing Water Efficiency Requirements ordinance. Adopt a Low Impact Development ordinance.	CF9.1	BOE, LADBS, DCP
155	Wastewater Treatment. Support the Bureau of Sanitation's Biosolids Environmental Management program which recovers residues, known as biosolids, from its wastewater treatment plants. The Hyperion Treatment Plant and the Terminal Island Treatment Plant are responsible for managing the biosolids that are produced from the wastewater processing.	CF9.3	BOS
156	Compatible Design, Renewable Energy Sources. Support the continuation and potential expansion of the Terminal Island Renewable Energy Project.	CF12.2, CF12.5	DPW
157	Adequate Services. Update San Pedro facilities and services in City's Capital Improvement Program (CIP)	CF1.1, CF2.1, CF3.1, CF8.3, CF10.3, CF11.1, CF12.1, CF13.1	DCP, DPW, LAPD, LAFD, LADOT, BOE, BOS, RAP, LADWP
158	Sustainable Materials for Drainage. Study a maximum building/paving lot coverage ratio to allow for the implementation of Standard Urban Stormwater Mitigation Plans (SUSMP) and infiltration systems.	CF11.2	BOE, LADBS, DCP
159	Coordinate with LADWP, Compatible Design. Support and encourage co-generation projects for commercial and industrial facilities, provided they meet all applicable air quality standards, are compatible with surrounding uses.	CF12.1, CF12.2	DWP

LIST OF TERMS

ACE

Arts, Cultural and Entertainment District

AFB

Air Force Base Authority

AGF

Above Ground Facilities

ATCS

Advanced Traffic Control System

BID

Business Improvement District

BOE

Bureau of Engineering (Public Works)

BOS

Bureau of Sanitation

BSL

Bureau of Street Lighting (Public Works)

BSS

Bureau of Street Services (Public Works)

CALTRANS

State of California Department of Transportation

CARB

California Air Resources Board

CC

City Council

CD

Council District

CDD

Community Development Department

CDO

Community Design Overlay

COC

Chamber of Commerce

CLARTS

Central Los Angeles Recycling and Transfer Station

CoDRP

Los Angeles County Department of Regional Planning

CPA

Community Plan Area

CPIO

Community Plan Implementation Overlay

CRA/LA

Community Redevelopment Agency/Los Angeles

CSSA

Collection System Settlement Agreement

DCP

Department of City Planning

DOA

Department of Aging

DOD

Department on Disabilities

DPSS

Los Angeles County Department of Social Services

DPW

Department of Public Works

EIR

Environmental Impact Report

EMD

Emergency Management Department

EMS

Emergency Medical Service

WFEMA

Federal Emergency Management Association

HACLA

City of Los Angeles Housing Authority

HAS

Hyperion Service Area

HOV

High Occupancy Vehicle

HPOZ

Historic Preservation Overlay Zone

GSD

General Services Department

ILWU

International Longshore and Warehouse Union

IRP

Integrated Resources Plan

LABS

Los Angeles Bureau of Sanitation

LACFCD

Los Angeles County Flood Control District

LADBS

Los Angeles Department of Building and Safety

LADOT

Los Angeles Department of Transportation

LADWP

Los Angeles Department of Water and Power

LAFCO

Local Agency Formation Commission

LAFD

Los Angeles Fire Department

LAHD

Los Angeles
Housing Department

LAMC

Los Angeles Municipal Code

LAPD

Los Angeles
Police Department

LAPL

Los Angeles Public Library

LAUSD

Los Angeles Unified
School District

LEED

Leadership in Energy
and Environmental Design

LCP

Local Coastal Program

LUP

Coastal Land Use Plan

LUV

Local Use Vehicle

MAX

Municipal Area Express

METRO

Los Angeles County
Metropolitan Transit Authority

MWD

Metropolitan Water District

NEV

Neighborhood Electric Vehicles

PHEV

Plug in Electric Vehicle

POLA

Port of Los Angeles

PVPTA

Palos Verdes Peninsula Transit Authority

RAP

Department of
Recreation and Parks

RPV

City of Rancho Palos Verde

SAFE

Solvents, Automotives, Flammables,
and Electronics

SBCCOG

South Bay Cities
Council of Governments

SCAG

Southern California
Association of Governments

SRCIP

Solid Resources
Capital Improvement Program

SRI

Solar Reflective Index

SRO

Single Room Occupancy

SSMP

Sewer System Management Plan

SURVEYLA

Los Angeles Historic Resources Survey

SUSMP

Standard Urban Stormwater
Mitigation Plans

SWMPP

Los Angeles Solid Waste
Management Policy Plan

TDM

Transportation Demand Management

TISA

Terminal Island Service Area

TIWRP

Terminal Island Water
Reclamation Plant

TMA

Transportation
Management Association

TSM

Traffic System Management

UF

Urban Forestry (Public Works)

USAF

United States Air Force

VMT

Vehicle Miles of Travel

ZEV

Zero Emission Vehicle



**SAN PEDRO COMMUNITY PLAN IMPLEMENTATION OVERLAY
(CPIO)**

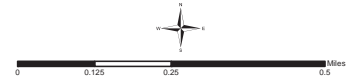
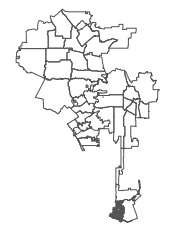
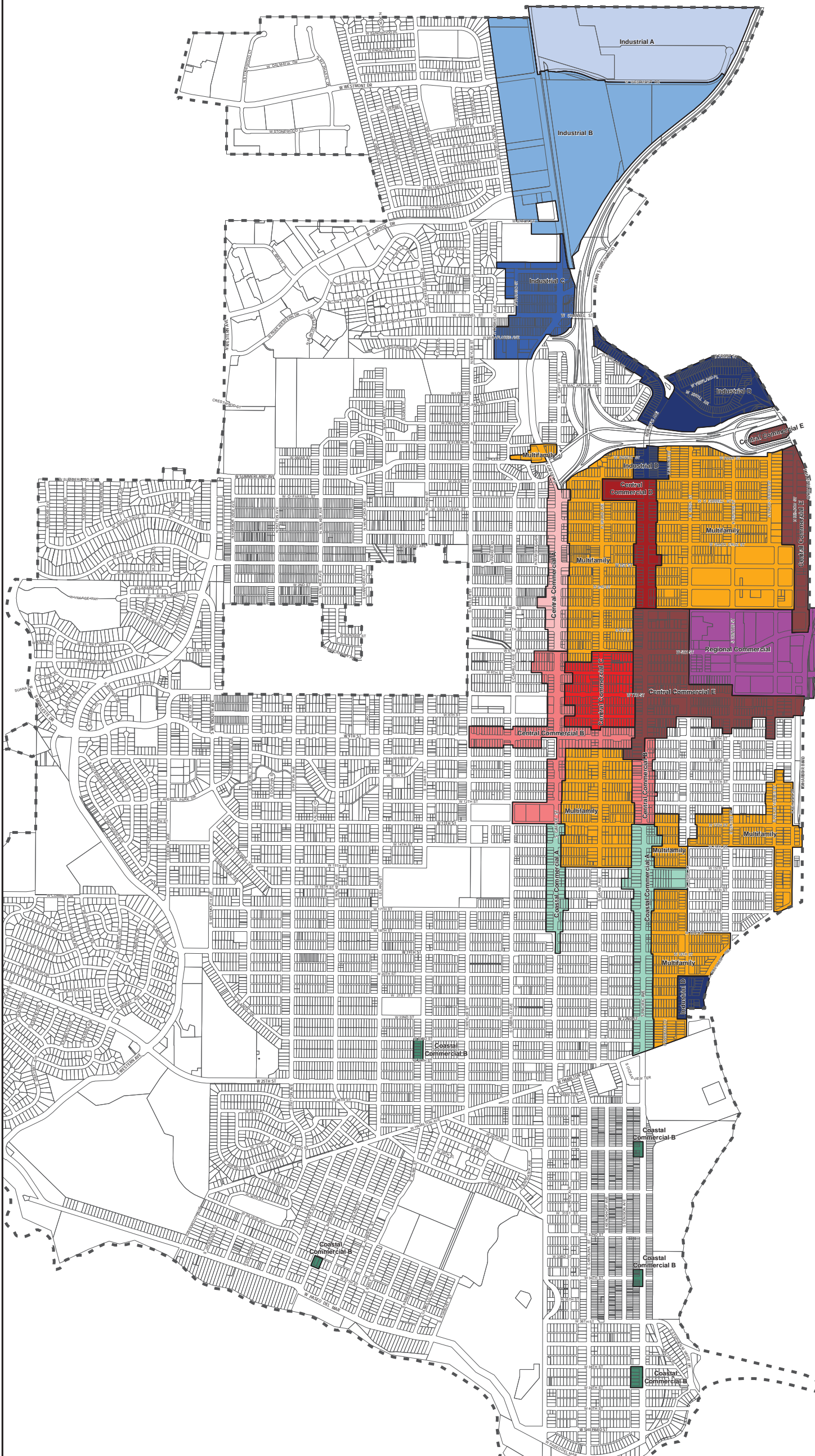
CPC Recommended Plan
For Reference Only

San Pedro Community Plan
Proposed CPIO District Subareas

DRAFT

October 13, 2016

- Central Commercial A
- Central Commercial B
- Central Commercial C
- Central Commercial D
- Central Commercial E
- Coastal Commercial A
- Coastal Commercial B
- Industrial A
- Industrial B
- Industrial C
- Industrial D
- Multifamily
- Regional Commercial
- Community Plan Boundary



Disclaimer: The City of San Pedro and its staff are not responsible for any errors or omissions in this map. The City of San Pedro and its staff are not responsible for any errors or omissions in this map. The City of San Pedro and its staff are not responsible for any errors or omissions in this map.

Department of City Planning
Information Technologies Division
October 13, 2016

San Pedro
Community Plan Implementation Overlay District
(CPIO)

Ordinance No. xxx,xxx
Effective Date xx

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Appendix B	Design Guidelines

CHAPTER I - FUNCTION OF THE CPIO DISTRICT

SECTION 1: ESTABLISHMENT

The San Pedro CPIO District boundaries are identical to the boundaries of the San Pedro Community Plan Area as adopted on X (Council File No. XX). This San Pedro CPIO District contains several mapped Subareas as shown precisely by the solid boundary lines on the CPIO District Boundaries Maps (Maps X through X) attached hereto and as depicted in Figure X below.

SECTION 2: PURPOSE

The San Pedro CPIO District provides Supplemental Development Regulations tailored to ensure that development enhances the unique architectural, environmental, and cultural qualities of the San Pedro Community Plan area, integrates improvements and enhancements to the public rights-of-way, and maintains compatible land uses, and appropriate development scale, intensity, and density. The San Pedro CPIO District also creates an Administrative Clearance (i.e., ministerial approval) process that enables infill development that will positively impact communities in conformance with these regulations.

The purpose of the San Pedro CPIO is to:

- Implement the goals and policies of the San Pedro Community Plan;
- Ensure that the new development complements the traditional character of San Pedro and reflects high quality design and materials;
- Enhance the appearance and function of commercial and industrial districts;
- Limit non-industrial uses in industrial districts and incentivize clean technology/green technology uses to foster economic development;
- Reinforce the vibrancy of districts through pedestrian-oriented design and development;
- Facilitate an active, safe and inviting ground floor and pedestrian environment;
- Limit inappropriate auto-oriented uses in certain districts;
- Protect residential neighborhoods with transition requirements that address height, scale and compatibility;
- Improve the appearance of signs, facades and the interface between buildings and the pedestrian environment; and
- Incorporate sustainability principles and improve access to and amenities for a variety of mobility options.

The San Pedro CPIO District establishes five CPIO Subareas that are contiguous or non-contiguous parcels characterized by common Community Plan goals, themes, and policies, and grouped by a common boundary. These five subareas can be characterized into three categories: three Commercial subareas, a single Industrial subarea, and a single Multiple

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Family Residential subarea, and the objectives of each of these subareas are characterized below.

A. Regional Commercial Subarea

Development within the Regional Commercial Subarea should strive to meet the following objectives.

1. support a compact center of employment, entertainment, civic and cultural activities, and waterfront tourism;
2. reflect an airy, harbor aesthetic through well-designed, medium to high-rise buildings (250' max) that preserve upland views to the waterfront;
3. maximize public spaces and connections to the waterfront to improve resident and visitor experiences;
4. include corporate or professional offices, government buildings, major entertainment and cultural facilities, hotel and restaurant uses;
5. support studios, galleries and live-work units for the arts community and design-oriented professionals;
6. incorporate residential uses that provide vitality and improve transit viability;
7. create an active, pedestrian-oriented street through building orientation, façade articulation, and ground floor transparency to commercial and community uses.

B. Central Commercial Subareas

Development within the Central Commercial Subareas should strive to meet the following objectives.

Subarea A – Gaffey Street Gateway Development within the subarea should:

1. reflect a welcoming entrance as one of the primary entryways into San Pedro;
2. reflect San Pedro's traditional urban character through well-designed, three to four story (45' max) buildings;
3. improve the aesthetic quality of Gaffey Street;
4. include businesses and services that serve the larger community, such as hotels, small offices, restaurants, gas stations, and similar convenience goods and services;
5. be compatible with adjacent residential neighborhoods through transitions, scale, and siting;

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6. create an active, pedestrian-oriented street, through building orientation, façade articulation, and transparency to ground-floor commercial and community uses.

Subarea B – Gaffey & 9th Street Neighborhood

1. promote locally serving community and neighborhood commercial uses
2. reflect a compact, small-scaled environment of one to two story (30', 45' max) buildings;
3. support neighborhood serving uses, such as markets, barber and beauty shops, laundromats and dry cleaners, restaurants, convenience stores, and small professional offices;
4. allow a mix of uses that provide vitality and improve transit viability;
5. create an active, pedestrian-oriented street through building orientation, façade articulation, and transparency to ground-floor commercial uses

Subarea C – Grand Avenue Neighborhood

1. reflect a horizontal and vertical mix of residential and commercial uses at a low to medium scale (75' max);
2. support neighborhood serving uses such as grocery, convenience stores, restaurants, small offices, and other similar uses;
3. incorporate multi-family residential uses so that they provide vitality to the district;
4. create an active, pedestrian-oriented street through building orientation, façade articulation, and transparency to ground-floor commercial uses.

Subarea D – Pacific Avenue Gateway

1. reflect a secondary gateway into San Pedro and a transition into the downtown;
2. create a small scaled, three to four story (45' max) commercial and residential corridor that serves the daily needs of local residents and employees;
3. be compatible with restaurants, retail shops, grocery stores, child care facilities, small professional offices, community meeting rooms, pharmacies, religious facilities and other similar services;
4. create an active, pedestrian-oriented street through building orientation, façade articulation, and transparency to ground-floor commercial uses;

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5. be compatible with adjacent residential neighborhoods through transitions, scale, and siting.

Subarea E – Downtown District and Gateway

1. reflect a medium scaled, five to seven story (75' max) commercial district;
2. reflect a welcoming entry into the Downtown District;
3. serve the larger community with hotels, offices, restaurants, art studios and galleries;
4. create an attractive, well-designed, pedestrian-friendly street, through building orientation, façade articulation, and ground floor transparency to commercial uses.

C. Coastal Commercial Subareas - Development within the Coastal Commercial Subareas should strive to meet the following objectives.

Subarea A – Coastal Neighborhood Corridor

1. reflect a small-scaled, two to three story (30', 45' max) pedestrian friendly corridor that, within walking distance, serves the daily needs of residents and employees;
2. support neighborhood commercial uses, such as restaurants, retail shops, grocery stores, childcare facilities, small offices, community meeting rooms, pharmacies, religious facilities;
3. reflect well-designed infill development that is pedestrian-friendly and mixed in use;
4. be compatible with existing development through transitions, scale, and siting;
5. enhance the pedestrian activity through building orientation, façade articulation, ground floor transparency

Subarea B – Coastal Neighborhood Mixed Use (or Coastal Village Commercial)

1. reflect small-scale, 2-3 story (30', 45' max), “Mom & Pop” neighborhood stores that, within walking distance, serve the daily needs of residents;
2. support local commercial uses such as restaurants, retail stores, childcare facilities, small offices, community meeting rooms, pharmacies;
3. encourage a safe and pedestrian-friendly environment;
4. maximize compatibility with adjacent residential uses by use of transitions, scale, massing, heights, or setbacks.

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D. Multifamily Residential Subarea - Development within the Multifamily Residential Subarea should strive to meet the following objectives.

1. reflect a neighborhood of two to three story (30' max) multifamily housing that provides residential amenities and convenient access to commercial districts;
2. support housing for all income groups;
3. incorporate architectural characteristics that draw from San Pedro's varied architectural styles;
4. be compatible with existing development through transitions, scale, and siting;
5. maximize amenities such as onsite recreational facilities, community meeting spaces, and useable private and/or public space, to improve the quality of life of residents.

E. Industrial Subareas - Development within the Industrial Subareas should strive to meet the following objectives.

Subarea A – Maritime Associated Industrial Subarea

1. reflect an attractive, large scale, two to three story (30' max) industrial sanctuary for port and maritime support uses;
2. support employment opportunities for City residents with higher-skilled and high wage industrial and research and development jobs;
3. Support clean tech and green industries; logistics
4. reflect design techniques that improve land use compatibility with adjacent uses and to enhance the physical environment;
5. improve the aesthetic quality of North Gaffey Street.

Subarea B – North Gaffey Street Industrial Subarea

1. reflect an industrial sanctuary attractive to medium scaled, two to three story (30' max), maritime supporting light industrial uses;
2. support employment opportunities for City residents with higher-skilled and high wage manufacturing and research and development jobs
3. support local employment opportunities for city residents, to reduce the need to commute to remote work locations;
4. support clean tech and green industries;

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5. improve the aesthetic quality of North Gaffey Street;
6. support a stable environment for quality industrial development;
7. be compatible with existing development through transitions, scale, and siting.

Subarea C – Specialty Industrial Subarea

1. reflect small-scaled, one to two story (30' max) industrial uses;
2. support clean tech and green companies, food production, artisan industries, media production industries, and boating or marine related uses;
3. support local employment opportunities for city residents, to reduce the need to commute to remote work locations;
4. be compatible with existing development through transitions, scale, and siting;
5. improve the aesthetic quality of North Gaffey Street;

Subarea D – Compatible Industrial Subarea

1. support small scale, one to two story (30', 45' max), light-industrial uses that emphasizing compatibility with adjacent residential uses;
2. support light industrial uses, such as research and development, food production, artisan industries, media production uses;
3. utilize design of buildings and fencing that is attractive and compatible with adjacent uses.

SECTION 3: DEFINITIONS

Whenever the following terms are used in this ordinance, they shall be construed as defined in this Chapter 1, Section 3. Words and phrases not defined here shall be construed as defined in Section 12.03 of the LAMC.

Administrative Clearance – A ministerial approval for a Project in a San Pedro CPIO Subarea that is obtained pursuant to Section 13.14 G.2 of the LAMC.

Arcade - an arched or covered passageway, usually with shops on each side.

Articulation - Clear and distinct separation between design elements or sections of a building façade, including variation in detail, color and materials and modulation of wall planes.

Architectural Feature – An aesthetic element of a building's design that is integral to the overall style of architecture, but is not considered habitable, or otherwise counted as part of the building's floor area.

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Automotive Uses – New and used automobile, motorcycle, recreational vehicle, residential vehicle, truck and trailer sales, storage and incidental uses. Automobile dismantling yards, automotive fueling and services stations, and automotive repair uses as defined in LAMC section 12.03. Automotive repair uses include maintenance uses such as automotive laundry and wash racks, but exclude retail parts sales.

Automobile Storage - The storage of automobiles, recreational vehicles, trailers or other similar vessels on an open lot. Automobile Storage does not include parking for an established land use.

Awnings and Canopies - Awnings are usually made of cloth and are framed by wood or metal. Canopies are permanently affixed to buildings, are flat and constructed of solid materials.

Baffle: An artificial obstruction for deflecting the flow of sound or light.

Clean Tech/Green Tech Uses - Industries that directly engage in the production or research of the following: development of alternative fuels (such as, but not limited to: fuel cells, solar energy, wind energy, geothermal, metallic foams, etc.); new materials (such as, but not limited to: thin film, organometallics, etc.); or means of generating energy and energy efficiency (such as, but not limited to air and water purification, desalination, renewable energy systems, etc.), as determined by of the Director of Planning.

Community Facility - Any use whose primary purpose is to provide non-profit, or not-for-profit assistance to the general public, as determined by the Director of Planning. This term includes government offices and services or privately funded services or charities that are provided to the public at a free, subsidized, or reduced rate. Examples are child care centers, job assistance centers, business assistance centers, libraries, schools, adult day care, and related administrative offices, health clinics, museums, cultural centers, telecommuting centers, gyms or recreation centers, restrooms open to the general public, and rooms available to the general public for community meetings.

Drive-thru Establishment – Any business used for the execution of a sale, or business transaction, to an individual in a motor vehicle.

Forecourt - A courtyard before the entrance to a building or group of buildings.

High-rise Building – A building over six stories or 75 feet in height.

Mid-rise Building – A building between four and six stories or up to 75 feet in height.

Overdoor: An ornamented carving, painting, or section of decorated woodwork over a doorway

Paseo or Pedestrian Walkway - Walkway that is typically open to the sky and that provides pedestrian passage between structures, or through landscaping, or parking lots, which is distinguished by ground surface treatments that provide for pedestrian safety and ease of movement.

Pedestrian Sign – A projecting sign that is sized and oriented towards pedestrians.

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Pedestrian Orientation- Neighborhood design at a human scale. An urban development pattern where buildings and landscaping are proportioned and located so that walking is safe, comfortable, and inviting.

Premise - A building or portion thereof used as a location for a single business.

Primary Frontage – The exterior building walls facing the Primary Lot Line. For the purposes of this definition, all exterior walls that intersect a plane parallel to a lot line at 45 degrees or less shall be considered the Primary Frontage. When the Primary Lot Line is not straight, a line connecting the points where the secondary or side lot lines and the Primary Lot Line intersect shall be used.

Primary Lot Line – The property line of a lot that is contiguous with a public street. On lots fronting more than one public street, the Director of Planning shall determine the Primary Lot Line based upon neighborhood characteristics, including the designation of the abutting streets and the dimensions of the subject lot.

Project – The demolition, grading, construction, erection, addition to or alteration (structural or non-structural) of any building or structure, a use of land, or a change of use on a lot located in whole or in part within the CPIO which requires the issuance of a building permit or change of use permit. A Project shall not include construction that consists solely of interior remodeling, interior rehabilitation or interior repair work.

Rehabilitation – The act or process of returning a property to a state of utility, through repair or alteration, which makes possible an efficient contemporary use while preserving those portions or features of the property which are significant to its historical, architectural and cultural values.

Restoration – The act or process of accurately recovering the form, features and details of a property as it appeared at a particular period of time by means of the removal of later work or by the replacement of missing earlier work.

Streetwall (or street edge) - The vertical face of one or more buildings adjacent and parallel to the sidewalk. The cumulative façade effect created on a pedestrian oriented corridor when structures are built to the front lot-line and built to the edge of each side lot-line.

Storefront Bays - That area enclosed by the storefront cornice above, piers on the side, and the sidewalk at the bottom. Sometimes storefronts are placed entirely within one storefront bay, usually in older structures. Recessed storefront bays add visual interest to the streetwall, frame display windows, and create an inviting shopping environment.

SECTION 4: GENERAL PROHIBITION ON ISSUANCE OF PERMITS

The Department of Building and Safety shall not issue a permit for demolition, grading, construction, erection, addition to, or alteration of any building or structure, subdivision of land, a use of land, or change of use, unless an Administrative Clearance, a CPIO Adjustment, or CPIO Exception has been obtained pursuant to the applicable procedures in Section 13.14 G of the LAMC.

SECTION 5: DELEGATION OF ADMINISTRATIVE CLEARANCE

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The Director of Planning may delegate the review of specific types of work that are eligible for Administrative Clearance to the Department of Building and Safety, provided that such delegation has been made in writing.

SECTION 6: CPIO APPLICATION

The regulations for properties subject to Ordinances 181362 and 178405 shall supersede the height, density and use regulations of the CPIO.

SECTION 7: EXCLUSIONS

Any entitlements, or procedures, normally required by the LAMC, remain in effect within the CPIO, except for the following:

- The Mini-Shopping Center Commercial Corner Development Standards and Conditions of Operation set forth in LAMC Section 12.22 A.23 do not apply to lots within the CPIO.

SECTION 8: REVIEW PROCEDURES

1. **Applicability.** These procedures shall apply to an applicant seeking one of three types of CPIO approvals: (1) an Administrative Clearance, (2) a CPIO Adjustment, or (3) a CPIO Exception. These procedures are in addition to the requirements set forth in Section 13.14 of the LAMC.
2. **Application for a CPIO Approval.** To apply for a CPIO approval, an applicant must file an application with the Department of City Planning, on a form provided by the Department, and include all information required by the instructions on the application, and the guidelines adopted by the Director of Planning. The owner(s) of the property must verify that all information in the application and related materials are true. The granting of a CPIO approval shall not imply, or be deemed to constitute, compliance with any other applicable provisions of the LAMC.
 - a. **Pre-Application Completion.** Prior to deeming the application complete, the Director shall determine and, if necessary, advise the applicant of the processes to be followed, materials to be submitted, and fees to be paid.
 - b. **Content of Application.** An applicant shall provide a set of detailed plans that demonstrate, in full, compliance with all applicable provisions of the particular San Pedro CPIO Subarea. In addition, those Projects that are eligible for Administrative Clearance, but require an additional discretionary action (e.g., Small Lot Subdivision, Site Plan Review, a Conditional Use, or a Zone Variance), shall still demonstrate, in full, on the detailed plans that the Project complies with all applicable provisions of the San Pedro CPIO Subarea when the application for the discretionary action is submitted to the Department. Each application

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- b. In granting relief from the development standards of this ordinance as generally permitted through LAMC Subsections 13.14.G.3.(b)(iv), regarding CPIO Adjustment Findings, and 13.14.G.4.(a) regarding CPIO Exception Conditions, all applicable Citywide, Community Plan and CPIO District Design Guidelines (Appendix B), may be utilized by the decision making authority to assure compliance with the purpose and intent of the CPIO District.
- c. **Findings.** The Director's determination shall include all written findings required pursuant to Section 13.14 G.3 (b) for each specific adjustment that is requested.

5. CPIO Exceptions.

- a. **Approval.** The Area Planning Commission has initial decision-making authority to grant a CPIO Exception pursuant to Section 13.14 G.4 of the LAMC.
- b. **Findings.** The Area Planning Commission's determination shall include all written findings required pursuant to Section 13.14 G.4 (b) for each specific exemption that is requested.
 - i. The Director will also prepare an additional written finding that demonstrates how the project substantially complies with the Design Guidelines contained in Appendix B, when utilized as a condition of Project approval.

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SECTION 9: ENVIRONMENTAL STANDARDS PROCEDURES

An applicant seeking a CPIO approval in a CPIO Subarea shall comply with all applicable Environmental Standards as set forth in Appendix A. These Environmental Standards are included to implement the Mitigation & Monitoring Program included as part of the San Pedro Community Plan update and reviewed in the City of Los Angeles San Pedro Community Plan Environmental Impact Report (No. ENV-2009-1558-EIR) dated XX and certified on (*certification date*).

1. **Applicability of Environmental Standards.** The Director, or the Director's designee, shall determine the applicability of Environmental Standards to a Project when an application is submitted requesting a CPIO approval. For example, a project that involves minor façade alterations to a commercial structure will not need to comply with Environmental Standards that address noise and vibration during grading activities.
2. **Plans.** Compliance with all applicable Environmental Standards listed in Appendix B shall be demonstrated on the plans as project features (that is, features that are physically built into the project such as an air filtration system), or as operational features listed on a sheet within the plans (that is, features that are carried out either during the construction of the project, or over the life of the project, such as monitoring of biological resources on site).
3. **Modification of Environmental Standards.** The Director may modify the Environmental Standards listed in Appendix B when the Director finds, based on substantial evidence, that either: (1) the Environmental Standard is infeasible and the Director has adopted a new equally effective measure and the new measure will not result in any new significant impacts; or (2) the Environmental Standard is no longer necessary to mitigate the impact. Modification of Environmental Standards may not be approved as part of an administrative clearance. Furthermore, any modification shall be reflected in the Project's environmental clearance.

SECTION 10: SEVERABILITY

If any provision of this San Pedro CPIO District or the application of the provision to any person, property or circumstances, is held invalid, the remainder of this San Pedro CPIO District or the application or the provisions to other persons, property or circumstances shall not be affected.

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OVERVIEW

The intent of these Supplemental Development Regulations is to reduce any potential impacts from future development within the San Pedro CPIO on the surrounding environment. Projects, within the Regional Commercial Subarea (see Figure X), shall comply with the applicable Supplemental Development Regulations in this Chapter II.

ADD MAP FOR THE REGIONAL COMMERCIAL DISTRICT FOR REFERENCE

SECTION II-1: LAND USE REGULATIONS

A. Land Use Regulations

1. For a new use of land or any change of use, a Project shall be subject to the land use regulations set forth in Table I below.
2. For the maintenance and expansion of an existing use, made legally non-conforming by this San Pedro CPIO District, an applicant shall comply with LAMC Section 12.23.

General Use	Regulation	Applicable Location	Exemptions/ Clarifications
Auto-Oriented Uses	Prohibited	All	
Drive-thru Uses	Prohibited	All	
Residential	Restricted	All	Stand-alone Residential uses are prohibited. Residential uses are only permitted when developed in conjunction with non-residential uses.
Open Space, Public Facilities	Restricted	All	Allowed where the underlying zone permits.

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SECTION II-2: DEVELOPMENT STANDARDS

A. Height & Floor Area

In addition to the height and floor area regulations of the underlying Zone and Height District, the restrictions set forth below shall apply:

1. Projects are limited to 250 feet in height. A Project may exceed 250 feet in height if approved by the City Planning Commission, pursuant to LAMC Section 12.24.V.
2. Maximum FAR 6.0:1 for C2-2; Maximum FAR 4.0:1 for R4-2.

B. Form & Facades

1. The first floor height of any structure shall be a minimum of 12 feet.
2. The exterior wall of any new construction or addition of floor area shall be located not more than five (5) feet from the front property lot line, except that building setbacks from the lot line may exceed five feet when used for patios, plazas, courtyards, outdoor dining, seating, kiosks, and/or landscaping.
3. A building stepback shall occur at a minimum height of 35 feet, and be a minimum of five (5) feet in depth.
4. *Towers/Views* - Residential towers shall be spaced at least 80 feet from all existing towers in the Project vicinity, except where the towers are offset (staggered) so that no wall with windows faces another wall, the diagonal distance between towers may be 60 feet.
5. For every 25 horizontal feet of building façade facing a street, the first story of a building shall incorporate at least one item from three of the four following categories:
 - a. Category 1: Columns, pilasters, posts, or trellises.
 - b. Category 2: Wall recesses, projections, or offsets.
 - c. Category 3: Arcades, awnings, or canopies.
 - d. Category 4: Windows or storefront bays.
6. For the commercial portion of a Project, at least 60 percent of the building façade, facing the public right-of-way, at ground level, shall consist of doors and windows. Windows and doors shall allow views into building interiors and/or to merchandise displays; transparent, non-reflective glass shall be used. A minimum of 70 percent of window bases, on street-facing facades, shall be set at three feet or lower, above finished grade.

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7. Use clear and non-reflective glass allowing a minimum of 90 percent light transmission, unless considered a safety hazard.
8. The exterior facade of buildings five stories or less shall incorporate, where feasible as determined by the Director, no more than three complementary building materials, including but not limited to glass, tile, masonry, smooth stucco, or stone. Heavily textured stucco is prohibited.

C. Site Planning

1. Structures shall be designed and sited so that the façade occupies 100 percent of the length of the lot line abutting a public right-of-way (excluding alleys), except to provide required driveways and pedestrian amenity space.
2. All primary entrances to a building shall be oriented towards the street.
3. Each tenant or business space located on the ground floor shall have an entrance directly accessible from the street at the same grade as the sidewalk. Primary access shall be from a public open space, public street, forecourt or arcade, without crossing a parking lot or driveway.
4. Each ground floor residential unit shall be accessible from the street, without crossing a parking lot or driveway. Each entrance shall be set back a minimum of 3 feet from the sidewalk. Entrances shall be a maximum of 3 feet above or below sidewalk grade.

D. Open Space

1. Projects that redevelop an entire block shall be designed to include a pedestrian plaza that meets the following requirements:
 - a. A minimum of 5,000 square feet in size;
 - b. Located on the ground level with direct pedestrian connection to adjacent street;
 - c. Unenclosed by any wall, fence, gate, or other obstruction;
 - d. Lined with ground floor spaces designed for retail, especially restaurants that include outdoor dining, and/or cultural uses, along at least 20 percent of its frontage;
 - e. At least 40 percent landscaped, including usable lawn or lawn alternative as part of the landscaping treatment; and
 - f. Includes at least one gathering place with fountain or other focal element.
2. Projects smaller in size than an entire block that involve new construction shall incorporate usable open space that is visible and accessible from the sidewalk and that includes pedestrian amenities such as focal points,

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gathering places, and landscaped areas, for the purpose of enhancing the quality of life for residents, businesses, and visitors. Projects shall be required to provide such open space at a rate of 1 square foot per 100 square feet of nonresidential floor area, but shall not be required to provide more than 5,000 square feet of open space.

3. Projects containing residential uses shall provide open space as required by Section 12.21 G of the LAMC, except that such requirement may be reduced as follows: A 50 percent reduction in the total amount of residential open space otherwise required by Section 12.21 G of the LAMC will be granted if a Project includes open space that meets at least 5 of the requirements listed in Subparagraph H.1 above.
4. For properties with frontage on Harbor Boulevard, Projects occupying 25 percent or more of a street block shall provide accessible and usable open space in the form of a plaza, outdoor dining area or another landscaped accessible space.

E. Parking and Vehicular Access

1. Standards
 - a. No additional parking is required for a change of use, within an existing building to a use permitted by this CPIO District, provided that the existing on-site parking is maintained
2. Design
 - a. For new developments, new surface parking shall be located at the rear or side of the building and/or provide a semi-subterranean or subterranean garage. Vehicle parking areas are prohibited between the Primary Frontage and the Primary Lot Line.
 - b. For new developments, Projects shall be designed so that side streets or alleys are the primary point of vehicular access to off-street parking, loading areas, and trash enclosures, unless determined infeasible by the Department of Transportation.
 - c. At-grade or above-grade parking structures, shall provide habitable floor area along facades that face the public right-of-way (excluding alleys).
 - d. Free standing parking structures shall provide habitable space on the ground floor abutting public right-of-way. Habitable space shall comprise a minimum of 50% of the street front to a depth of 25 feet. Such parking structures shall be visually compatible with other structures associated with the Project, in terms of material, color, and other design elements.

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- e. Parking structures or podiums not wrapped with habitable floor area, shall provide architectural relief and screening so that parking areas are not visible to the general public.
- f. Curb cuts are prohibited for the following:
 - (i) 6th Street from Mesa Street to Centre Street
 - (ii) Harbor Boulevard
- g. There shall be no more than one driveway per 200 feet of linear frontage in a single development. Each driveway shall not exceed 30 feet in width, unless determined infeasible by the Director of Planning, in consultation with the Department of Transportation.
- h. Off-street automobile parking spaces being maintained in connection with any existing use on a lot shall be maintained, so long as the main building or structure remains.

F. Landscaping

- 1. Along any property lines that abut residential uses, Projects shall create landscaped setbacks or plant screening material such as trees or bamboos. Landscape buffer area shall be 2 feet and shall be planted with trees or bamboos that grow to height of 10 feet or greater.
- 2. Where a surface parking lot abuts the public right-of-way, a minimum 2-foot landscaped buffer shall be located between parking areas and the property line. The landscaped buffer area shall contain 24-inch box trees planted at ratio of one for every ten (10) linear feet. At a minimum, these trees shall measure a trunk diameter of two (2) inches and a height of ten (10) feet at the time of planting.
- 3. All areas of a site not occupied by buildings, driveways, or used for outdoor dining shall be landscaped; 80% of landscaped areas shall consist of plant materials that provide interest without excessive maintenance or water usage. Plant materials shall be placed 1 for every 5 feet of street frontage. Plant materials shall be well maintained as feasible.

G. Signage

- 1. Prohibitions -The following types of signs are prohibited: billboards; free-standing pole signs; banners; illuminated canopy signs; inflatable devices; digital, flashing, animated, blinking, or scrolling signs or signs that move; canister wall or canister blade signs; and signs with pliable vinyl letters.
- 2. Quantity/Size Limitations- Each premise or business shall be permitted one wall sign. An additional sign is permitted if the premise abuts another street, alley, or public parking area.

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3. Total wall sign size shall not exceed 1.5 square feet per one (1) foot of building façade length, up to a maximum size of 100 square feet total. Signs facing alleys or parking areas shall not exceed five (5) square feet.
4. In lieu of a wall sign, each business or tenant shall be permitted one awning sign, to be located over the building or business entrance. An additional awning sign is permitted if the premise abuts another street, alley, or public parking area. Sign letters shall be located on valences only, and letter height should not exceed 10 inches.
5. Each business or tenant shall be permitted one pedestrian sign, limited to a maximum of six (6) square feet in size.
6. Each business that is located above the first floor may have a pedestrian sign on the ground level if there is direct exterior pedestrian access to the second floor business space.
7. Where multiple businesses exist, there shall be no more than one (1) projecting sign per every 25 linear feet of street frontage.
8. Window signs shall not exceed 10 percent of the total window area. In no case shall the window exceed four (4) square feet.
9. Illumination Restrictions - Signs facing alleys or residentially zoned areas shall not be internally illuminated.

H. Appurtenances

1. All Projects shall provide ancillary lighting along pedestrian and vehicular access ways.
2. Fencing Materials: Chain link, barbed wire, razor wire, and other similar fencing materials are prohibited.
3. Dumpsters, mechanical equipment, and rooftop equipment shall be screened from view from all public rights-of-way.
4. Utilities, storage areas, trash bins, air conditioning units, fire alarms, and similar equipment shall be placed to the rear of the site or underground as determined by the Director of Planning. Otherwise, structures housing such elements shall be enclosed or screened with landscaping or designed in a way as to be as inconspicuous as possible.
5. Utility lines shall be placed underground for all new developments subject to Site Plan Review, to the satisfaction of the Department of Water and Power.
6. All utility boxes or facilities, including electrical transformers, shall be installed below grade, to the satisfaction of the Department of Water and Power.

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7. All exterior mechanical equipment, including HVAC equipment, satellite dishes and cellular antennas, shall not be visible from public rights-of-way. No mechanical equipment (e.g., air conditioners) shall be permitted in window or door openings.
8. Rooftop mechanical equipment shall be screened with materials that are architecturally integrated into the building.

I. Public Improvements

1. For new development Projects subject to discretionary review, trees shall be planted in the adjacent public right-of-way at a ratio of at least one tree for every 25 feet of lot length, to the satisfaction of the Urban Forestry Division, Bureau of Street Services, Department of Public Works or to the Department of Transportation.
2. Above Ground Facilities (AGF) are prohibited.

CHAPTER III – CENTRAL COMMERCIAL SUBAREA

ADD MAP FOR THE CENTRAL COMMERCIAL SUBAREAS FOR REFERENCE

SECTION III-1: LAND USE

- A. Any new use of land, and any change of use, shall be subject to the use limitations set forth in Table III-1 below.
- B. Maintenance and expansion of an existing use, made legally non-conforming by this CPIO, shall be addressed in concurrence with LAMC Section 12.23.
- C. **Exemptions/Clarifications**
 - 1. Small lot subdivisions shall comply with Advisory Agency Small Lot Design Guidelines.
 - 2. Commercial uses are required on the ground floor, at a minimum depth of 25 feet or the entire depth of the building (whichever is less), for a minimum of 75% of the new length of any new building façade that fronts a public street in Subareas A and B.
 - 3. Stand-alone Residential uses are prohibited in Subarea D and E. Residential uses are only permitted when developed in conjunction with non-residential uses in Subareas D and E.
 - 4. Open Space and Public Facility uses are allowed where the underlying zone permits. Uses shall support the objectives outlined in Section I-3.

Table III-1 Central Commercial Subarea Land Use Regulations				
	Use	Regulation	Applicable Location	Exemptions/Clarifications
1	Auto-Oriented Uses	Prohibited	Subareas B, C, D, and E	
2	Commercial Uses	Required	Subareas A and B	Required on the ground floor, at a minimum depth of 25 feet or the entire depth of the building (whichever is less), for a minimum of 75% of the length of any new building façade that fronts a public street.

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3	Drive-Thru Uses	Prohibited	Subareas B, C, D, and E	
4	Residential	Restricted	Subareas D and E	Stand-alone Residential uses are prohibited. Residential uses are only permitted when developed in conjunction with non-residential uses.
		Allowed	Subarea C	Stand-alone Residential uses are allowed. See the multi-family residential guidelines in Appendix B.
5	Open Space, Public Facilities	Restricted	All	Allowed where the underlying zone permits. Uses shall support the objectives outlined in Section I-3.

SECTION III-2: DEVELOPMENT STANDARDS

A. Height & Floor Area

In addition to the height and floor area regulations of the underlying Zone and Height District, the restrictions set forth below shall apply:

1. Subareas A (Gaffey Street Gateway) and D (Pacific Avenue Gateway):
 - a. 45-Foot Maximum; FAR Maximum 1.5:1
 - b. For buildings exceeding 35 feet in height: where the rear or side yard property line is contiguous with that of a residentially zoned lot, the structure shall be set back or stepped back one foot for every foot in height as measured 15 feet above grade at the shared property line or property line abutting an alley.
2. Subarea B (Gaffey and 9th Street Gateway)

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- a. 30-Foot Maximum for Height District IXL; 45-Foot Maximum for Height District IVL; FAR Maximum 1.5:1
 - b. For buildings exceeding 35 feet in height: where the rear or side yard property line is contiguous with that of a residentially zoned lot, the structure shall be set back or stepped back one foot for every foot in height as measured 15 feet above grade at the shared property line or property line abutting an alley.
3. Subarea C (Grand Avenue Neighborhood)
- a. 75-Foot Maximum; FAR Maximum 3.0:1
 - b. For buildings exceeding 35 feet in height: where the rear or side yard property line is contiguous with that of a residentially zoned lot, the structure shall be set back or stepped back one foot for every foot in height as measured 15 feet above grade at the shared property line or property line abutting an alley.
 - c. A Project may exceed 75 feet if approved by the City Planning Commission pursuant to LAMC 12.24 V. FAR Maximum shall remain 3.0:1.
4. Subarea E (Downtown District Gateway)
- a. For properties in this subarea south of 8th Street between Mesa Street and Centre Street: 35-foot maximum; FAR Maximum 3.0:1.
 - b. For properties in this subarea that are west of Harbor Boulevard and north of Amar Street: 45-foot maximum; FAR Maximum 3.0:1.
 - c. All other parcels in Subarea E: 75-Foot Maximum; FAR Maximum 4.0:1.
 - d. For buildings exceeding 35 feet in height: where the rear or side yard property line is contiguous with that of a residentially zoned lot, the structure shall be set back or stepped back one foot for every foot in height as measured 15 feet above grade at the shared property line or property line abutting an alley. Projects on a slope shall be calculated at the lowest grade.
 - e. A Project may exceed 75 feet if approved by the City Planning Commission pursuant to LAMC 12.24 V. FAR Maximum shall remain 4.0:1.

B. Form & Facades

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1. The first floor height of any structure shall be a minimum of 12 feet.
2. The exterior wall of any new construction or addition of floor area shall be located not more than five (5) feet from the front property lot line, except that building setbacks from the lot line may exceed five feet when used for patios, plazas, courtyards, outdoor dining, seating, kiosks, and/or landscaping.
3. *Auto-related Uses* – A minimum 10-foot-high masonry fence shall be maintained at the property line adjacent to an R Zone.
4. For every 25 horizontal feet of building façade facing a street, the first story of a building shall incorporate at least one item from three of the four following categories:
 - a. Category 1: Columns, pilasters, posts, or trellises.
 - b. Category 2: Wall recesses, projections, or offsets.
 - c. Category 3: Arcades, awnings, or canopies.
 - d. Category 4: Windows or storefront bays.
5. For the commercial portion of a Project, at least 60 percent of the building façade, facing the public right-of-way, at ground level, shall consist of doors and windows. Windows and doors shall allow views into building interiors and/or to merchandise displays; transparent, non-reflective glass shall be used. A minimum of 70 percent of window bases, on street-facing facades, shall be set at three feet or lower, above finished grade.
6. Use clear and non-reflective glass allowing a minimum of 90 percent light transmission, unless considered a safety hazard.
7. The exterior facade of buildings five stories or less shall incorporate, where feasible as determined by the Director, no more than three complementary building materials, including but not limited to glass, tile, masonry, smooth stucco, or stone. Heavily textured stucco is prohibited.

C. Site Planning

1. Structures shall be designed and sited so that the façade occupies 100 percent of the length of the lot line abutting a public right-of-way (excluding alleys), except to provide required driveways and pedestrian amenity space. One walkway, not to exceed 10' in width each, shall be permitted for every 200 linear feet of frontage.
 - a. For corner or other lots with multiple street frontages, the above regulation shall only apply to a single street frontage of a Project that faces the public right-of-way, unless otherwise indicated.

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2. All primary entrances to a building shall be oriented towards the street.
3. Each tenant or business space located on the ground floor shall have an entrance directly accessible from the street at the same grade as the sidewalk. Primary access shall be from a public open space, public street, forecourt or arcade, without crossing a parking lot or driveway.
4. Each ground floor residential unit shall be accessible from the street, without crossing a parking lot or driveway. Each entrance shall be set back a minimum of 3 feet from the sidewalk. Entrances shall be a maximum of 3 feet above or below sidewalk grade.
5. Projects with rear lot lines abutting a street, alley, or parking lot shall incorporate clearly defined pedestrian entrances at the rear of the building in addition to those entrances at the front.
6. Paved areas, excluding parking and driveway areas should consist of enhanced paving materials such as stamped concrete, permeable paved surfaces, tile and/or brick pavers.

D. Open Space

1. Projects that redevelop an entire block shall be designed to include a pedestrian plaza that meets the following requirements:
 - a. A minimum of 5,000 square feet in size;
 - b. Located on the ground level with direct pedestrian connection to adjacent street;
 - c. Unenclosed by any wall, fence, gate, or other obstruction;
 - d. Lined with ground floor spaces designed for retail, especially restaurants that include outdoor dining, and/or cultural uses, along at least 20 percent of its frontage;
 - e. At least 40 percent landscaped, including usable lawn or lawn alternative as part of the landscaping treatment; and
 - f. Includes at least one gathering place with fountain or other focal element.
2. Projects smaller in size than an entire block that involve new construction shall incorporate usable open space that is visible and accessible from the sidewalk and that includes pedestrian amenities such as focal points, gathering places, and landscaped areas, for the purpose of enhancing the quality of life for residents, businesses, and visitors. Projects shall be required to provide such open space at a rate of 1 square foot per 100 square feet of nonresidential floor area, but shall not be required to provide more than 5,000 square feet of open space.

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3. Projects containing residential uses shall provide open space as required by Section 12.21 G of the LAMC, except that such requirement may be reduced as follows:
 - a. A 50 percent reduction in the total amount of residential open space otherwise required by Section 12.21 G of the LAMC will be granted if a Project includes open space that meets the requirements listed in Subparagraph G.1 above.
4. In addition to the above requirements, for properties with frontage on Harbor Boulevard, Projects occupying 25 percent or more of a street block shall provide accessible usable open space in the form of a plaza, outdoor dining area or another landscaped accessible space.

E. Parking and Vehicular Access

1. Surface parking shall be located at the rear or side of buildings on the site, and shall not be allowed between a building and any major street.
2. At-grade or above-grade parking structures shall provide habitable floor area along facades that face the public right-of-way (excluding alleys), or shall provide architectural relief and screening so that parking areas are not visible to the general public.
3. Side streets and alleys shall provide the primary point of vehicular access for service and parking facilities, unless determined infeasible by the Director of Planning, in consultation with the Department of Transportation.
4. No curb cuts are allowed for the following:
 - a. 6th Street from Pacific Avenue to Centre Street
 - b. 7th Street from Pacific Avenue to Centre Street
 - c. Pacific Avenue from 4th Street to 8th Street
 - d. Harbor Boulevard
5. There shall be no more than one driveway per 200 feet of linear frontage in a single development. Each driveway shall not exceed 30 feet in width, unless determined infeasible by the Director of Planning, in consultation with the Department of Transportation.
6. No additional parking shall be required for a change of use in an existing building that has a frontage on 6th Street or 7th Street, to a use permitted, provided that the existing parking is maintained.
7. Off-street automobile parking spaces being maintained in connection with any existing use in a building that has a frontage on 6th Street or 7th Street, shall be maintained, so long as main building or structure remains.

CHAPTER III – CENTRAL COMMERCIAL SUBAREA

F. Landscaping

1. Along any property lines that abut residential uses, Projects shall create landscaped setbacks and plant screening material such as trees or bamboos. Landscape buffer area shall be 2 feet and shall be planted with trees or bamboos that grow to height of 10 feet or greater.
2. Where a surface parking lot abuts the public right-of-way, a minimum 2 foot landscaped buffer shall be located between parking areas and the property line. The landscaped buffer area should contain 24-inch box trees planted at ratio of one for every ten (10) linear feet. At a minimum, these trees should measure a trunk diameter of two (2) inches and a height of ten (10) feet at the time of planting.
3. All areas of a site not occupied by buildings, driveways, or used for outdoor dining shall be landscaped; 80% of landscaped areas shall consist of plant materials that provide interest without excessive maintenance or water usage. Plant materials shall be placed 1 for every 5 feet of street frontage. Plant materials shall be well maintained as feasible.

G. Signage

1. Prohibitions -The following types of signs are prohibited: billboards; free-standing pole signs; banners; illuminated canopy signs; inflatable devices; digital, flashing, animated, blinking, or scrolling signs or signs that appear to have any movement; canister wall or canister blade signs; and signs with pliable vinyl letters.
2. Quantity/Size Limitations- Each premise or business shall be permitted one wall sign. An additional sign is permitted if the premise abuts another street, alley, or public parking area.
3. Total wall sign size shall not exceed 1.5 square feet per one (1) foot of building façade length, up to a maximum size of 100 square feet total. Signs facing alleys or parking areas shall not exceed five (5) square feet.
4. In lieu of a wall sign, each business or tenant shall be permitted one awning sign, to be located over the building or business entrance. An additional awning sign is permitted if the premise abuts another street, alley, or public parking area. Sign letters shall be located on valences only, and letter height should not exceed 10 inches.
5. Each business or tenant shall be permitted one pedestrian sign, limited to a maximum of six (6) square feet in size.
6. Each business that is located above the first floor may have a pedestrian sign on the ground level if there is direct exterior pedestrian access to the second floor business space.
7. Where multiple businesses exist, there shall be no more than one (1) projecting sign per every 25 linear feet of street frontage.

CHAPTER III – CENTRAL COMMERCIAL SUBAREA

8. Window signs shall not exceed 10 percent of the total window area. In no case shall the window exceed four (4) square feet.
9. One monument sign shall be permitted per residential development, and shall be not more than ten (10) square feet in size and the top of the sign shall not be more than eight (8) feet above sidewalk grade.
10. Illumination Restrictions - Signs facing alleys or residentially zoned areas shall not be internally illuminated.

H. Appurtenances

1. All Projects shall provide ancillary lighting along pedestrian and vehicular access ways.
2. Fencing Materials: Chain link, barbed wire, razor wire, and other similar fencing materials are prohibited.
3. Dumpsters, mechanical equipment, and rooftop equipment shall be screened from view from all public rights-of-way.
4. Utilities, storage areas, trash bins, air conditioning units, fire alarms, and similar equipment shall be placed to the rear of the site or underground as determined by the Director of Planning. Otherwise, structures housing such elements shall be enclosed or screened with landscaping or designed in a way as to be as inconspicuous as possible.
5. Utility lines shall be placed underground for all new developments subject to Site Plan Review, to the satisfaction of the Department of Water and Power.
6. All utility boxes or facilities, including electrical transformers, shall be installed below grade, to the satisfaction of the Department of Water and Power.
7. All exterior mechanical equipment, including HVAC equipment, satellite dishes and cellular antennas, shall not be visible from public rights-of-way. No mechanical equipment (e.g., air conditioners) shall be permitted in window or door openings.
8. Rooftop mechanical equipment shall be screened with materials that are architecturally integrated into the building.

I. Public Improvements

1. For new development Projects subject to discretionary review trees shall be planted in the adjacent public right-of-way at a ratio of at least one tree for every 25 feet of lot length, to the satisfaction of the Urban Forestry Division, Bureau of Street Services, Department of Public Works or to the Department of Transportation.
2. Above Ground Facilities (AGF) are prohibited.

CHAPTER IV – COASTAL COMMERCIAL SUBAREA

ADD MAP FOR THE COASTAL COMMERCIAL SUBAREAS FOR REFERENCE

SECTION IV-1: LAND USE

- A. Any new use of land, and any change of use, shall be subject to the use limitations set forth in Table IV-1 below.
- B. Maintenance and expansion of an existing use, made legally non-conforming by this CPIO, shall be addressed in concurrence with LAMC Section 12.23.
- C. Exemptions/Clarifications
 - 1. Small lot subdivisions shall comply with Advisory Agency Small Lot Design Guidelines.
 - 2. Commercial uses are required on the ground floor, at a minimum depth of 25 feet or the entire depth of the building (whichever is less), for a minimum of 75% of the length of any new building façade that fronts a public street in Subarea B.
 - 3. Stand-alone Residential uses are prohibited. Residential uses are only permitted when developed in conjunction with non-residential uses in Subareas B.
 - 4. Open Space and Public Facility uses are allowed where the underlying zone permits. Uses shall support the objectives outlined in Section I-3.

Table IV-1 Coastal Commercial Subarea Land Use Regulations				
	Use	Regulation	Applicable Location	Exemptions/Clarifications
1	Auto-Oriented Uses	Prohibited	Subareas A and B	
2	Commercial Uses	Required	Subareas B	Required on the ground floor, at a minimum depth of 25 feet or the entire depth of the building (whichever is less), for a minimum of 75% of the length of any new building façade that fronts a public street.

CHAPTER IV – COASTAL COMMERCIAL SUBAREA

3	Drive-Thru Uses	Prohibited	Subareas A and B	
4	Residential	Restricted	Subarea B	Stand-alone Residential uses are prohibited. Residential uses are only permitted when developed in conjunction with commercial uses.
		Allowed	Subarea A	Stand-alone Residential uses are allowed. See the multi-family residential guidelines in Appendix B.
5	Open Space, Public Facilities	Restricted	All	Allowed where the underlying zone permits. Uses shall support the objectives outlined in Section I-3.

SECTION IV-2: DEVELOPMENT STANDARDS

A. Height & Floor Area

In addition to the height and floor area regulations of the underlying Zone and Height District, the restrictions set forth below shall apply:

1. Subareas A and B
 - a. 30-Foot Maximum for Height District 1XL; 45-foot Maximum for Height District 1VL; FAR Maximum 1.5:1
 - b. For buildings exceeding 35 feet in height: where the rear or side yard property line is contiguous with that of a residentially zoned lot, the structure shall be set back or stepped back one foot for every foot in height as measured 15 feet above grade at the shared property line or property line abutting an alley.

CHAPTER IV – COASTAL COMMERCIAL SUBAREA

B. Form & Facades

1. The first floor height of any structure shall be a minimum of 12 feet.
2. The exterior wall of any new construction or addition of floor area shall be located not more than five (5) feet from the front property lot line, except that building setbacks from the lot line may exceed five feet when used for patios, plazas, courtyards, outdoor dining, seating, kiosks, and/or landscaping.
3. For the commercial portion of a Project, at least 60 percent of the building façade, facing the public right-of-way, at ground level, shall consist of doors and windows. Windows and doors shall allow views into building interiors and/or to merchandise displays; transparent, non-reflective glass shall be used. A minimum of 70 percent of window bases, on street-facing facades, shall be set at three feet or lower, above finished grade.
 - a. For corner or other lots with multiple street frontages, the above regulation shall only apply to a single street frontage of a Project that faces the public right-of-way, unless otherwise indicated.
4. Use clear and non-reflective glass allowing a minimum of 90 percent light transmission, unless considered a safety hazard.

C. Site Planning

1. Structures shall be designed and sited so that the façade occupies 100 percent of the length of the lot line abutting a public right-of-way (excluding alleys), except to provide required driveways and pedestrian amenity space. One walkway, not to exceed 10' in width each, shall be permitted for every 200 linear feet of frontage.
 - a. For corner or other lots with multiple street frontages, the above regulation shall only apply to a single street frontage of a Project that faces the public right-of-way, unless otherwise indicated.
2. All primary entrances to a building shall be oriented towards the street.
3. Each tenant or business space located on the ground floor shall have an entrance directly accessible from the street at the same grade as the sidewalk. Primary access shall be from a public open space, public street, forecourt or arcade, without crossing a parking lot or driveway.
4. Each ground floor residential unit shall be accessible from the street, without crossing a parking lot or driveway. Each entrance shall be set back a minimum of 3 feet from the sidewalk. Entrances shall be a maximum of 3 feet above or below sidewalk grade.

CHAPTER IV – COASTAL COMMERCIAL SUBAREA

5. Project with rear lot lines abutting a street, alley, or parking lot shall incorporate clearly defined pedestrian entrances at the front.

D. Parking and Vehicular Access

1. Surface parking shall be located at the rear or side of buildings on the site, and shall not be allowed between a building and any major street.
2. At-grade or above-grade parking structures shall provide habitable floor area along facades that face the public right-of-way (excluding alleys), or shall provide architectural relief and screening so that parking areas are not visible to the general public.
3. Side streets and alleys shall provide the primary point of vehicular access for service and parking facilities, unless determined infeasible by the Director of Planning, in consultation with the Department of Transportation.
4. There shall be no more than one driveway per 200 feet of linear frontage in a single development. Each driveway shall not exceed 30 feet in width, unless determined infeasible by the Director of Planning, in consultation with the Department of Transportation.

E. Landscaping

1. Along any property lines that abut residential uses, Projects shall create landscaped setbacks or plant screening materials such as trees or bamboos. Landscape buffer area shall be 2 feet and shall be planted with trees or bamboos that grow to height of 10 feet or greater.
2. Where parking structures are not wrapped with habitable floor area at the ground floor, they shall be visually screened from frontage streets and adjoining uses by a landscape buffer consisting of vegetation or planters, and trees around their perimeters.
3. For parking areas visible from a public right-of-way or adjacent property, a landscape buffer shall be planted that will adequately screen the parking area.
4. Where a surface parking lot abuts the public right-of-way, a minimum 2 foot landscaped buffer shall be located between parking areas and the property line wherever a surface parking lot abuts the public right-of-way. The landscaped buffer area should contain 24-inch box trees planted at ratio of one for every ten (10) linear feet. At a minimum, these trees should measure a trunk diameter of two (2) inches and a height of ten (10) feet at the time of planting.
5. All areas of a site not occupied by buildings, driveways, or used for outdoor dining shall be landscaped; 80% of landscaped areas shall consist of plant materials that provide interest without excessive maintenance or water usage.

CHAPTER IV – COASTAL COMMERCIAL SUBAREA

F. Signage

1. Prohibitions -The following types of signs are prohibited: billboards; free-standing pole signs; banners; illuminated canopy signs; inflatable devices; digital, flashing, animated, blinking, or scrolling signs or signs that move; canister wall or canister blade signs; and signs with pliable vinyl letters.
2. Quantity/Size Limitations- Each premise or business shall be permitted one wall sign. An additional sign is permitted if the premise abuts another street, alley, or public parking area.
3. Total wall sign size shall not exceed 1.5 square feet per one (1) foot of building façade length, up to a maximum size of 150 square feet total. Signs facing alleys or parking areas shall not exceed five (5) square feet.
4. In lieu of a wall sign, each business or tenant shall be permitted one awning sign, to be located over the building or business entrance. An additional awning sign is permitted if the premise abuts another street, alley, or public parking area. Sign letters shall be located on valences only, and letter height should not exceed 10 inches.
5. Each business or tenant shall be permitted one pedestrian sign, limited to a maximum of six (6) square feet in size.
6. Each business that is located above the first floor may have a pedestrian sign on the ground level if there is direct exterior pedestrian access to the second floor business space.
7. Where multiple businesses exist, there shall be no more than one (1) projecting sign per every 25 linear feet of street frontage.
8. Window signs shall not exceed 10 percent of the total window area. In no case shall the window exceed four (4) square feet.
9. One monument sign shall be permitted per residential development, and shall be not more than ten (10) square feet in size and the top of the sign shall not be more than eight (8) feet above sidewalk grade.
10. Illumination Restrictions - Signs facing alleys or residentially zoned areas shall not be internally illuminated.

G. Appurtenances

1. All Projects shall provide ancillary lighting along pedestrian and vehicular access ways.
2. Fencing Materials: Chain link, barbed wire, razor wire, and other similar fencing materials are prohibited.
3. Dumpsters, mechanical equipment, and rooftop equipment shall be screened from view from all public rights-of-way.

CHAPTER IV – COASTAL COMMERCIAL SUBAREA

4. Utilities, storage areas, trash bins, air conditioning units, fire alarms, and similar equipment shall be placed to the rear of the site or underground as determined by the Director of Planning. Otherwise, structures housing such elements shall be enclosed or screened with landscaping or designed in a way as to be as inconspicuous as possible.
5. Utility lines shall be placed underground for all new developments subject to Site Plan Review where feasible, to the satisfaction of the Department of Water and Power.
6. All utility boxes or facilities, including electrical transformers, shall be installed below grade, to the satisfaction of the Department of Water and Power.
7. All exterior mechanical equipment, including HVAC equipment, satellite dishes and cellular antennas, shall not be visible from public rights-of-way. No mechanical equipment (e.g., air conditioners) shall be permitted in window or door openings.
8. Rooftop mechanical equipment shall be screened with materials that are architecturally integrated into the building.

H. Public Improvements

1. For new development Projects subject to discretionary review, trees shall be planted in the adjacent public right-of-way at a ratio of at least one tree for every 25 feet of lot length, to the satisfaction of the Urban Forestry Division, Bureau of Street Services, Department of Public Works or to the Department of Transportation.
2. Above Ground Facilities (AGF) are prohibited.

CHAPTER V – MULTI-FAMILY RESIDENTIAL SUBAREA

ADD MAP FOR THE MULTIFAMILY SUBAREA FOR REFERENCE

SECTION V-1. LAND USE

- A. Any new use of land, and any change of use, shall be subject to the use limitations set forth in Table V-1 below.
- B. Maintenance and expansion of an existing use, made legally non-conforming by this CPIO, shall be addressed in concurrence with LAMC Section 12.23.
- C. **Exemptions/Clarifications**
 1. Commercial, Open Space and Public Facility uses are allowed where the underlying zone permits. Development shall follow the development standards for Coastal Commercial A or support the objectives outlined in Section 2C, as applicable.

	Use	Regulation	Applicable Location	Exemptions/Clarifications
1	Commercial	Restricted	All	Allowed where the underlying zone permits. Uses shall follow the development standards for Coastal Commercial A
2	Open Space, Public Facilities	Restricted	All	Allowed where the underlying zone permits. Uses shall support the objectives outlined in Section 2C.

SECTION V-2. DEVELOPMENT STANDARDS

A. Height & Floor Area

In addition to the height and floor area regulations of the underlying Zone and Height District, the restrictions set forth below shall apply:

1. A minimum 15-foot step-back of upper floors from the building front is required when new buildings or additions will be a full floor higher than adjacent structures.

B. Form & Facades

CHAPTER V – MULTI-FAMILY RESIDENTIAL SUBAREA

1. Create a strong street wall by locating building frontages at the front property line where no setback requirements exist, or at the required setback. Where additional setback is necessary or a prevailing setback exists, activate the area with a courtyard or “outdoor room” adjacent to the street by incorporating pedestrian amenities such as seating or water features.
2. For Projects in small lot subdivisions, apply the prevailing setback to provide continuity along the street edge.
3. Where Projects are adjacent to single-family zones, limit negative shade/shadow and privacy impacts by stepping back upper floors a minimum of 5 feet to avoid direct views into neighboring single-family windows and yards.
4. Design multi-family buildings to convey individual residential uses, even when applying a modern aesthetic by incorporating at least 3 of the following three-dimensional design features: chimneys, front porches, bays, balconies, trim details, eaves, cornices or dormers.
5. At minimum, all exterior building elevations shall provide a break in the plane every 20 feet in horizontal length and every 15 feet in vertical length, created by a change in plane, architectural detail, or a change in material. Windows or doors that are flush with the plane of the building and exterior hallways and stairwells shall not constitute a change in material or break in the plane.
6. Recess windows and doors along the street front at least three inches from the façade.
7. Plaster or stucco finishes shall not comprise more than 75% of the surface area of any exterior elevation (as viewed from an elevation projection, excluding window and door area). Heavily textured stucco finishes are prohibited.
8. The exterior finish on all balconies shall employ a finish material that is different from the finish material employed on the primary body of the building.

C. Parking and Vehicular Access

1. Surface parking shall be located at the rear or side of buildings on the site, and shall not be allowed between a building and any major street. Parking areas located between the front of a structure and the front property line (regardless of setback requirements) are prohibited.
2. Side streets and alleys shall provide the primary point of vehicular access for service and parking facilities, unless determined infeasible by the Director of Planning, in consultation with the Department of Transportation.

CHAPTER V – MULTI-FAMILY RESIDENTIAL SUBAREA

3. There shall be no more than one driveway per 200 feet of linear frontage in a single development, unless determined infeasible by the Director of Planning, in consultation with the Department of Transportation. Driveways within the front setback shall be no wider than 15 feet unless additional width is needed to accommodate entry ramps into subterranean parking areas. Driveway “back-up” space between a structure and the public street (regardless of setback requirements) is prohibited.

D. Landscaping

1. Paving of front yards not used for driveways and walkways is prohibited.
2. All areas of a site not occupied by buildings, driveways, or used for outdoor dining shall be landscaped; 80% of landscaped areas shall consist of plant materials that provide interest without excessive maintenance or water usage.

E. Appurtenances

1. Fencing materials such as chain link, wrought iron spears, and barbed wire are prohibited.

F. Public Improvements

1. Projects with street frontage greater than 50 feet shall plant one street tree per 25 feet, to the satisfaction of the Urban Forestry Division, Bureau of Street Services, Department of Public Works or to the Department of Transportation.

CHAPTER VI – INDUSTRIAL SUBAREA

ADD MAP FOR THE INDUSTRIAL SUBAREAS FOR REFERENCE

SECTION VI-1. LAND USE

- A. Any new use of land, and any change of use, shall be subject to the use limitations set forth in Table VI-1 below.
- B. Maintenance and expansion of an existing use, made legally non-conforming by this CPIO, shall be addressed in concurrence with LAMC Section 12.23.
- C. **Exemptions/Clarifications**
 1. A Project may exceed 1.5:1 FAR up to a maximum of 3.0:1 FAR, if 75 percent of the Project's floor area is for Clean/Green Tech Uses in Subareas A, B, and C.
 2. Existing uses in in an M3 Zone, within Subarea A, may be upgraded, or new facilities may be constructed for safety purposes if not enlarged substantially per Ordinance 166,272.

Table VI-1 Industrial Subareas Land Use Regulations				
	Use	Regulation	Applicable Location	Exemptions/Clarifications
1	Automobile Dismantling, Impound, or Wrecking Yards	Prohibited	All	
2	Boat Building	Prohibited	Subarea B	
3	Clean/Green Tech Uses	Incentivized	A, B, and C	A Project may exceed 1.5:1 FAR, up to a maximum of 3.0:1 FAR, if 75 percent of the Project's floor area is for Clean/Green Tech Uses.
4	Concrete Manufacturing	Prohibited	All	

CHAPTER VI – INDUSTRIAL SUBAREA

5	Heavy Manufacturing	Prohibited	All	
6	Hospitals	Prohibited	Subarea D	
7	Hotels	Prohibited	Subarea D	
8	Junk Yards	Prohibited	All	
9	Machinery Wrecking	Prohibited	All	
10	Medical Office	Prohibited	Subarea B	
11	Meeting Assembly	Prohibited	Subareas B, C, and D	

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12	Personal Services	Prohibited	Subareas C and D	
12	Petroleum and Propane Related Uses	Prohibited	All	Existing uses in an M3 Zone, within Subarea A, may be upgraded, or new facilities may be constructed for safety purposes if not enlarged substantially. (1)
13	Sports and Recreation Facilities	Prohibited	Subareas C and D	
14	Residential	Prohibited	All	
15	Open Space, Public Facilities	Restricted	All	Allowed where the underlying zone permits. Uses shall support the objectives outlined in Section I-3.
(1) Per Ordinance 166272				

SECTION VI-2. DEVELOPMENT STANDARDS

A. Height & Floor Area

In addition to the height and floor area regulations of the underlying Zone and Height District, the restrictions set forth below shall apply:

1. Subareas A, B, and C: 30-foot Maximum
 - a. A Project may exceed 30 feet, up to a maximum of 55 feet, if 75 percent of the Project's floor area is for Clean/Green Tech Uses.
 - b. For buildings exceeding 30 feet in height, where permitted, and where the rear or side yard property line is contiguous

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with that of a residentially zoned lot, buildings shall be set back or stepped back one foot for every foot in height as measured 15 feet above grade at the shared property line or property line abutting an alley.

2. Subarea D: 30-foot Maximum in Height District 1XL, 45-foot Maximum in Height District 1VL
 - a. For buildings exceeding 30 feet in height: where the rear or side yard property line is contiguous with that of a residentially zoned lot, the structure shall be set back or stepped back one foot for every foot in height as measured 15 feet above grade at the shared property line or property line abutting an alley.

B. Form & Facades

1. Any Project with a frontage along Gaffey Street, Pacific Avenue, Mesa Street, shall incorporate transparent wall openings in at least 25 percent of street facades along such frontage.

C. Site Planning

1. All primary entrances to a building shall be oriented towards the street

D. Parking and Vehicular Access

1. Surface parking shall be located at the rear or side of buildings on the site, and shall not be allowed between a building and any major street.
2. At-grade or above-grade parking structures shall provide habitable floor area along facades that face the public right-of-way (excluding alleys), or shall provide architectural relief and screening so that parking areas are not visible to the general public.
3. Side streets and alleys shall provide the primary point of vehicular access for service and parking facilities, unless determined infeasible by the Director of Planning, in consultation with the Department of Transportation.
4. There shall be no more than one driveway per 200 feet of linear frontage in a single development. Each driveway shall not exceed 30 feet in width, unless determined infeasible by the Director of Planning, in consultation with the Department of Transportation.
5. Off-street automobile parking spaces being maintained in connection with any existing use on a lot shall be maintained, so long as main building or structure remains.

E. Landscaping

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1. Along any property lines that abut residential uses, Projects shall create landscaped setbacks or plant screening material such as trees or bamboos. Landscape buffer area shall be 2 feet and shall be planted with trees or bamboos that grow to height of 10 feet or greater.
2. Where parking structures are not wrapped with habitable floor area at the ground floor, they shall be visually screened from frontage streets and adjoining uses by a landscape buffer consisting of vegetation or planters, and trees around their perimeters.
3. For parking areas visible from a public right-of-way or adjacent property, a landscape buffer shall be planted that will screen the parking area.
4. Where a surface parking lot abuts the public right-of-way, a minimum 2 foot landscaped buffer shall be located between parking areas and the property line. The landscaped buffer area should contain 24-inch box trees planted at ratio of one for every ten (10) linear feet. At a minimum, these trees should measure a trunk diameter of two (2) inches and a height of ten (10) feet at the time of planting.
5. Any Project with a frontage along Gaffey Street or Pacific Avenue shall provide a landscaped setback with a minimum depth of 10 feet.
6. Any Project with a frontage along Channel, Mesa, Front or 22nd Street shall provide a landscaped setback with a minimum depth of 5 feet.

F. Signage

1. Prohibitions -The following types of signs are prohibited: billboards; free-standing pole signs; banners; illuminated canopy signs; inflatable devices; digital, flashing, animated, blinking, or scrolling signs or signs that move; canister wall or canister blade signs; and signs with pliable vinyl letters.
2. Quantity/Size Limitations- Each premise or business shall be permitted one wall sign. An additional sign is permitted if the premise abuts another street, alley, or public parking area.
3. Total wall sign size shall not exceed 1.5 square feet per one (1) foot of building façade length, up to a maximum size of 100 square feet total. Signs facing alleys or parking areas shall not exceed five (5) square feet.
4. Each business that is located above the first floor may have a pedestrian sign on the ground level if there is direct exterior pedestrian access to the second floor business space.
5. Where multiple businesses exist, there shall be no more than one (1) projecting sign per every 25 linear feet of street frontage.
6. Illumination Restrictions - Signs facing alleys or residentially zoned areas shall not be internally illuminated.

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G. Appurtenances

1. All Projects shall provide ancillary lighting along pedestrian and vehicular access ways.
2. Fencing Materials: Chain link, barbed wire, razor wire, and other similar fencing materials are prohibited.
3. Dumpsters, mechanical equipment, and rooftop equipment shall be screened from view from all public rights-of-way.
4. Utilities, storage areas, trash bins, air conditioning units, fire alarms, and similar equipment shall be placed to the rear of the site or underground as determined by the Director of Planning. Otherwise, structures housing such elements shall be enclosed or screened with landscaping or designed in a way as to be as inconspicuous as possible.
5. Utility lines shall be placed underground for all new developments subject to Site Plan Review, to the satisfaction of the Department of Water and Power.
6. All utility boxes or facilities, including electrical transformers, shall be installed below grade, to the satisfaction of the Department of Water and Power.
7. All exterior mechanical equipment, including HVAC equipment, satellite dishes and cellular antennas, shall not be visible from public rights-of-way. No mechanical equipment (e.g., air conditioners) shall be permitted in window or door openings.
8. Rooftop mechanical equipment shall be screened with materials that are architecturally integrated into the building.

H. Public Improvements

1. For new development Projects subject to discretionary review along N. Gaffey Street or Pacific Avenue trees shall be planted in the adjacent public right-of-way at a ratio of at least one tree for every 25 feet of lot length, to the satisfaction of the Urban Forestry Division, Bureau of Street Services, Department of Public Works or to the Department of Transportation.

APPENDIX A – ENVIRONMENTAL STANDARDS

OVERVIEW

As described in Section 9, these Environmental Standards are included to implement the Mitigation & Monitoring Program included as part of the San Pedro Community Plan update and reviewed in the San Pedro Community Plan Environmental Impact Report (ENV-2009-1558-EIR) dated **XX** and certified on (*certification date*).

AESTHETICS

AE1 This Environmental Standard is implemented through Section A.2 of the individual CPIO subarea chapters.

AIR QUALITY

AQ1 Any approval of a Project shall ensure all contractors to include the following best management practices in contract specifications and printed on plans:

- Use properly tuned and maintained equipment.
- Enforce the idling limit of five minutes 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_x 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.
- Utilize materials that do not require painting, as feasible.
- Use pre-painted construction materials, as feasible.
- Provide temporary traffic controls such as a flag person, during all phases of construction to maintain smooth traffic flow.
- Provide dedicated turn lanes for movement of construction trucks and equipment on- and off-site, as feasible.
- Re-route construction trucks away from congested streets or sensitive receptor areas, as feasible.

APPENDIX A – ENVIRONMENTAL STANDARDS

- Appoint a construction relations officer to act as a community liaison concerning on-site construction activity including resolution of issues related to PM₁₀ generation.

AQ2 Projects that cover areas greater than 5 acres of on-site construction, shall analyze and model CO, NO_x, PM₁₀ and PM_{2.5}.

AQ3 For new buildings within 500 feet from I-110, Vincent Thomas Bridge, and the Port of Los Angeles shall incorporate one of the following methods:

- Retain a qualified air quality consultant to prepare a health risk assessment (HRA) in accordance with the California Air Resource Board and the Office of Environmental Health and Hazard Assessment requirements to determine the exposure of project residents/occupants/users to stationary air quality pollutants prior to issuance of a demolition, grading, or building permit. The HRA shall be submitted to the Lead Agency for review and approval. The applicant or implementation agency shall implement the approved HRA recommendations, if any. If the HRA concludes that the air quality risks from nearby sources are at or below acceptable levels, then additional measures are not required.

OR

- Implement the following features that have been found to reduce air quality risk to sensitive receptors and shall be included in the project construction plans. These shall be submitted to the Planning and Zoning Division and the Building Service Division for review and approval prior to the issuance of a demolition, grading, or building and ongoing.
 - Install, operate, and maintain in good working order a central heating and ventilation (HV) system or other air take system in the building, or in each individual residential unit, that meets the efficiency standard of the MERV 13. The HV system shall include the following features: installation of a high efficiency filter and/or carbon filter-to-filter particulates and other chemical matter from entering the building. Either HEPA filters or ASHARE 85% supply filters shall be used.
 - Retain a qualified HV consultant or HERS rater during the design phase of the project to locate the HV system based on exposure modeling from the mobile and/or stationary pollutant sources.
 - Maintain a positive pressure within the building.
 - Achieve a performance standard of at least 4 air exchanges per hour of recirculation.
 - Achieve performance standard of .25 air exchanges per hour of an unfiltered infiltration if the building is not positively pressurized.

APPENDIX A – ENVIRONMENTAL STANDARDS

- Maintain, repair, and/or replace HV system or prepare an Operation and Maintenance Manual for the HV system and the filter. The manual shall include the operating instructions and maintenance and replacement schedule. This manual shall be included in the CC&R's for residential projects and distributed to the building maintenance staff. In addition, the applicant shall prepare a separate Homeowners Manual. The manual shall contain the operating instructions and maintenance and replacement schedule for the HV system and the filters. It shall also include a disclosure to the buyers of the air quality analysis findings.

AQ4 Do not locate sensitive receptors (1) near distribution center's entry and exit points, (2) in the same building as perchloroethylene dry cleaning facility, nor (3) within 50' of a typical gas dispensing facility (under 3.6 million gallons of gas per year).

GREENHOUSE GAS EMISSIONS

- GHG1** Any approval of a Project shall ensure that the following greenhouse gas reduction measures are incorporated into the project design:
- Install energy efficient lighting (e.g., light emitting diodes), heating and cooling systems, appliances, equipment, and control systems).
 - Install light colored "cool" roofs and cool pavements.
 - Create water-efficient landscapes.
 - Install water-efficient fixtures and appliances.

NOISE

- N1** Require all contractors to include the following best management practices in contract specifications and print on plans:
- 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.

APPENDIX A – ENVIRONMENTAL STANDARDS

- Use construction equipment with mufflers that comply with manufacturers' requirements.
- Consider potential vibration impacts to older (historic) buildings

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Overview

In accordance with Section 8 of the San Pedro CPIO, the following Design Guidelines may be used by the Department of City Planning to guide the review and approval of Projects within the boundaries of the CPIO District.

Commercial and Mixed Use Design Guidelines

Site Planning

Site planning involves the proper placement and orientation of structures, open spaces, parking, and pedestrian and vehicular circulation on a given site. The purpose of good site design is to create functional and attractive development, to minimize adverse impacts on the neighborhood, and to ensure that a new development project will be an asset to the community.

Proper site planning should promote harmony between new and existing buildings and be sensitive to the scale, form, height and proportion of surrounding development. Good design with complementary landscaping is a major component of vibrant commercial areas that foster a pleasant and desirable character, pedestrian activity and economic vitality.

1. Building Orientation and Frontage

Guideline 1: Position buildings to promote pedestrian activity along the public right-of-way by placing business entrances on the street. Developments should not face inward but rather be oriented towards the street to maintain the pedestrian-oriented character of downtown.

Guideline 1a: All primary entrances to a building shall be oriented towards the street.

Guideline 1b: Corner buildings should be built to front and side lot lines with allowances for a visibility triangle as required by Chapter 1, Section 12.21 C.7 of the Los Angeles Municipal Code (LAMC). Corners at major street intersections should have corner entrances that emphasize the location of the building at the intersection.

Guideline 1c: Parking structures shall be located to the rear of the site and integrated with ground floor retail uses. Such parking structures shall be visually compatible with other structures associated with the project, in terms of material, color, and other design elements.

2. Setbacks

Guideline 2: Encourage an inviting pedestrian environment and provide for streetwall continuity by locating new buildings at the front property lot line or close to it. Within additional setback areas, encourage active public uses through additional street trees, outdoor seating areas, kiosks, forecourts and arcades.

Guideline 2a: The exterior wall of any new construction or addition of floor area shall be located not more than five (5) feet from the front property lot line, except that building setbacks from the lot line may exceed five feet when used for patios, plazas, courtyards, outdoor dining, seating, kiosks, and/or landscaping.



Guideline 2b: Mid and high-rise buildings. Building towers should be stepped back from the street to minimize bulk and height impacts at the pedestrian level. A setback should occur at a minimum height of 35 feet, and be a minimum of four (4) feet in depth. The setback should be varied both vertically and horizontally, as appropriate to the architectural design of the building.

Guideline 2c: For portions of projects where the ground floor contains residential units, individual entrances to the ground floor units are encouraged. For such projects, each entrance should be set back three to five feet from the sidewalk, to allow room for transitional landscaping. Walk-up-style units are also encouraged. For such projects, each entrance should be stepped up two to five feet above adjacent sidewalk grade, to provide a vertical transition between the public and private realms.

Note: Projects incorporating uses or structures in the existing public right-of-way, such as sidewalk dining or awnings, must obtain proper approval from the Department of Public Works Bureau of Engineering. A Revocable Permit (R-Permit) may be necessary to grant conditional encroachment of the public right-of-way by private parties not authorized to occupy the right-of-way. This does not apply to projects that remain solely on private property or within setback areas.



Guideline 2b example. Upper levels are stepped backed, minimizing building bulk.



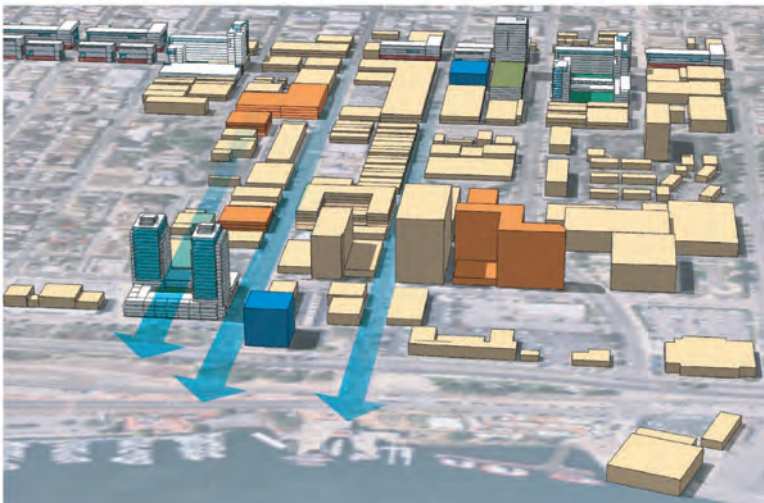
Guideline 2b example. This structure is stepped back above the 3rd story providing a variation in building mass.



Guideline 2c example. Entrances should be slightly set back from the property line and elevated two to five feet. Step backs can be incorporated to provide balcony and terrace spaces.



Views from the City towards the water along Sixth and Seventh Street to be preserved.
High-rise tower along Harbor Boulevard to orient longer edge along the east-west axis to preserve views from City.



3. Views

Guideline 3: View corridors to the waterfront and Port of Los Angeles, Vincent Thomas Bridge, cruise ships, the Palos Verdes hills, and the Downtown skyline should be preserved and enhanced.

Guideline 3a: Buildings should be oriented and designed to preserve view corridors and no building shall block an established view corridor along 6th and 7th Streets.

Guideline 3b: Views to the waterfront shall be preserved. Towers and other vertical elements should be arranged to ensure that visual access is maintained. New developments along Harbor Blvd. should be designed to preserve view opportunities to the promenade and waterfront.

Guideline 3c: Residential towers should be spaced at least 80 feet from all existing or possible future towers, both on the same block and across the street, except where the towers are offset (staggered) so that no wall with windows faces another wall, the diagonal distance between towers may be 60 feet.



Guidelines 3b, 3c example.

Light and air circulation are maximized, while views are preserved in appropriate siting of structures.

4. Open Space

Guideline 4: Encourage open space as part of a project site design to invite and encourage pedestrian activity. Create inviting spaces, provide shade, screen unattractive areas, and enhance architectural detailing through the thoughtful and careful placement of landscaping. Paseos and arcades should accommodate pedestrian traffic and offer opportunities for amenities such as outdoor dining, sitting areas, and landscaping.

Guideline 4a: Projects occupying more than fifty percent of a length of one side of a street block shall provide public open space in the form of a plaza, outdoor dining area or another similar such space.

Guideline 4b: Forecourts and outdoor areas shall include seating, dining areas, landscaping and/or shade elements. Shade-trees, sculptures and/or water features are encouraged.

Guideline 4c: Public and private plazas are encouraged in the Downtown and shall be defined by at least two sides by building, walls or landscape treatments.

Guideline 4d: Paseos should be strategically located at regular intervals to create pleasant and inviting passageways that are safe, accessible and connect areas of pedestrian activity. Wherever a project has a street frontage of 300 feet or greater, and parking is located to the rear of the building, pedestrian access or an arcade shall be provided from the rear of the building to the front property line of the building. Pedestrian walkways should be separated from driveways and service access ways.

Guideline 4e: Private residential open space may consist of open area for an individual unit or a usable common area shared by residents. This could include the following:

- Individual unit open space: patios, terraces, or balconies directly adjacent to the unit.
- Mid-block lanes (provided they do not permit through traffic other than emergency vehicles), gardens, building courtyards at grade level, arcades, rooftop gardens, atria, and open terraces.



- Residential buildings should be designed around usable semi-private or public courtyards to ensure adequate sunlight, views, and ventilation.
- The useable rooftop of buildings.

Guideline 4f: Rooftop decks should be architecturally integrated in terms of building materials, color, texture, shape, size, and other architectural features. Rooftop decks should be enclosed by a wall or railing that complements the architectural features of the building.

5. Parking and Vehicular Access

Guideline 5: Parking lots and structures should fit within the urban fabric; massing, scale and façade articulation should respond to the surroundings and provide a degree of three-dimensional interest. The location and design of parking can also promote safety for pedestrians by minimizing conflict with vehicles. Parking should encourage a balance between a pedestrian-oriented downtown and necessary car storage.

Guideline 5a: Improve streetwall continuity and encourage a safe and inviting pedestrian environment by locating parking away from the streetwall and minimizing direct driveway access from primary pedestrian streets - Pacific Avenue, 6th Street, 7th Street and Harbor Boulevard. Surface or structured parking should be discouraged from fronting the street level on 6th Street, 7th Street, Pacific Avenue or Harbor Boulevard. Vehicular access should be provided from side streets or alleys, if available, to minimize driveways, maintain building continuity and avoid vehicle and pedestrian conflicts.

Guideline 5b: Commercial uses in mixed-use developments should orient access ways (entries, service and parking) to minimize impacts on residential uses.

Guideline 5c: To the extent possible, parking for all new buildings should be located underground or located to the rear of the lot. A freestanding parking structure should be wrapped with retail uses along the ground floor.

Guideline 5d: Surface parking lots shall not be located between the front property line and the primary building/storefront on the street side but rather to the rear of all structures. Where there is no vehicular access from side streets or alleys to the rear of the lot, a front parking lot may be permitted, subject to Guideline 24b.

Guideline 5e: Where side street or alleyway access is not available for vehicular access, one driveway shall be permitted per every 100 feet of building frontage. Not more than two driveways shall be permitted per building, and at least 20 feet in distance should span between them. Driveways shall measure not more than 20 feet in width. Driveways shall lead to underground parking or parking stalls located to the rear of the building. Variations are permitted only if the Department of Transportation determines that no other alternative exists that is consistent with these standards.

Guideline 5f: Side streets and alleys shall provide the primary point of vehicular access for service and parking facilities for retail, commercial and residential uses. No curb cuts are allowed for the following:

1. On either side of 6th Street from Pacific Avenue to Centre Street
2. 7th Street from Pacific Avenue to Centre Street
3. On either side of Pacific Avenue between 4th and 8th Streets
4. On Harbor Boulevard

Guideline 5g: Clearly defined pedestrian walkways shall be provided to connect rear building entrances to parking areas.



ARCHITECTURAL DETAILS

The architectural designs of new buildings or building renovations are encouraged to reflect the maritime history and culture of San Pedro to create a sense of place in the downtown area, and to promote an active street life. Building facades should employ architectural elements that provide gradual or compatible transitions between existing and new buildings. There should be variation in building form on both residential and commercial streets in Downtown San Pedro. Such elements include scale and massing, articulation, continuity and integration of design, window and facade treatments, building materials and color, and entrances and access. Integrating elements that include architectural features of existing historically-designated buildings or buildings important to the community is highly encouraged.

6. Building Massing

Guideline 6: Variations in massing can enhance character and visual quality of a building thereby establishing a comfortable scale in Downtown San Pedro. Building massing should be modulated and articulated to temper the scale of development, create a pedestrian-friendly environment, and stimulate and enhance visual interest.



Guideline 6 example. Multi-story buildings shall employ subtle three-dimensional variations in massing to allow a break in the building envelope and provide visual interest.

Guideline 6a: Buildings should not be comprised of large unbroken solid masses. The visual monotony of a large building can be reduced by creating the appearance of multiple structures of varying size (see photo). Step backs can also be used to create visual relief by graduating the structure's mass down into smaller, human scale components in order to provide variation and visual interest.

Guideline 6b: Mid- and high-rise towers should be expressed as visually significant vertical elements and be integrated into the overall design of the structure. Avoid perimeter block massing and vary massing and elements within the site.

Guideline 6c: High rise towers shall be designed to be as narrow as possible to reduce bulk and mass. High rise towers should be designed with a sculpted tower, with the top of the tower displaying reduced bulk. In particular, near the waterfront and Harbor Boulevard, the longest edge of the building should be designed in the east/west orientation to preserve views from the City towards the water and ensure that a "wall of development" does not create a separation of the City from the waterfront area.

Guideline 6d: Mixed-use projects that combine multi-family residential uses and small-scale neighborhood commercial uses with small offices or studios are encouraged.



Guideline 6d example. Building mass is varied and separated into distinct elements. Commercial component is integrated into the larger residential component.

7. Building Scale



Ground floor retail design is differentiated from residential towers by building scale and architectural features.

Guideline 7: Building height must consider light, shadows, views and massing in relationship to surrounding properties and residential neighborhoods. New mid- and high-rise development should be located strategically to mark important nodes and activity centers in the Downtown District.

Guideline 7a: To create a pedestrian scale on the ground floor of a building, the first floor height of any structure shall be a minimum of 12 feet.

Guideline 7b: Increased building heights at key nodes along Pacific Avenue, Harbor Boulevard/Waterfront Area and 6th/7th Streets are encouraged. These should incorporate pedestrian scale detailing at the ground floor, and proper massing to preserve views.

8. Articulation

Guideline 8: Heighten visual interest and enhance pedestrian orientation by incorporating three-dimensional elements and material variation into the façade of buildings. These elements and variations include: architectural features; changes in building materials, texture and color; generously sized transparent display windows; arcades, canopies, and awnings; cornices; and other details such as transom windows and overdoors. New developments should be governed by a formal architectural concept that integrates architectural details with massing, scale and site design.

Guideline 8a: Building facades should be modulated and articulated to create interest and variety. For every twenty-five horizontal feet of building facade, the project shall employ one or more of the following vertical elements: columns, pilasters, indentations, storefront bays, vertical landscaping. Ground floor facades should be particularly detailed.

Guideline 8b: For renovations of existing commercial buildings, the building base (the first two (2) to five (5) feet above the sidewalk) should be differentiated from the rest of the building facade with treatments such as change in material and/or color.

Guideline 8c: Large unbroken surfaces should be avoided by creating breaks in the streetwall and by dividing wide storefronts into structural bays. Storefront bays create articulation in low-rise buildings and are the building blocks of a pedestrian-oriented street. Recessed storefront bays add visual interest to the streetwall, frame display windows, and create an inviting shopping environment.

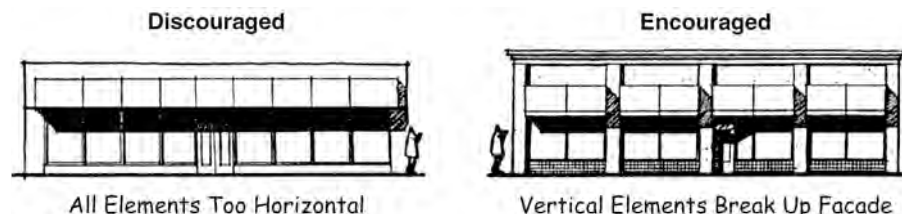
Vertical Breaks in Facade Design



Guideline 8d: For commercial and retail buildings, at least 60 percent of the building façade at ground level shall consist of doors and windows. Windows and doors shall allow views into building interiors and/or to merchandise displays; transparent, non-reflective glass shall be used. A minimum of 70 percent of window bases on a premise should be set at three feet or lower on façade.

Guideline 8e: The commercial portion of mixed-use development should relate to the scale, form, height and proportion of the residential. Ground floor uses should be distinguished from the upper façade with inviting and transparent storefronts and sensitively scaled proportions. Commercial ground floor frontage should be distinguishable from the residential facades and should provide a strong building base. Commercial uses should have greater window-to-wall ratios than the residential component. Doors and windows should be of clear glass at the ground level.

Guideline 8f: Mixed use and residential developments are encouraged to integrate balconies and terraces to take advantage of Downtown San Pedro's year round temperate weather.



9. Exterior Surface Materials

Guideline 9: The texture of building facades should be complementary to other buildings in the surrounding area. Large expanses of the same building material detract from the aesthetics of a building. Use of varied and complementary building material reduces the mass of a building, and creates visual interest.

Guideline 9a: The exterior facade of low-and mid-rise buildings shall incorporate no more than three complementary building materials, including but not limited to glass, tile, smooth stucco or stone. Textured stucco is strongly discouraged.

Guideline 9b: Mid and high-rise buildings should not have monotonous exteriors, and should employ building materials that create an interesting variety of facades to reduce massiveness and glare impacts on surrounding uses and motorists.

Guideline 9c: Paved areas, excluding parking and driveway areas should consist of enhanced paving materials such as stamped concrete, permeable paved surfaces, tile and/or brick pavers.

Guideline 9d: Color schemes should be selected in relation to the overall design intent of the building and should be simple, harmonious and complement adjacent structures. Bright or intense colors and stark colors such as white or black shall not be utilized for large areas. Bright colors on architectural detailing, trim, window sashes, doors and frames, or awnings may be used if they are compatible with the color scheme of the building.

10. Entrances

Guideline 10: The entrance to a building has an important relationship to the street and is one of the most important parts of the building facade. Dominant entryways reinforce the character of the building, add visual interest, break the monotony of flat surfaces, add a vertical element and create an inviting entrance. Emphasize pedestrian orientation and accessibility by creating well-articulated and inviting building entrances, and by orienting these entrances towards the street.

Guideline 10a: Each individual tenant or business space located on the ground floor shall have an entrance directly accessible from the street at the same grade as the sidewalk. Primary access shall be from a public open space, public street, forecourt or arcade. Ground floor units should be directly accessible from the street.

Guideline 10b: Building entrances are encouraged to be recessed and/or defined by distinct architectural treatments. These treatments include options, such as: variation in materials, lighting, awnings, textured paving, attractive signage, and planters.

Guideline 10c: Projects with rear lot lines abutting a street, alley, or parking lot shall incorporate clearly defined pedestrian entrances at the rear of the building in addition to those entrances at the front.



Guideline 10b examples. Entrances employ variations in depth, provide inviting window displays, and use colorful paving materials to add visual interest to attract passers-by.



11. Windows



Guideline 11: All projects should have as many windows as possible on the ground floor when facing a street or pedestrian walkway. There should be little or no blank wall area, except to separate buildings or retail/office space. This increases safety by allowing businesses to have ‘eyes on the street’ while people on the street see interior building activities.

Guideline 11a: Use clear and non-reflective glass allowing a minimum of 90 percent light transmission, unless considered a safety hazard.

Guideline 11b: Individual storefront display windows shall not be used for storage or left empty without window displays. However, window displays shall not cover or block views into the building interior.

Guideline 11c: Residential units with individual entrances should include windows at ground level.

Guideline 11d: Windows should be recessed (set back) from the exterior building wall, except where inappropriate to the building’s architectural style. The required recess may not be accomplished by the use of plant-ons around the window.

Guideline 11e: Windows on levels above the ground floor should be evenly and regularly spaced to create a discernible rhythm.

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12. Awnings and Canopies

Guideline 12: Where appropriate, use awnings or canopies to define the public realm of the sidewalk, provide shelter and shade, and enhance the building façade by adding variation, color, and horizontal rhythm. Awnings and canopies reinforce a pedestrian scale and add a comfortable sense of enclosure to outdoor seating and other active public uses.

Note: Projections into the public right-of-way, extending beyond private property, must obtain proper approval from the Department of Public Works Bureau of Engineering. A Revocable Permit may be necessary.

Guideline 12a: Size and placement of awnings and canopies should enhance the building’s overall frame, detailing, and rhythm. Placement should correspond to the location of a storefront or entrance.

Guideline 12b: For awnings located above windows, awning shapes shall be consistent with window frames.

Guideline 12c: Awnings and canopies shall be constructed of high quality, durable, fade-resistant, and fire-retardant materials. There are several types of awnings and canopies ranging from canvas to structural space frames.



Guideline 12 examples. Awnings and canopies can enhance the public realm by providing a comfortable sense of enclosure for pedestrians.

13. Parking Structure Design

Guideline 13: Provide parking opportunities that are simultaneously convenient and that enhance the public realm. Architecturally integrate parking structures into the design of the projects they serve, and activate the street by including commercial uses on the ground level of structures. Protect nearby residents from potential adverse impacts – noise, visual, or otherwise – of parking structures.

Guideline 13a: Parking structures shall be designed with architectural detailing. Levels of parking shall be visually integrated into the design of the building façade. Structures should not overtly appear to be used for parking.

Guideline 13b: Automobiles on parking levels above the ground floor shall be screened from public view as seen from a public street or alley. Parking structures should also receive landscape treatment to eliminate unattractive views (refer to Guideline 19 Landscaping Parking Lots and Structures).

Guideline 13c: Parking structures that abut or are adjacent to any residential use or zone shall:

1. Contain solid decorative walls and/or baffles to block light and deflect noise along those sides closest to residential use;
2. Contain solid spandrel panels at a minimum of 3 feet 6 inches in height, installed at the ramps of the structure, to minimize headlight glare;
3. Construct garage floors and ramps using textured surfaces to minimize tire squeal; and
4. Not contain exhaust vents along sides closest to residential uses.

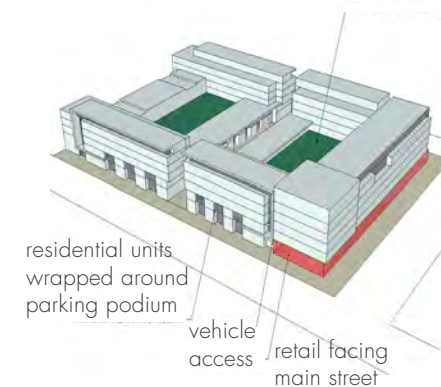
Guideline 13d: Ensure that the ground level of parking structures is well-screened from public view, preferably with active ground floor uses. All surface parking adjoining the street should be screened by a durable barrier, such as a solid wall, fence, berm, hedge or landscaping that is tall enough to screen at least vehicle headlights.

Guideline 13 example. This parking structure is located along the property line and provides retail space along its ground floor. The result is a functional building that ensures an active and inviting pedestrian experience.



landscaped courtyard over parking podium

Guideline 13d example. Retail or residential uses should be designed to “wrap” around parking uses.



Signage

14. General – All Signs

The purpose of signage is to provide identification for businesses and to assist pedestrians and vehicular traffic in locating their destination without dominating the visual appearance of the area. The overall size, materials and graphic composition should be integrated with the building and landscape design and should complement the facade or architectural element on which it is placed. Because Downtown is an area of high pedestrian activity, especially along 6th and 7th Streets, the signs should be sized and oriented to persons on foot.

It is desirable to include a pedestrian-oriented sign as one of the permitted signs for a business. Pedestrian-scale signage (i.e., at a height and of a size that is visible to pedestrians) can help to identify the structure and use, and facilitates access to the entrance.

Guideline 14: Promote the identity and success of individual businesses while enhancing the visual quality of the Downtown through context-sensitive signage design. Ensure that signage design is suitable in terms of location, layout, and style. Minimize sign clutter and emphasize pedestrian-scale design.

Guideline 14a: Signs shall complement buildings with respect to style, design, materials, and colors. If illuminated, glare shall be carefully controlled, and if internally illuminated, lighting sources shall be concealed. Extensive use of neon lighting is discouraged.

Guideline 14b: The exposed backs and sides of all signs visible from a public right-of-way should be suitably finished and maintained.

Guideline 14c: The following signs are prohibited: billboards, free-standing pole signs, banners, illuminated architectural canopy signs, inflatable devices, blinking or scrolling signs, canister wall or canister blade signs, and signs with vinyl letters.

Context - sensitive signage should complement building design.



15. Wall Signs

Guideline 15: Promote the identity and success of individual businesses through the appropriate placement of wall signs. Locate signs in a manner so as to not detract from building architecture. Minimize sign clutter and ensure that signage design is suitable and well proportioned to the structure and building façade.

Guideline 15a: Each premise or business shall be permitted one wall sign. An additional sign is permitted if the premise abuts another street, alley, or public parking area.

Guideline 15b: Wall sign size shall not exceed 1.5 square feet per one (1) foot of building façade length. Signs facing alleys or parking areas shall not exceed five (5) square feet.

Guideline 15c: Signs shall be located at the entrance to the business.

Guideline 15d: Signs shall not dominate or obscure the architectural elements of building facades.

Guideline 15e: The height and width of signs, letters and logos shall be properly proportioned to the building and fit well within the appropriate area for signage (i.e., signs should not be placed above the 1st story level except for high rise structures).

Guideline 15f: Wall signs should not project more than 10 inches from a wall.

Guideline 15g: Signs facing alleys or residentially zoned areas shall not be internally illuminated.

Guideline 15h: Any wall signs located more than 100 feet above grade shall be used as identification signs only. These signs shall be contained in a length that is not more than 30% of the width of the building face. The sign shall be placed no less than ten (10) feet below the top of the building elevation on which the sign is to be placed. The height of the letters shall not exceed six (6) feet. Signs are not allowed on the rear sides of buildings that face residentially zoned areas.



Guideline 15f example. This wall sign projects just slightly from the wall plane, enough to provide some added definition without becoming garish.



16. Projecting Signs

(a.k.a. Pedestrian or Blade Signs)

Guideline 16: Promote the identity and success of individual businesses while enhancing the visual quality of the Downtown through the appropriate placement of projecting signs. Minimize sign clutter and ensure that signage design is suitable and well proportioned to the structure and building façade.

Note: Projections into the public right-of-way, extending beyond private property, must obtain proper approval from the Department of Public Works Bureau of Engineering. A Revocable Permit may be necessary.

Guideline 16a: Each business that is located above the first floor may have a pedestrian sign on the ground level if there is direct exterior pedestrian access to the second floor business space. Where multiple businesses exist, there shall be no more than one (1) projecting sign per every 25 lineal feet of street frontage.

Guideline 16b: Blade signs are encouraged at the corner of prominent buildings, limited to a maximum of 12 square feet in size. Sign depth should not exceed one (1) foot.



Projecting sign: A sign, other than a wall sign, that is attached to a building and projects outward there from with one or more sign faces approximately perpendicular to the face of the building.

Guideline 16 example. Pedestrian signs can offer some three-dimensional variation to a streetscape, providing visual interest to pedestrians and helping to identify business locations.

17. Awning or Canopy Signs



Guideline 17 example. Awning signs can add three-dimensional variation to a storefront, provide shade for passers-by, and can enhance the identity of the establishment.

Guideline 17: Where appropriate, use awnings or canopies to define the public realm of the sidewalk, provide shelter and shade, and enhance the building façade through the addition of three-dimensional variation, color, and horizontal rhythm. Awnings and canopies reinforce a pedestrian scale and add a comfortable sense of enclosure to outdoor seating and other active public uses.

Note: Projections into the public right-of-way extending beyond private property must obtain proper approval from the Department of Public Works Bureau of Engineering. A Revocable Permit may be necessary.

Guideline 17a: Size and placement of awnings and canopies should enhance the building's overall design, detail and rhythm. Placement should correspond to the location of a storefront or entrance.

Note: Awnings can be provided in addition to wall signs provided that the awning does not include any storefront identification.

18. Other Signs



Information Sign: A sign that is limited to a message giving directions, instructions, menus, selections, or address numerals.

Identification Sign: A wall sign that is limited to a company logo, generic type of business or the name of a business or building.

Guideline 24a example. This window sign identifies the business while not obstructing views into the display windows.

Guideline 18: Promote the identity and success of individual businesses while enhancing the visual quality of the Downtown, through the appropriate placement, size, and quantity of additional signage.

Note: Projections into the public right-of-way, extending beyond private property, must obtain proper approval from the Department of Public Works Bureau of Engineering. A Revocable Permit may be necessary.

Guideline 18a: Window signs should not obscure windows or window trim and molding. If a sign cannot be located above a transom window, consider locating it behind the window so the window's details are still visible from the street.

Guideline 18b: Information Signs shall be permitted two per building, and shall not exceed four (4) square feet cumulative.

Guideline 18c: Building Identification Signs shall be permitted one per building, and shall not exceed four (4) square feet for one-story buildings. For each story above the first, the size of the sign(s) may increase an additional two (2) square feet. An additional Building Identification Sign shall be permitted for buildings located on a corner lot. Signs located on the side street façade shall not to exceed four (4) square feet.

Guideline 18d: One portable menu board sign may be permitted in the right-of-way for eating establishments, bakeries, florists, and similar businesses whose primary sales consist of perishable goods, provided that all of the following conditions are met:

1. The sign is removed at the end of each business day.
2. The sign's dimensions do not exceed two feet by three feet.
3. The sign does not interfere with pedestrian movement or wheelchair access
4. The sign has a weighted base capable of keeping the sign upright in moderate wind.
5. The sign is not illuminated.
6. The sign's permits have been secured from the appropriate City of Los Angeles departments.

Guideline 18e: Mural Signs are encouraged. The written message shall not exceed three percent of the total area of the sign. Signs must be approved pursuant to Section 14.4.20 of the LAMC. Mural signs require additional approval from the Cultural Heritage Commission.

Guideline 18f: One monument sign shall be permitted per residential development, and shall be not more than 25 square feet in size and the top of the sign shall be not more than eight (8) feet above sidewalk grade.

APPURTENANCES

High quality architecture should be maintained in the various elements of building and streetscape design including security features, maintenance equipment and enclosures and lighting. Security grilles often obscure storefront windows and create a negative ambience that detracts from the pedestrian environment, while adequate lighting and sidewalk dining contribute to an active street life.

19. Security Grilles

Guideline 19: Provide storefront security as needed without obscuring storefront windows and creating blank walls along the sidewalk. Minimize the presence of security grilles and bars as visible from the street.

Guideline 19a: Premises should employ non-barrier (alarm or sensor) theft-deterrent systems where possible. If such security systems are not feasible, interior security grilles or vandal-proof glazing that is resistant to impact should be used on any storefronts.

Guideline 19b: External security grilles shall not be affixed to any facade abutting a public street, excluding rear alleys.

Discouraged



Guideline 19 examples. Security grilles that are unsightly or that conceal storefront windows when closed are discouraged. Interior security grilles are preferred.



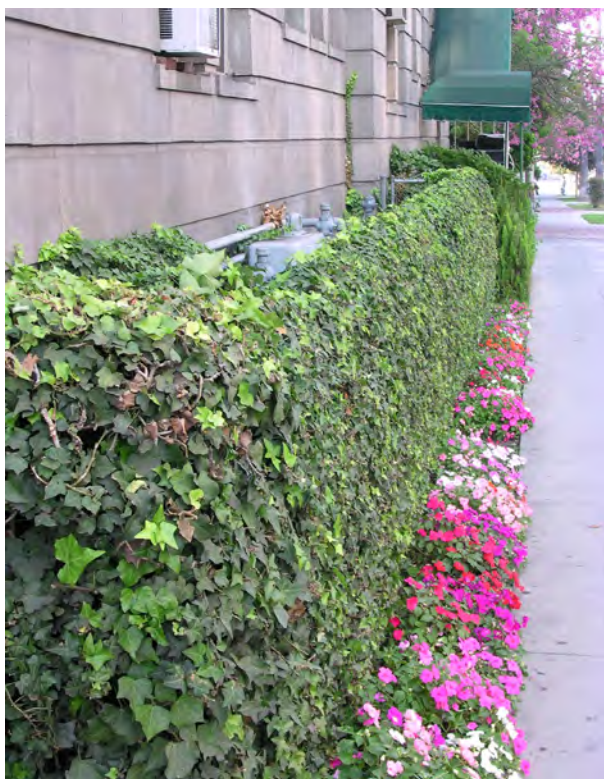
Preferred



20. Utility & Service Areas/ Mechanical Equipment



Guideline 20 examples. Structures housing mechanical equipment adjacent to the public right-of-way should be screened with landscaping or designed in a way as to be as inconspicuous as possible.



Guideline 20: Improve the pedestrian environment along the sidewalk and minimize visual blight by obscuring unsightly equipment adjacent to streets and other public rights-of-way.

Guideline 20a: Utility lines should be placed underground for all new developments subject to site plan review as approved by the Department of Water and Power.

Guideline 20b: Utilities, storage areas, trash bins, air conditioning units, fire alarms, and similar equipment shall be placed to the rear of the site or underground when feasible. Otherwise, structures housing such elements shall be enclosed or screened with landscaping or designed in a way as to be as inconspicuous as possible.

Guideline 20c: All utility boxes or facilities shall be installed below grade in the public rights-of-way.

Guideline 20d: All exterior mechanical equipment, including HVAC equipment, satellite dishes, cellular antennas, should not be visible from public rights-of-way. No mechanical equipment e.g., air conditioners shall be permitted in window or door openings.

Guideline 20e: Rooftop mechanical equipment shall be screened with materials that are architecturally integrated into the building.

21. Sidewalk Dining Enclosures



Guideline 21: Support an open and safe physical environment by designing enclosures for outdoor eating areas that do not detract from the quality of the pedestrian experience along the sidewalk.

Note: Projections into the public right-of-way, extending beyond private property, must obtain proper approval from the Department of Public Works Bureau of Engineering. A Revocable Permit may be necessary.

Guideline 21a: Enclosures must utilize open fencework. The materials and design should be decorative and coordinate with the structures on the site.

Guideline 21b: No fence or wall abutting a public street shall be taller than 42 inches.

22. Lighting

Guideline 22: Lighting should be incorporated into the design not only to accentuate architectural features, but also to provide a safe environment for pedestrian activity. Outdoor lighting in front of buildings provides security for pedestrians at nighttime. All open areas, including parking lots, walkways, and trash areas, should have security lighting for safety.

Guideline 22a: Provide lighting along all vehicular access ways and pedestrian walkways. Recessed lighting on the ground along vehicular access ways and pedestrian walkways is highly encouraged.

Guideline 22b: Exterior lighting fixtures should be compatible with the architectural design of the building.

Guideline 22c: All exterior lighting should be directed onto the lot, and all flood lighting should be designed to eliminate glare to adjoining properties.

LANDSCAPING

Well maintained landscaping unifies streetscapes and provides a positive visual experience while allowing for a variety of plant materials and flexibility in design. Landscaping may include plant materials such as trees, shrubs, ground covers, perennials and annuals, as well as other materials such as rocks, water, sculpture, art, or paving materials. Trees and shrubs provide shade and emphasize sidewalk activity by separating vehicle and pedestrian traffic as well as defining spaces. Plant materials should be used for framing views, accenting architecture, creating inviting spaces and screening unattractive areas.



Native plant shall be defined according to LAMC Section 12.40 D as “[a]ny (plant) species indigenous to the Los Angeles area existing before European settlement, as identified in James Hendrickson’s The Jepson Manual, or its successor Guideline reference, as adopted by the Director of Planning.”

“Low-water” plants shall be defined according to Guidelines AA, Table II, Option 6 in the City of Los Angeles Landscape Ordinance (Ordinance #170, 978): as those “[p]lants. . . that will, in the designed location, and properly established for three years, remain in good health with no more than monthly watering in summer.”

23. Site Landscaping

Guideline 23: Create inviting spaces, provide shade within the public realm, screen unattractive areas, and enhance architectural detailing through the thoughtful and careful placement of landscaping.

Landscaping may include plant materials such as trees, shrubs, ground covers, perennials, annuals, as well as rocks, water features, sculpture, art, or paving materials.

Guideline 23a: All areas of a site not occupied by buildings, driveways, or used for outdoor dining shall be landscaped; 80% of landscaped areas shall consist of plant materials.

Guideline 23b: Drought-tolerant, California native plants are encouraged. An automatic irrigation system should be installed within landscaped areas of more than ten (10) square feet. A drip irrigation system is recommended.

Guideline 23c: For new development projects subject to site plan review, trees shall be planted in the adjacent public right-of-way at a ratio of one (1) tree for every 25 feet of lot length, to the satisfaction of the Urban Forestry Division, Bureau of Street Services, Department of Public Works or to the Department of Transportation.

Guideline 23d: Utilize small urns, vessels or pots with plant material at entrances, as window and architectural accents, or to screen unattractive areas. Plant materials shall be well maintained.

24. Landscaping for Parking Lots and Structures

Guideline 24: Enhance parking areas by providing landscaping that shades, buffers, and screens unattractive views of parking. Parking lots and structures should receive landscape treatment that is well integrated with the building design to enhance the aesthetic appearance of parking garages. Landscaping should provide a pleasing, safe and secure environment for pedestrians on the street.

Note: Guidelines apply to areas that include six (6) or more parking stalls and shall be in addition to, and consistent with, the requirements set forth in Sections 12.21. A.6(g), A.6(h), and 12.21. A.6(i) of the Los Angeles Municipal Code.

Guideline 24a: Ground covers that provide interest and complete coverage without excessive maintenance or water usage should be utilized. The landscaping should provide a buffer between the parking and other uses, soften glare from vehicles, and filter noise.

Guideline 24b: Where parking structures are not wrapped with retail uses at the ground floor, they shall be visually screened from frontage streets and adjoining uses by a landscape buffer consisting of trees, planters and vegetation around their perimeters.

Guideline 24c: A five-foot landscaped buffer shall be located between parking areas and the property line wherever a surface parking lot abuts the public right-of-way. The landscaped buffer area should contain 24-inch box trees planted at ratio of one for every ten (10) linear feet. At a minimum, these trees should measure a trunk diameter of two (2) inches and a height of ten (10) feet at the time of planting.

Guideline 24d: A minimum of seven (7) percent of the total area of surface parking shall be landscaped, including one tree for every four (4) parking spaces evenly dispersed throughout the lot. Tree species should be of a variety that produces a large canopy, but does not produce excessive plant material.



Guideline 24a example. A five-foot landscaped buffer between the parking lot and the public right-of-way screens the lot from view while providing shade for passers-by.

Resource Protection

25. Sustainable Building Design

The combination of old and new buildings in Downtown San Pedro adds an interest and richness to the urban fabric of the Downtown. New building design presents an opportunity to integrate sustainable or “Green Building” concepts that reduce resource consumption and encourage natural systems for cooling, lighting and shading.

Historic structures often include architectural elements and design consistent with these guidelines. Downtown San Pedro contains several historic structures that were built within periods of historic significance, including the Warner Grand theatre, an art-deco theatre that opened in 1931. This structure was designed by architect B. Marcus Priteca, who also later designed the Pantages Theater in Hollywood. Other historical commercial buildings in the downtown include the Brown Brothers commercial building and the John T. Gaffey building.



Guideline 25 example. This project incorporates solar technologies directly into the façade design, and is organized around a site layout that encourages cross-ventilation, natural lighting, and shading from the strongest daytime sun.



Guideline 25b example. This exterior awning or sunshade limits internal heat gain from intense daytime sun, thereby minimizing the need for air conditioning.

Guideline 25: Design projects to take advantage of natural systems and features – breezes, daylight, tree canopies – and to minimize the need for artificial lighting, cooling, and heating. Incorporate sustainable building elements into the overall form and aesthetic of projects. **Guideline 25a:** Projects are encouraged to meet LEED certification requirements. The Leadership in Energy and Environmental Design (LEED) Green Building Rating System is a benchmark for the design, construction, and operation of high performance green buildings. The LEED green building rating system was developed and is administered by the U.S. Green Building Council.

Guideline 25b: To minimize heat gain, projects should employ high-performance glazing (i.e., dual paned window), coupled with awnings or exterior window shelves – particularly along the southeast, south, and southwest building faces.

Guideline 25c: Except on ground-level storefronts, projects should favor more windows along the north- and northeast-facing walls, with fewer windows along the west- and southwest-facing walls.

Guideline 25d: The placement of windows should balance light considerations with the need to provide adequate ventilation and allow for cross-ventilation. If single-sided ventilation is necessary, consider horizontal pivot windows, which offer the highest ventilation capacity.

Guideline 25e: Building and construction materials should use reclaimed, recycled, and recyclable materials when available.

26. Historic Resources

The purpose of the guidelines is to encourage structures that were built within their historic period of significance to retain the features that identify them as belonging to that period. The Guidelines below shall apply to all structures that are listed or determined to be eligible for listing on the National and/or State Register of Historic Places. In addition, there are a few structures that are considered to be historically significant by the community. It is recommended that any modification to these structures also comply with the guidelines and Guidelines.

The key rules for rehabilitation of an historic building are: 1) repair rather than replace, and 2) uncover rather than mask. Where new design elements, architectural features, and materials are required, they should be compatible with the historic character of the building, and not distract from its distinguishing qualities. Prior to modification, historic documentation of the building's original appearance and later alterations should be located.

The Design Guidelines of the San Pedro CPIO outline historic district design Guidelines that ensure new development remains compatible with existing historic buildings. Table 1, Historic Commercial Structures in Downtown San Pedro includes a listing of historical structures within the downtown area that should be subject to application of the CPIO guidelines.

Guideline 26: The Secretary of Interior's Guidelines for Rehabilitation provide specific recommendations for retaining original elements and existing historic features. These Guidelines should be referenced when pursuing remodels of older buildings. When buildings are listed as historic resources, it is these Guidelines to which they are held.

Guideline 26a: Alterations to or demolitions of properties identified in Table 1, Historic Commercial Structures in Downtown San Pedro, shall be reviewed first by the City of Los Angeles Planning Department Office of Historic Resources, which shall provide a recommendation to the Director of Planning.

Guideline 26 example. The Warner Grand theatre at 478 West 6th Street near Pacific Avenue is identified as an historic resource and is a City of Los Angeles Historic-Cultural Monument.



Note: In absence of a formal survey or completion of a citywide survey, the properties listed in Table 1, Historic Commercial Structures in Downtown San Pedro were identified as potential historic resources that should be further evaluated as structures to protect. Other potential resources may be identified as part of Survey IA, the Los Angeles Historic Resources Project, or through other survey activity. Where possible, existing historic buildings should be preserved and integrated into overall project design. Upon staff recommendation, a qualified historic preservation consultant may be required to determine whether or not the building is eligible for listing at the local/state/national level as a historical resource worth protecting.

Guideline 26b: For buildings greater than 50 years old at time of project application, and within the Regional Commercial or Central Commercial E Subareas, unpainted masonry shall not be painted.

Guideline 26c: For buildings greater than 50 years old at time of project application, and within the Regional Commercial or Central Commercial E Subareas, original patterns of transom windows shall be maintained. Covering transom windows with paint, signs, awnings, or wood panels is not appropriate.

Guideline 26d: For buildings greater than 50 years old at time of project application, and within the Regional Commercial or Central Commercial E Subareas, signage, if applied to the façade directly, should be affixed in such a manner so as to not damage the façade.

TABLE 1. HISTORICAL COMMERCIAL STRUCTURES IN DOWNTOWN SAN PEDRO

Address	Description of Historical Resource	OHP* Code*	Significance/Source of Information
333 W. 6th Street	The John T. Gaffey Building; Classical Revival, 2-Story Commercial; Built: 1924	5	Not eligible for the National Register of Historic Places, but potentially eligible for the California Register of Historic Resources.
455 W. 6th Street	Classical Revival, 2-Story Commercial	5	Not eligible for the National Register of Historic Places, but potentially eligible for the California Register of Historic Resources
450-478 W. 6th Street	Warner Brothers Theatre; Jaurez Theatre; Art Deco, 2+Story Theatre; built 1930-31	2S2	City of Los Angeles Historic-Cultural monument #251, declared 8/25/1982; OHP CHRIS Database: PROJ.REVW; HUD900627A; 07/25/90; OHP CHRIS database: HIST.SURV.;0053-0303-0000; 05/22/91; Gebhard & Winter, 1994,p.62.
461 W. 6th Street	Brown Brothers; Classical Revival, 2-Story Commercial	5	Not eligible for the National Register of Historic Places, but potentially eligible for the California Register of Historic Resources.
301-305 W. 7th Street	Commercial, 2-Story Commercial	5	Not eligible for the National Register of Historic Places, but potentially eligible for the California Register of Historic Resources.
510 W. 7th Street	Croatian of Greater Los Angeles; Classical Revival, 2-Story Commercial	5	Not eligible for the National Register of Historic Places, but potentially eligible for the California Register of Historic Resources.
543-555 W. 7th Street	First Baptist Church of San Pedro; Eclectic, 3-story Church; Built: 1919	5/3S	Los Angeles Historic-Cultural Monument #505, 5/22/90
122 W. 8th Street	Harbor health Center; Contemporary, 1-story Health Center; Built 1949	5S3	Not eligible for the National Register of Historic Places, but potentially eligible for the California Register of Historic Resources. OHP CHRIS Database: HIST>RES.; DOE-19-94-0216-0000; 07/09/94
Harbor Blvd. & 5th Street	LIBERTY HILL; Monument; Built: 1924	5-OHP	California State Historic Landmark #1021, site of 1923 strike by Marine Transport Workers Industrial Union 510; association with Upton Sinclair; OHP CHRIS Database: ST.HS.LDMK; 19-0238; 05/13/96
630 S. Pacific Avenue	Art Deco, 2-Story Commercial; Built: 1938	5	
Other Potentially Significant Structures			
300 block 331-371 W. 7th Street			1-story structure built in 1921
245,253-69 W. 7th Street			Façade only of former LaSalle Hotel

* California Office of Historic Preservation historical resource status codes. A "5" indicates ineligibility for the National Register but still of local interest.
Source: Design Guidelines and Guidelines, Pacific Corridor Redevelopment Project San Pedro, CA, Appendix A. Historical Structures, Rev.02.07.05

MULTI-FAMILY RESIDENTIAL GUIDELINES

Site Planning

Street Frontage

Guideline 1: Encourage an inviting pedestrian environment and provide for streetwall continuity by locating buildings with a consistent setback, orienting buildings to the street and providing pedestrian amenities along the front of buildings. Site plans that fortify individual projects rather than connect them to the street are strongly discouraged.

Guideline 1a: Align the front façade of new structures with adjacent structures to the greatest extent allowed by the Zoning Code. In small lot subdivisions where there is an existing average prevailing setback, apply the setback to provide continuity along the street edge.

Guideline 1b: Create a strong street wall by locating building frontages at the front property line where no setback requirements exists, or at the required setback. Where additional setback is necessary or a prevailing setback exists, activate the area with a courtyard or “outdoor room” adjacent to the street by incorporating residential amenities such as seating or water features.

Guideline 1c: Ensure that all street-fronting units have a primary entrance facing the street. For denser buildings without ground floor entrances for individual units, create a prominent ground or first floor entry, such as a highly visible lobby or atrium.

Guideline 1d: Ensure that the main entrance and entry approach can accommodate persons of all mobility levels.

Guideline 1e: Provide a prominent pedestrian entrance with a walkway that leads directly from the entrance to the street.

Guideline 1f: Within large developments, provide direct paths of travel for pedestrian destinations. Especially near transit lines, create primary entrances for pedestrians that are safe, easily accessible, and a short distance from transit stops.

Guideline 1g: Where projects have multiple residential units at ground level, individual entrances are encouraged.

Guideline 1h: Install bicycle racks and lockers near building entrances, especially in residential or mixed-use projects located on Major or Secondary highways, or on Local and Collector streets near commercial services. Ensure bicycle racks are placed in a safe, well-lit location, convenient for residents and visitors.

Open Space

Guideline 2: Encourage the use of open surface area for open space, landscaping and recreation areas by minimizing surface parking and by providing adequate separation between existing and new structures.

Guideline 2a: Open space yard areas and courtyards with a minimum dimension of 15 feet are encouraged between existing structures and new structures on the same parcel.

Guideline 2b: Locate a majority of code-required open space at the ground level in a manner that is equally accessible to all residential units to promote safety and the use of outdoor areas. In mid-and high-rise buildings, podiums between buildings and rooftop areas can be used as common areas.

Parking and Circulation

Guideline 3: Parking areas and the driveways that accompany them can contribute to a cluttered appearance and can limit the pedestrian use of a street. Such areas should be kept out of view from the public street to the greatest extent possible.

Guideline 3a: Driveways within the front yard area should be no wider than 15 feet unless additional width is needed to accommodate entry ramps into subterranean parking areas.

Guideline 3b: Parking areas should be located underground, at the rear of properties or at other suitable locations that are not visible from the public street. Multiple garage bays along the front of a building should be avoided. Surface parking areas and driveway “back-up” space between a structure and the public street (regardless of setback requirements) are prohibited.

Topography

Guideline 4: Work with the natural topography of the site to avoid dramatic and unnecessary grade changes by utilizing landform grading.

Guideline 4a: On hillside lots, use smaller terraced retaining walls to avoid massive blank wall faces. Use the site's natural topography to terrace the structure along the hillside.

Building Design

Scale

Guideline 5: The overall scale of all buildings should maintain existing height and massing patterns on streets where a consistent pattern exists. A building that is larger than neighboring buildings can still be compatible with the smaller buildings in the area through facade articulations and setbacks to upper floors. In other cases, it may be necessary to reduce the height or bulk of the building. In older neighborhoods, new developments should likewise respect the character of existing buildings with regards to height, scale, style, and architectural materials.

Guideline 5a: Where the height of a building would be inconsistent with the height of adjacent buildings as viewed from the street, upper-floor step-backs should be used to adequately maintain the appearance of a prevailing height. A minimum 15-foot step-back of upper floors from the building front is recommended when new buildings or additions will be a full floor higher than adjacent structures.

Guideline 5b: Where the massing of a building would be inconsistent with the massing of adjacent buildings as viewed from the street (for instance where a building would be two or three times the width of neighboring buildings), articulation and setbacks should be used to recreate existing massing patterns on the street to the greatest extent possible.

Guideline 5c: Where multi-family projects are adjacent to single-family zones, provide a sensitive transition by maintaining a height compatible with adjacent buildings. Mitigate negative shade/shadow and privacy impacts by stepping back upper floors and avoiding direct views into neighboring single-family yards.

Guideline 5d: When designing small lot subdivisions or projects built over two or more lots, provide sufficient space between buildings, articulation along the street frontage, and visual breaks to diminish the scale and massing.

Guideline 5e: Plant trees, shrubs, and vines to screen walls between property lines. Use decorative walls that include a change in color, material, and texture.

Articulation and Fenestration

Guideline 6: Buildings should be composed of a rich variety of forms and contrasting shapes that will provide depth and texture and will avoid the appearance of monotonous architecture.

Guideline 6a: At minimum, all exterior building elevations should provide a break in the plane every 20 feet in horizontal length and every 15 feet in vertical length, created by a change in plane, architectural detail or a change in material. Windows or doors that are flush with the plane of the building and exterior hallways and stairwells shall not constitute a change in material or break in the plane.

Guideline 6b: Rooflines should include articulation that corresponds to articulation found on the building façade. At minimum rooflines that exceed 40 feet shall provide articulation in the form of vertical changes in plane or variation in roof types.

Guideline 6c: Outdoor hallways and stairwells are generally discouraged and if used should be integrated into the overall structure through facades, materials and a cohesive architectural strategy.

Guideline 7: Buildings should have visible fenestration that establishes a clear pattern on the façade (with special attention paid to facades that are visible from the street) and that provides depth and additional articulation. Openings such as doors and windows should not be designed as an afterthought once the floor plan of a structure has been established, but rather should serve as an integral part in how the building relates to both the public and private realm.

Guideline 7a: Recess windows and doors along the street front at least three inches from the façade. Window frames and sills are strongly encouraged.

Guideline 7b: Special attention should be paid to window alignment and patterns. Where appropriate, windows should be aligned along their top-line.

Guideline 7c: Canopies and awnings, which provide additional façade articulation and provide shade, are encouraged, especially on facades where articulation is otherwise minimal. Include overhead architectural features such as eaves, awnings, canopies, trellises, or cornice treatments at entrances and windows that provide shade, provide passive cooling, and reduce daytime heat gain.

Guideline 7d: Design multi-family buildings to convey individual residential uses, even when applying a modern aesthetic. Modulated facades can prevent residential buildings from appearing commercial.

Guideline 7e: Layer building architectural features to emphasize certain features of the building such as entries, corners, and organizations of units.

Guideline 7f: Reinforce existing façade rhythm along the street where it exists by using architectural elements such as trim, material changes, paved walkways, and other design treatments consistent with surrounding buildings.

Guideline 8: Building materials should be varied and should reflect a high level of quality and craftsmanship. The use of varied materials adds texture and depth to a façade and assists in providing needed articulation. Where specific building materials are found in abundance on a street front, such as wood siding or river rock, such materials should be incorporated into the façade of new buildings

Guideline 8a: Plaster or stucco finishes should not comprise more than 75% of the surface area of any exterior elevation (as viewed from an elevation projection excluding window and door area). Heavily textured stucco finishes are prohibited.

Guideline 8b: The exterior finish on all balconies should employ a finish material that is different, from the finish material employed on the primary body of the building.

Guideline 8c: All building fixtures, awnings, security gates, etc., should complement and be architecturally integrated to the design of the building. Apply trim, metal- and woodwork, lighting, and other details in a harmonious manner, consistent with the proportions and scale of the building(s).

Guideline 8d: Select building materials, such as architectural details and finishes that convey a sense of permanence. Quality materials should be used to withstand weather and wear regardless of architectural style.

Guideline 8f: Long expanses of fences should incorporate openings, changes in materials, texture, and/or landscaping. Materials such as chain link, wrought iron spears, and barbed wire are prohibited.

Guideline 8g: Exterior bars on windows are strongly discouraged.

Guideline 9: Additions and new structures within rear yards should be of a scale and style that is compatible with existing development on the site and with adjacent structures.

Guideline 9a: Provide roof forms on additions and new structures that are reasonably compatible with existing on-site development.

Guideline 9b: Provide fenestration on additions and new structures that is reasonably compatible with existing on-site development.

Guideline 9c: Utilize building materials on additions and new structures that are reasonably compatible with existing on-site development.

Guideline 9d: Modifying existing building materials (such as stuccoing over an existing structure that might otherwise have desirable exterior finish materials), fenestration or roofs so as to achieve uniformity should be avoided.

Architectural Features:

Guideline 10: Emphasize pedestrian orientation and accessibility by creating well-articulated, inviting building entrances and by orienting building entrances toward the street.

Guideline 10a: Orient primary entrances toward the street. Emphasize entrances through architectural features such as front porches, awnings, columns and/or prominent walkways.

Guideline 10b: Where multiple ground level entrances exist, individual building entrances should be architecturally emphasized according to Multi-Family Residential Guideline 5a.

Guideline 10c: Incorporate transitions such as landscaping, paving, porches, and stoops, and canopies at individual entrances to residences, from sidewalk to the front door.

Guideline 10d: Entries should be designed according to simple and harmonious proportions in relationship to the overall size and scale of the building. Design entries in proportion to the number of units being accessed and ensure that pedestrian entries are sized properly to provide shelter year-round.

Guideline 11: Encourage architectural compatibility by designing additions and rear-yard infill projects to have compatible architectural features.

Guideline 11a: Where existing structures on a site contain architectural features such as porches, bay windows, decorative roof brackets etc. such features should be repeated on additions or new infill structures. Architectural features should be repeated to a lesser degree of detail when inspired from historic structures.

Guideline 11b: Where additions and rear-yard infill projects are adjacent to R1 lots the project should provide horizontal setbacks above the first 30 vertical feet (in areas where structures are permitted to exceed 30 feet) along the building façade abutting the R1 lot. The maximum setback height shall be measured from a 45 degree angle from the 30 vertical feet mark.

Guideline 12: Distinctive materials, features, finishes, and construction techniques or examples of craftsmanship that characterize a property should be preserved or replaced with designs and materials that match the original where modifications to an existing structure are proposed. Building modifications that diminish the architectural integrity of existing buildings should be avoided.

Guideline 12a: Materials such as stone, brick, tile and natural wood finishes on existing structurally viable buildings should not be painted over, removed or otherwise obscured.

Guideline 12b: Decorative features such as corbels, friezes, transom windows, pilasters and other such character defining architectural elements should be preserved and should not be painted over, removed or concealed by building additions, structural elements, signage or facades.

Guideline 12c: Existing doors and windows should be retained and if needed, repaired rather than replaced. If replacement of such features is needed, in-

kind materials should be used. The alteration of existing door and window openings along facades that are visible from the street is discouraged.

Guideline 12d: Where appropriate paint colors should accentuate architectural features. In many instances a three-color paint scheme for body, trim and accent pieces is preferred. Overly bright paint colors, and fluorescent paint colors shall not be used. Colors such as beige, white and gray that produce glare, should be used sparingly.

Guideline 12e: All vents, gutters, down spouts, etc. should be painted to match the color of the adjacent surface, unless being used expressly as a trim or accent element.

Landscaping

All projects are required to comply with the City of Los Angeles Landscape Ordinance 170,978 or any subsequent amendments to that Ordinance, pursuant to 12.40-12.43 of the LAMC. The Design Guidelines found herein add to the City's existing Landscape Guidelines. Compliance with the following Design Guidelines does not necessarily imply compliance with the Landscape Guidelines. To simplify the review process, applicants should first review landscaping for compliance with the City Landscape Guidelines and should then review landscaping for compliance with the CPIO Guidelines.

Guideline 13: In addition to aesthetic benefits, landscaping provides shade, reduces glare and minimizes surface runoff during rainy periods. Projects should provide landscaping that complements existing architecture, provides shade to pedestrian areas and that provides a high level of surface permeability.

Guideline 13a: Projects shall comply with the City Landscape Ordinance and the accompanying Guidelines.

Guideline 14: Front yard and outdoor spaces such as common and private open space should be developed to an extent that encourages use and enhances the livability of residential structures.

Guideline 14a: All projects shall comply with the Open Space Requirements listed in Section 12.21 G of the LAMC. All subsequent guidelines shall enhance those requirements found within the LAMC.

Guideline 14b: Utilize drought tolerant plant species within required open space areas to the greatest extent possible.

Guideline 14c: Open space areas should not have slopes exceeding 10%.

Guideline 15: Front yards provide for transition between the public right of way and the residential building. Front yard areas should remain open and used for landscaping and passive recreation space. In order to maintain a consistent streetwall, avoid the appearance of clutter and minimize excessive surface water runoff during rainy seasons. Massive fences, parking areas and excessive paving should be avoided in the front yard area.

Guideline 15a: Develop front yards with a prominent front walkway that leads directly from the sidewalk to the pedestrian entrance. Walkways should be improved with stamped concrete, brick, tile, stone or other such decorative surfaces.

Guideline 15b: Paving surfaces should be provided exclusively for driveways and walkways. Parking areas located between the front of a structure and the front property line (regardless of setback requirements) and paving of front yards not used for driveways and walkways is inappropriate.

Guideline 15c: Front yard fences shall not exceed the height permitted by the Zoning Code and should be comprised of transparent materials such as darkly colored (black or dark green) nondecorative wrought iron.

Guideline 15d: Concrete block walls, concrete block pilasters, chain link and overly decorative and/or brightly colored wrought iron shall not be used for front yard fences or any fences along a public street.

Mechanical Equipment

Guideline 16: Trash enclosures should be designed so that trash and recycle bins are not visible to the general public.

Guideline 16a: Enclose all trash collection areas with a minimum six-foot high decorative wall or fence.

Guideline 16b: Provide a separate enclosed area for recyclable materials for each trash enclosure.

Guideline 17: Wireless telecommunication facilities should be designed so as to appear compatible with or complementary to surrounding architecture and structures.

Guideline 17a: Where possible, wireless telecommunication facilities should be incorporated into existing buildings and other structures and should appear unobtrusive.

Guideline 17b: Roof-top wireless facilities should be located so as to be least disruptive to the primary visible façade of the building and should be screened by materials that are simple and do not compete with or attempt to replicate the architectural features of the existing building.

Building Renovations/Rehabilitations

Guideline 18: Building renovations and rehabilitations of multi-family residential buildings should maintain the architectural design and features.

Guideline 18a: Materials such as stone, brick, tile, and natural wood finishes on existing, structurally viable buildings should not be painted over, removed or otherwise obscured.

Guideline 18b: Decorative features such as corbels, friezes, transom windows, pilasters and other character defining architectural elements should be preserved and should not be painted over, removed or concealed by building additions, structural elements, signage or facades.

Guideline 18c: Modifying existing building materials (such as stuccoing over an existing structure that might otherwise have desirable exterior finish materials), fenestration or roofs so as to achieve uniformity should be avoided.

Guideline 18d: Where existing structures on a site contain architectural features such as porches, bay windows, decorative roof brackets etc. such features should be repeated on additions or new infill structures. Architectural features should be repeated to a lesser degree of detail when inspired from historic structures.

Guideline 18e: Existing doors and windows should be retained and if needed, repaired rather than replaced. If replacement of such features is needed, in-kind materials should be used. The alteration of existing door and window openings along facades that are visible from the street is discouraged.

