



DEPARTMENT OF CITY PLANNING RECOMMENDATION REPORT



City Planning Commission

Date: March 14, 2013
Time: After 8:30am
Place: The Boys and Girls Club
100 W. 5th Street
San Pedro, CA 90731

Public Hearings: Public Hearing
Required.

Appeal Status: Not Applicable

Case No.: CPC-2009-1557-CPU
CEQA No.: ENV-2009-1558-EIR
Incidental Cases: None
Related Cases: None
Council No.: 15 – Buscaino
Plan Area: San Pedro
Specific Plan: San Pedro Specific Plan
Certified NC: Central San Pedro, Coastal San Pedro, and Northwest San Pedro
GPLU: Various
Zone: Various
Applicant: City of Los Angeles
Representative: City of Los Angeles

PROJECT LOCATION:

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

PROPOSED PROJECT:

San Pedro Community Plan Update: The San Pedro Community Plan Update (Proposed Plan) revises and updates the San Pedro Community Plan Text and Land Use Diagram to reflect shifts in existing conditions since the last Plan Update in 1999. The Proposed Plan includes new goals, policies, and implementation programs; revisions to the Citywide General Plan Transportation Element, and General Plan Land Use designations; Zone and Height District changes; changes to existing supplemental use district boundaries and related plans and guidelines; new overlay zones; and Street Reclassifications.

REQUESTED ACTIONS:

1. Pursuant to procedures set forth in Section 11.5.6 of the Municipal Code and City Charter Sections 555 and 558, amend the San Pedro Community Plan as part of the General Plan of the City of Los Angeles, as modified in the attached San Pedro Community Plan Resolution, the San Pedro Community Plan Text, Land Use Change Maps, and Additional Plan Map Symbol, Footnote, Corresponding Zone and Land Use Nomenclature Changes.
2. Pursuant to Section 12.32 of the Municipal Code, rezoning actions to effect changes of zone as identified on the Land Use Change Map, Land Use Change Matrix, Community Plan Implementation Overlay (CPIO) District, and expanded Vinegar Hill Historic Preservation Overlay Zone (HPOZ) boundaries.

3. Pursuant to procedures set forth in Section 11.5.6 of the Municipal Code and City Charter Sections 555 and 558, amend the Highways and Freeways Map of the Transportation Element of the General Plan to reclassify selected streets within the San Pedro Community Plan as shown on the Street Re-Designation Matrix.

RECOMMENDED ACTIONS:

1. **Approve** the Staff Report as the Commission Report.
2. **Approve** and **Recommend** that the Mayor **approve** and the City Council **adopt** the attached San Pedro Community Plan Resolution, the San Pedro Community Plan Text, Change Maps and Additional Plan Map Symbol, Footnote, Corresponding Zone and Land Use Nomenclature Changes amending the San Pedro Community Plan as part of the General Plan of the City of Los Angeles, as modified.
3. **Approve** and **Recommend** that the City Council **adopt** the requested rezoning actions to effect changes of zone as identified in the Land Use Change Map, Land Use Change Matrix, Community Plan Implementation Overlay (CPIO) District, and Vinegar Hill Historic Preservation Overlay Zone (HPOZ) boundaries.
4. **Instruct** the Department of City Planning to finalize the necessary zone change ordinances and findings to be presented to City Council, and make other technical corrections as necessary.
5. **Amend** the Highways and Freeways Map of the Transportation Element of the General Plan to reclassify selected streets within the San Pedro Community Plan as shown on the Street Re-Designation Matrix.
6. **Authorize** the Director of Planning to present the resolution, Plan text and Plan amendments to the Mayor and City Council, in accordance with Sections 555 and 558 of the City Charter.
7. **Find** that in accordance with Los Angeles Municipal Code Section 13.14 C.5, the proposed supplemental development regulations of the Community Plan Implementation Overlay (CPIO) District are consistent with, and necessary to implement, the programs, policies, and design guidelines of the San Pedro Community Plan.
8. **Recommend** that the City Planning Commission **approve** the amended Downtown San Pedro Community Design Guidelines (CDO) and Standards to include the addition of guidelines for multi-family development, as part of the Community Plan Implementation Overlay (CPIO).
9. **Approve** and **Recommend** that the City Council adopt an Ordinance repealing the existing Downtown San Pedro Community Design Overlay (CDO) District and boundaries (Ordinance No. 179,935), in as much as the CDO guidelines and standards have been merged into the CPIO.
10. **Approve** the establishment of the Vinegar Hill HPOZ Expansion Area and **Recommend** that the City Council adopt the recommended boundaries of the proposed Vinegar Hill HPOZ Expansion Area, for the area containing the existing Vinegar Hill HPOZ and the Vinegar Hill expansion area as a merged area.

11. **Find** that the boundaries of the Vinegar Hill HPOZ are appropriate and that the Historic Preservation Overlay Zone meets one or more of the required criteria pursuant to Los Angeles Municipal Code Section 12.20.3 F 3 (c).
12. **Recommend** that the City Planning Commission **approve** the amended Vinegar Hill Preservation Plan to include the addition of guidelines for commercial rehabilitation and infill development.
13. **Find** that the City Planning Commission has **reviewed** and **considered** the Draft Environmental Impact Report (State Clearinghouse No. 2008021004) and transmit the EIR to the City Council for **certification**.
14. **Recommend** that the City Council **consider** a **Statement of Overriding Considerations with the Final Environmental Impact Report**.
15. **Approve** and **Recommend** that the City Council **Adopt** the attached **Findings**, and direct staff to prepare additional environmental findings for City Council consideration.

MICHAEL J. LOGRANDE
Director of Planning

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A	Draft Resolution
B	San Pedro Community Plan Proposed Plan Text (and Chapter 6 Implementation)
C	Proposed Land Use and Zone Change Matrix
D	Proposed Land Use Changes Map by Subarea
E	Proposed Land Use Technical Corrections Map by Subarea
F	Proposed General Plan Land Use Map
G	Existing General Plan Land Use Map: San Pedro Community Plan
H	Proposed Community Plan Implementation Overlay (CPIO)
I	Additional Plan Map Symbol, Footnote, Corresponding Zone, and Land Use Nomenclature Changes
J	Proposed Street Re-designation Matrix
K	Ordinance to Repeal Existing Downtown Community Design Overlay District and Boundaries (Ordinance No. 179,935)
L	Vinegar Hill Expansion Cultural Heritage Commission (CHC) Determination and Expansion Area Boundaries
M	Vinegar Hill Historic Preservation Overlay Zone (HPOZ) Preservation Plan with proposed Commercial Guidelines
N	Draft Environmental Impact Report and Technical Appendices (included on CD)

PROPOSED PLAN ANALYSIS

Proposed Plan Summary

The proposed San Pedro Community Plan (Proposed Plan) includes changes in land use designations and zones that are intended to achieve the following:

- Protect neighborhood character
- Enhance mobility and circulation
- Preserve and expand housing opportunities
- Allow for additional development and job-creation in commercial and industrial districts
- Incorporate goals and policies for sustainability

The Proposed San Pedro Community Plan (Proposed Plan) is intended to preserve existing single-family residential neighborhoods and accommodate a variety of housing opportunities near public transit, services, and amenities. The Proposed Plan would preserve the character of existing single-family and lower density neighborhoods by maintaining lower density land use designations and limiting the allowed residential density of some neighborhood commercial areas. The Proposed Plan seeks to direct growth away from existing residential neighborhoods by focusing growth in higher-intensity commercial centers, including emphasis of the downtown as San Pedro's regional commercial center with increased residential and commercial activity. Mixed-use development in downtown San Pedro and along commercial corridors would help provide residents and visitors mobility choices that would enable reduction in the number and length of vehicle trips, thus reducing greenhouse gas emissions associated with travel behavior, in accordance with recent State legislation (SB 375).

A key goal of the Proposed Plan is to establish lively and walkable commercial districts while retaining positive elements of San Pedro's small-town environment is a key goal of the Proposed Plan. The Proposed Plan contains policies and programs to protect the character of low-scale residential neighborhoods, as well as key districts that are considered historically and culturally significant. The policies emphasize the importance of planning for sustainability, improved mobility, more open space, plazas, and parks, and better urban design. There are also policies for improving the attractiveness and functionality of Downtown San Pedro, the Gaffey Street and Pacific Avenue commercial corridors, and the North Gaffey Street industrial areas. A renewed commitment to the preservation of industrial zones for jobs in San Pedro would 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.

The proposed plan includes street re-designations for two specified Major Highways and one Secondary Highway in San Pedro in order to reflect existing street standards, protect established development patterns, and promote pedestrian activity and bicycle and transit use. Segments of Gaffey Street, Pacific Avenue and 9th Street, have been proposed for re-designation with modified street standards. These changes are reflected through an amendment to the General Plan Transportation Element Highways and Freeways Map and San Pedro Circulation Map.

Proposed land use changes would be implemented by Plan amendments, zone changes, height district changes, and other long-range implementation programs. This includes a Community Plan Implementation Overlay (CPIO) District to better address design and incorporate the existing Community Design Overlay (CDO) guidelines as regulations in the CPIO. Additionally, the Proposed Plan includes an expansion of the existing Vinegar Hill Historic Preservation Overlay Zone (HPOZ). The Proposed Plan also includes nomenclature changes to land use designations, to create consistency with the General Plan Framework Element.

Generally, land use changes are primarily focused on preserving the character of existing single-family and lower density neighborhoods. Zoning and design regulations are proposed that would restrict adjacent incompatible uses, and increase the FAR or height maximum for commercial and industrial designations in targeted areas. In addition to areas proposed for these changes, there are also specific parcels and areas proposed for changes in land use designations and zoning to correct inconsistencies. Beyond these changes, the proposed plan and implementing ordinances do not introduce major changes to land use in the San Pedro CPA.

Background

The San Pedro Community Plan is a part of the City's General Plan. Together, the 35 Community Plans of the City of Los Angeles comprise the Land Use Element of the General Plan, a required element. Community Plans provide a long-term vision for the diverse geographies of the City.

The Department of City Planning (DCP) initiates updates to Community Plans to address changing land uses and emerging concerns. The first San Pedro Community Plan was adopted in 1962, and was most recently updated in 1999. This Proposed Plan update includes a number of components, including: 1) San Pedro Community Plan Text, 2) General Plan Land Use Diagram, and 3) Other Plan Adoption Components, such as Plan Amendments, Zone Changes, and Overlays. This includes amendments to the General Plan Transportation Element street designations, and zone change ordinances that establish a Community Plan Implementation Overlay (CPIO) District, and modify the Vinegar Hill Historic Preservation Overlay Zone (HPOZ) boundaries and Preservation Plan.

San Pedro Community Plan Text

The San Pedro Community Plan Text is the policy document that guides future discretionary decision-making, City initiatives, and the prioritization of public resources and investment through 2030, the horizon year of the plan. The Plan Text is comprised of the following:

- Introduction to the San Pedro Community Plan Area
- Background on historic land use and development in San Pedro
- Explanation of the purpose, vision, and role of the Community Plan
- Goals and policies related to Land Use, Mobility, and Community Facilities and Infrastructure
- Community Plan-level maps, charts, and figures
- Implementation programs related to Land Use, Mobility, and Community Facilities and Infrastructure

Land Use Diagram

The Community Plan also includes a Land Use Diagram, which is a map identifying General Plan Land Use Designations for all property within the community. The map has three primary

categories of land uses (Residential, Commercial, and Industrial) in addition to Open Space and Public Facility designations. The map further identifies general intensities and densities through gradients of these designations, such as Low Medium Residential, Medium Residential, and High Medium Residential, etc. Each designation includes a range of corresponding zones that may be used in that area. For example, the Medium Residential land use designation permits the R3 multiple family residential zone, while use of the R4 multiple family residential zone (a higher density zone) is not permitted in the Medium Residential designation. The R4 zone may be used in the High Medium Residential designation. For areas designated Low II Residential, only single-family zones are permitted. In this manner, the Community Plan provides the overall framework for zoning in San Pedro.

Several land use designations shown in the existing community plan land use map would be revised as part of the effort to create consistency with the General Plan Framework Element and would be renamed (e.g., Regional Center would be renamed to Regional Commercial and Limited Manufacturing would be renamed to Limited Industrial) as shown in Exhibit F. The land use designation of General Commercial would be deleted, and Neighborhood Office Commercial would be renamed to Neighborhood Commercial. Other land use designations would be revised to limit density within a particular category. Low Residential would be renamed to Low II Residential to preserve the existing single-family residential areas. A new designation of Hybrid Industrial is also being proposed, which will allow lighter industrial uses in a two-block area along 7th Street in Downtown to accommodate artist uses such as galleries, live/work units and artist studios.

Implementation

The San Pedro community currently has an extensive and sometimes overlapping network of existing [Q] Qualified zoning conditions in many areas, which were established through numerous different zone change ordinances over the past 30 years. These regulations can be somewhat complicated and may be difficult to research by the public. The draft zone change ordinance included with the Proposed Plan is intended to replace the current network of [Q] conditions with a new set of regulations included in a single ordinance to facilitate their implementation. Many issues that were previously addressed through [Q] conditions are now proposed to be addressed through special design districts, which will enable more effective implementation and ease of understanding by property owners.

Community Plan Implementation Overlay

A Community Plan Implementation Overlay (CPIO) is a zoning tool intended to provide supplemental development and use regulations tailored to each Community Plan area. The Proposed Plan establishes a CPIO pursuant to Section 12.32 of the Municipal Code with use limitations, design and performance regulations, height/FAR standards, and height/FAR incentives for targeted uses. The CPIO is divided into various districts covering the various commercial and industrial areas, to achieve the desired type of development in each area and ensure that new development complements existing character and scale of neighborhoods. Each CPIO District is further divided into subdistricts to address regulations that are unique to that specific area. Overall, design regulations address pedestrian-oriented design, architectural compatibility, scale, and massing and identify other desirable design elements, including signage, open space requirements, landscaping and parking. The intent of the CPIO per the CPIO enabling ordinance (no. 181,412) is to ensure that development enhances the unique architectural, environmental, and cultural qualities of the Community Plan area, following the regulations as outlined in the ordinance. The San Pedro Community Plan CPIO consists of the following Districts, which are described further under the discussion of key community themes:

- Downtown Regional Commercial
- Central Commercial (Subdistricts A,B,C,D,E)
- Coastal Commercial (Subdistricts A,B)
- Industrial (Subdistricts A,B,C,D)

Downtown San Pedro Community Design Overlay

The original Downtown San Pedro Community Design Overlay District (CDO) was established in 2008 by Ordinance No. 179,395 for the downtown area between Pacific Avenue and Harbor Boulevard. The CDO includes guidelines for preserving and enhancing downtown's unique sense of place as a recognizable, vibrant and attractive commercial district, linking downtown to the waterfront, and creating a pedestrian-friendly environment that encourages the continued development of arts and cultural activities. The Proposed Plan supports the objectives of the CDO by incorporating the CDO guidelines into the CPIO as regulations. Additionally, multi-family residential design guidelines have been proposed for addition to the CDO design guidelines, as the expanded area contains a mix of uses, including residential.

The combined CPIO/CDO covers the commercially-zoned areas that were contained within two Community Redevelopment Agency (CRA/LA) Project areas; the Beacon Street and the Pacific Corridor Redevelopment Project Areas. In 2012, the CRA/LA was eliminated by the State Legislature. However, the existing Redevelopment Project Area plans themselves were retained, and the Planning Department is currently addressing the manner in which to integrate the plans into its implementation tools. In particular, the Pacific Corridor Design Guidelines and Standards were developed by the CRA and its Pacific Corridor Community Advisory committee (CAC) to implement the goals and objectives of the Pacific Corridor Redevelopment Plan, and ensure that rehabilitation efforts and new development within this Project area were consistent with the visual character of San Pedro. The Guidelines and Standards of the CDO were developed to ensure consistency between the two sets of guidelines, and supersede those of the Pacific Corridor Design Guidelines. The CPIO includes regulations that require discretionary projects to show substantial compliance with the San Pedro CDO Guidelines.

Vinegar Hill Historic Preservation Overlay

The Vinegar Hill Historic Preservation Overlay District (HPOZ) was established in 2001 by Ordinance No. 173892 in the area south of downtown San Pedro bounded generally by 9th, 10th, Palos Verdes and Center Streets, to preserve historically-significant structures, some of which are over 100 years old. The Proposed Plan supports the objectives of the HPOZ and includes additions of commercial guidelines to the existing Vinegar Hill Preservation Plan to guide historic preservation efforts within the entire HPOZ. Included with the Proposed Plan is the expansion of the boundaries of the HPOZ to the area generally bounded by 8th, 12th and Beacon Streets, and Pacific Avenue, with an extension along both sides of Mesa Avenue south to 14th Street. There is longstanding community support to expand the HPOZ due to the existence of many additional historic structures located outside the original HPOZ boundaries. The Cultural Heritage Commission certified the Vinegar Hill Expansion Historic Resources Survey in 2011, and recommended approval of the establishment of the expanded boundaries in January 2013.

San Pedro Specific Plan

San Pedro has a Specific Plan and an approved Coastal Land Use Plan (LUP) that guide development in the Coastal Zone. The San Pedro Specific Plan was established in 1990 by Ordinance No. 166352, and covers the coastal portion of San Pedro in the southern and eastern

parts of the Community Plan area. The Specific Plan implements provisions of the Coastal Act of 1976 and establishes coastal-related regulations that protect views, provide for coastal access, protect certain visual resources, and regulate building height, parking, and development on sloping and geologically hazardous areas. The objectives and policies of the Proposed Plan are consistent with and support the goals and regulations of the San Pedro Specific Plan. No changes for the Specific Plan are recommended with this proposal.

Proposed Change Areas and Inconsistencies

The General Plan amendments and zone changes are shown geographically in Exhibit D and Exhibit E as "sub areas". Exhibit D includes proposed changes and Exhibit E includes proposed corrections to fix inconsistencies in land use designation and zoning. In all cases, parcel-level zoning must be consistent with the Land Use Diagram. Each sub area is listed in the change matrices by number, followed by existing and proposed plan land use and zoning information. Each parcel also contains specific zoning designations that further detail the requirements and standards of development on each parcel. The Proposed Plan changes to Land Use Diagram symbols, footnotes, corresponding zones, and land use nomenclature, are detailed in Exhibit I. In this manner, the detailed changes the Proposed Plan makes to existing zoning, land use, are all outlined in detail. In addition, at time of Plan adoption by City Council, the Proposed Plan adoption materials include draft zone change ordinance maps to implement the zone changes.

Proposed Changes to Street Designations

The City's streets are organized by official standard street designations or classifications, established in the General Plan Transportation Element, and standard street dimensions depicted in the Department of Public Works Standard Street Plan. Actual street dimensions vary from standards due to historic development patterns where streets were built to different standards, often with narrower roadways and wider sidewalks. In many of these circumstances, older streets are incrementally widened through street dedications from new development. Existing non-standard street dimensions, land uses, lot depths, and volume of vehicular, pedestrian, and bicycle activity may all indicate the need for a different street dimension than the citywide adopted standards. In these cases, classifications of streets and street segments can be modified to meet the specific needs of the community. The proposed plan includes street re-designations for specified Major Highways and Secondary Highways in San Pedro in order to reflect existing street standards and dimensions, protect established building patterns, and promote pedestrian, bicycle, and transit activity in addition to the automobile. The recommended Street re-designations can be found in Exhibit J, Proposed Street Re-designation Matrix. The following streets have been proposed for re-designation:

Pacific Avenue

For the portion of Pacific Avenue from O'Farrell Street south to Shepard Street, Pacific Avenue is proposed for a designation change from Secondary Highway to Modified Secondary Highway. The designation change is proposed to achieve consistency with existing conditions of the roadway to encourage and maintain the generally 12-foot sidewalks in this area, while incentivizing infill development in commercial areas by requiring fewer dedications from new development projects.

Gaffey Street

Gaffey Street is proposed for reclassification from a Major Highway Class II to a Modified Major Highway Class II north of Hamilton Street and to a Modified Secondary Highway south of

Hamilton Street. Gaffey Street varies in street widths from 50 feet to 68 feet and the standard street width for a Major Highway Class II is 80 feet. Thus, the designation downgrade is proposed to achieve consistency with existing roadway dimensions.

9th Street

9th Street is proposed for a designation change from Major Highway Class II to Modified Secondary for the portion between Western Avenue and Pacific Avenue. The designation downgrade is proposed to achieve consistency with the vision of 9th Street as a pedestrian oriented street in a neighborhood commercial district, and achieve consistency with existing roadway dimensions.

Discussion of Key Community Themes

Enhance Distinct Neighborhoods, Districts and Centers

The Proposed Plan builds on current successes and addresses the unique and cultural aspects of San Pedro while protecting and maintaining its neighborhoods and identity as a coastal community of Los Angeles. 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 unique 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 local character 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 and maximize accessibility to amenities. The plan directs future growth away from these residential neighborhoods and towards specific locations, such as the downtown and commercial centers close to public transportation and services, while providing transition in scale and height to lower-density neighborhoods.

Improve the Environment: Scale, Design, and Community Character

The Proposed Plan includes new design controls in order to improve aesthetics and encourage a more inviting and pedestrian-oriented environment in San Pedro within the Community Plan Implementation Overlay (CPIO) boundaries. The CPIO establishes use limitations and development standards regarding building height, floor area ratios, and includes regulations for landscaping, parking and vehicular access, public improvements, signage, appurtenances, building design, and open space requirements. Integration of the existing Downtown San Pedro Community Design Overlay (CDO) is recommended to provide design guidelines and standards for new projects and/or improvements to existing properties within a larger portion of the downtown area, and areas of the Gaffey Street and Pacific Avenue commercial corridors not previously subject to design standards. The CDO provides standards and guidelines on topic areas such as site planning and building orientation; architectural details, signage, appurtenances such as security grilles and lighting; landscaping; and resource Protection, and supplement the adopted Citywide Urban Design Guidelines.

Focus Growth in Regional Center and Near Commercial Corridors

The Proposed Plan is a plan for sustainable development. As State law requires that the City plan for projected growth in population, housing, and employment levels, the Proposed Plan focuses this possible growth in the Regional Center and in the Gaffey Street, Pacific Avenue and Harbor Boulevard commercial corridors. The Proposed Plan does not create or induce growth; it directs growth in a planned fashion if and when it occurs. Subsequent discretionary project approvals will require additional environmental clearance.

Focusing growth around existing transit and services helps to reduce dependency on automobiles, expands mobility choices, encourages development with less impact on our roads, promotes sufficient density to support walkable communities, and supports increased use of existing and planning transit infrastructure. By directing the greater percentage of any future growth around the designated Regional Commercial and Community Commercial areas, existing lower-density neighborhoods are maintained. The Community Plan creates new housing options, mostly downtown and in commercial corridors, in accordance with General Plan Framework guiding policy to focus growth in higher-intensity commercial centers close to transportation and services.

The area in San Pedro designated as a Regional Center in the City's General Plan Framework Element is located between Third Street, Harbor Boulevard, Eighth Street and Mesa Street in Downtown San Pedro, is designated as Regional Commercial in the Plan as illustrated in Exhibit F. This Regional Center features institutional uses as well as a major hotel, office uses, restaurants, historic buildings, and several newer residential and mixed-use buildings. The existing commercial zoning (C2) and FAR of 6:1 are maintained to encourage employment-generating uses as well as higher density residential. Automobile-related uses that may be incompatible with the types of commercial and residential uses desired here are also prohibited. The design guidelines of the CPIO ensure pedestrian scale features and enhanced design quality for development that occurs in this area.

Promote Downtown as the Commercial Center of San Pedro

Many San Pedro residents and businesses have said that they would like the downtown to become the "heart" of San Pedro as it was in the past. The Proposed Plan enlivens downtown by encouraging more housing and employment-generating uses as well as entertainment uses, while ensuring a pedestrian-friendly environment by requiring ground floor commercial uses and implementing design controls. Building limitations and density restrictions along Pacific Avenue have been modified to promote new uses and modernization of existing ones. Restrictions have been modified in order to encourage low to mid-scale development in the commercial corridors along Gaffey Street and Pacific Avenue and have been replaced with design regulations in the Community Plan Implementation Overlay (CPIO) to address setbacks, site planning, orientation and signage.

The Central Commercial CPIO District addresses development in the areas surrounding the Downtown core in order to achieve the community's vision of a well-designed and economically vibrant downtown area, and to address community input regarding concern over the scale of potential new development along commercial corridors, as well as the need for adequate scale transitions between differing land uses. The CPIO regulations vary by Central Commercial sub-district, but generally the following regulations apply:

- All projects must comply with the Downtown San Pedro Community Design Overlay (CDO) guidelines as amended to include guidelines for multifamily development and incorporated into the CPIO
- Automobile-related uses and stand-alone residential uses are prohibited
- Development standards for landscaping, parking and vehicular access, lighting, public improvements, signage and appurtenances, such as fencing and equipment are established
- For projects that cover an entire block, the incorporation of a pedestrian plaza is required, and usable open space is required for smaller projects
- Above Ground Facilities (AGF), such as telecommunications equipment, are prohibited
- Existing parking requirements are retained for change of uses
- Height maximums, where present, range from 45 to 75 feet
- Building height step-backs are required for structures exceeding 35 feet in height and that are adjacent to residential zones

Retain Neighborhood-Serving Uses

The Neighborhood Commercial land use and zoning designations are intended to preserve opportunities for local shopping by neighborhood residents and the surrounding community. These regulations require ground floor commercial uses in development projects, and prohibit 100 percent residential projects so that commercial uses can continue to serve neighborhood residents. In addition, prohibitions on auto-related uses, which can be incompatible in low-scale residential neighborhoods, are retained.

The Central Commercial CPIO (Subdistricts B and D) addresses the neighborhood commercial area extended to North Pacific Avenue and South Gaffey Street. The CDO and the CPIO include regulations to maintain scale and retain neighborhood-serving uses to foster walking to shopping and services. Transitions and setbacks are required for buildings exceeding 35 feet in height, which must be stepped back if contiguous with a residentially zoned lot.

The Coastal Commercial CPIO district contains commercial regulations that are designed to maintain pedestrian-oriented design of smaller locally-owned shops and neighborhood shopping areas located primarily in the coastal zone. The Proposed Plan promotes a sense of community consistent with San Pedro's maritime heritage and includes policies to protect the scenic and visual quality of coastal areas. San Pedro's coastal neighborhoods are located in the San Pedro Specific Plan, which is the implementing ordinance of the Local Coastal Program (LCP) for that portion of San Pedro located in the coastal zone. Existing zoning in this area is retained to protect the 26 feet height maximum established by the San Pedro Specific Plan. It is intended that development be designed and sited to protect public views to and along the ocean and scenic coastal areas, and be visually compatible with the surrounding areas. Use limitations prohibit automobile uses to protect the neighborhood commercial character of these areas, while ground floor commercial requirements require commercial use on the ground floor in most areas in order to preserve local neighborhood-serving uses.

Protect Historic Neighborhood Character

The San Pedro Community Plan area has a rich history, with key buildings and places that have become significant for their association with the social and cultural history of the community. The Vinegar Hill Historic Preservation Overlay Zone (HPOZ) just south of downtown is proposed for expansion to protect a larger neighborhood of historic resources (Exhibit L). The existing HPOZ was adopted in 2001 and includes 43 parcels, making it the smallest of the City's 29

HPOZ's at the time. The expansion area would increase the size of the HPOZ to roughly 300 parcels of mostly residential and a few commercial properties. The Vinegar Hill HPOZ is part of the "historical" Vinegar Hill neighborhood, one of the neighborhoods built on the bluffs above the San Pedro harbor as a result of the Southern California real estate booms of the 1880s and 1920s. There are many examples of folk Victorian cottages built for the working class population of the 1880s, many of which are original and retain their historic design and features. The HPOZ and proposed Expansion Area, a historically working-class neighborhood with single-family and multiple-family residences, represent the development of the maritime-related labor force in Los Angeles and immigration to the San Pedro area before World War II. Throughout the 19th Century, immigrants with sea-faring backgrounds from Scandinavia, Holland, Portugal, Italy, China, Japan and Mexico settled in Vinegar Hill as maritime industry at the port became more established. The overlay zone preserves structures of historic significance, with development guided by the established Vinegar Hill Preservation Plan (Exhibit M).

Preserve Industrial Areas for Local Jobs and Services

Throughout the city, 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 would 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 not only ensure that opportunities for suitable land are available to accommodate industrial businesses, but to incentivize and promote green and clean technology.

The zoning is restricted in the northern industrial areas along North Gaffey Street to allow the lightest of industrial uses. This includes industrial services businesses that support maritime industry and other port uses, and those needed by others who live or work nearby, such as auto/boat repair, hardware and specialty manufacturing, and animal hospital. The Industrial District CPIO includes use limitations, design regulations, and height and FAR incentives for clean/green technology uses. The CPIO limits stand-alone retail to retain land for industrial use. Existing restrictions are retained to prohibit uses such as truck terminals and yards, junk yards and concrete manufacturing. Generally the Industrial CPIO regulations are as follows:

- Small-scale and emerging green technologies are encouraged by providing a height incentive of 10 feet and floor area ratio (FAR) increase from 1.5:1 to 3:1 if 75 percent of a project's floor area is for Clean/Green technology uses
- Development standards for landscaping, parking and vehicular access, lighting, public improvements, signage and appurtenances, such as fencing and equipment
- Building height within 100-ft of a single-family residential zone shall be stepped back 1 foot for every 1 foot in height, as measured 15 feet above grade.
- 100 percent retail is prohibited and only permitted in conjunction with a minimum 0.7:1 FAR of office or industrial uses
- Residential uses are prohibited

Strengthen the Community's Connection to the Waterfront

San Pedro's relationship with the harbor and the ocean is a key element that contributes to its unique character and identity. The Community Plan coordinates development of the community

with development at the Port to improve connections between the downtown and the waterfront, and provides for more public access and view corridors to the harbor. Although not a part of the San Pedro Community Plan area, the Port of Los Angeles cannot easily be separated from San Pedro, and is a major economic engine that influences the quality of life and prosperity of San Pedro. San Pedro can capture this economic value by providing pedestrian-oriented, walkable, and well-designed development in the downtown to encourage Port and cruise visitors to easily access the downtown. Policies encourage continued coordination with the Port of Los Angeles and the harbor to create opportunities for more commercial and tourist attractions along the waterfront that complement San Pedro's Downtown.

The plan seeks to coordinate harbor-related land uses with those of adjacent areas by providing adequate buffers and transitional uses between these areas. The Central Commercial and Regional Commercial CPIO districts place design controls on new development along the waterfront. Regulations require pedestrian scale design and limit bulk and massing of buildings to maintain views of the waterfront from upland areas. The Proposed Plan introduces the concept of entryways and key entrances to the community, including the Harbor Boulevard "welcome gateway."

Expand Recreational Amenities and Opportunities

Although the San Pedro community benefits from having a large amount of regional open space, there is a need for expanded neighborhood parks and improved public open spaces. The Proposed 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 promote future public recreational use of sections of the former Fort MacArthur properties. To enhance public open space in the more urban neighborhoods, the Proposed Plan includes policies to encourage neighborhood parks and recreational centers near residential areas and include pedestrian walkways and bicycle paths. The plan supports the conversion of suitable alleys into public pedestrian plazas and walkways. The CPIO's regulations guide developers to maximize the provision of pedestrian amenities, landscaped plazas, paseos, and other open spaces as part of new development.

Foster Sustainability and 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. 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. The plan includes policies to promote a safe and healthy community by integrating more open space in new developments, improving the mobility network to reduce road widening and increase opportunities for integrating more bike lanes and pedestrian connections. The CPIO includes regulations for integrating open space into projects, and design regulations that address pedestrian orientation and safety.

Environmental Analysis

The City of Los Angeles Planning Department prepared an Initial Study in January 2008, and determined an EIR was necessary to analyze the potential environmental effects of the Proposed Plan. The Notice of Preparation (NOP) for a draft EIR (the "Draft EIR") was circulated for a 33-day period beginning on January 31st and ending on March 3, 2008. A scoping meeting was held in February 2008 to collect input on environmental issues from interested parties for consideration in analysis of the plan. This meeting was attended by approximately 29 persons.

An Environmental Impact Report (EIR) has been prepared as part of the Proposed Plan to fully analyze the impact of the plan, develop feasible mitigations, identify significant impacts, and create a mitigation monitoring plan. As a programmatic EIR, this environmental clearance is not at the project level, and all future discretionary development projects shall require project-level environmental clearance. A full analysis of the environmental setting, plan impacts, mitigations, and unavoidable significant impacts are contained in the Draft EIR. An analysis of vehicular traffic impacts and corresponding mitigations as part of the Transportation Improvement and Mitigation Program are included in Section 4.13 and Appendix G of the DEIR.

On August 9, 2012, the Department of City Planning released the Draft EIR (Exhibit N) for public comment. The comment period was 45 calendar days and ended on September 24, 2012. The comment period was extended on September 25, 2012 for an additional 15 days ending on October 9, 2012. Section 15088 of the CEQA Guidelines require the lead agency (DCP) to evaluate comments on environmental issues received from public agencies and interested parties who review the draft EIR and provide written responses. Throughout the environmental phase of plan development, the lead agency received written comments on the Draft EIR from public agencies, groups and individuals. Responses to all comments received during the comment period will be included in the Final EIR. The Final EIR is currently being prepared and will be considered by City Council prior to adoption.

Recommended Revisions to Land Use Changes

In response to public testimony and additional staff analysis, revisions are included in this report involving specific subareas of proposed change. Following are the proposed revisions to the recommendations as presented at the Public Hearing.

Revision #1: Subarea 260, 25th Street and Western Avenue

Summary: Based upon community input, the Department of City Planning has further analyzed the recommendations for the Neighborhood Commercial properties along Western Avenue and 25th Street in Subarea 260 and has recommended that this subarea be deleted with no changes proposed to the existing land use designation and zoning.

SubArea	Existing Land Use Designation/ Zoning	Preliminary Recommendation	Revised Recommendation
260	Neighborhood Office Commercial [C]2-1XL FAR 1.5:1 Low Residential P-1XL	Community Commercial [Q]C2-1D FAR 3.0:1	<i>Neighborhood Commercial designation nomenclature change, Retain existing zoning</i>

Revised Staff Recommendation: Delete Subarea 260 and retain existing zoning in this Neighborhood Commercial district.

Revision #2: Subarea 132, 8th Street and Palos Verdes/Mesa

Summary: Staff recommended the change from Regional Commercial to Community Commercial for the parcels along the north side of 8th Street between Beacon Street and Mesa Street to provide a buffer for the Vinegar Hill HPOZ, the northern portion of which borders 8th Street. It is appropriate to provide a transition area between the higher scale Regional Commercial area and the low-scale HPOZ.

SubArea	Existing Land Use Designation/ Zoning	Preliminary Recommendation	Revised Recommendation
132	Regional Commercial C2-2-CDO FAR 6.0:1	Community Commercial C2-2-CPIO FAR 4.0:1	<i>Community Commercial designation</i>

Revised Staff Recommendation: Change land use designation from Regional Commercial to Community Commercial and limit FAR to 4:1 and height to 75 feet.

FINDINGS

General Plan/Charter Findings

1. **Community Plan Area (CPA)**, bounded by Taper Avenue on the north; John Gibson Boulevard, Harbor Boulevard, the West Channel of the Port of Los Angeles, and Cabrillo Beach on the east; the Pacific Ocean on the south; and the western border of Los Angeles with the city of Rancho Palos Verdes. The San Pedro Community Plan area is adjacent to the Harbor City/Wilmington Community Plan Area (City of Los Angeles) to the north, the Port of Los Angeles to the east, the City of Rancho Palos Verdes to the west, and the Pacific Ocean to the south.
2. **Charter Section 556** – That in accordance with Charter Section 556, the proposed San Pedro Community Plan and proposed zone change ordinances (Proposed Plan) are in substantial conformance with the purposes, intent, and provisions of the General Plan. The Proposed Plan is consistent with and helps to further accomplish goals, objectives, and policies contained in portions of the General Plan, including the Citywide General Plan Framework Element, as outlined below. The General Plan Framework establishes the standards, goals, policies, objectives, programs, terms, definitions, and direction to guide the update of citywide elements and the community plans. Community plans apply the growth and development policies defined in the Framework Element and the other citywide elements as they relate to a smaller geographic area.

Distribution of Land Use

Specifically, with respect to distribution of land use, the General Plan Framework states the following:

Objective 3.1: Accommodate a diversity of uses that support the needs of the City's existing and future residents, businesses, and visitors.

Policy 3.1.1 Identify areas on the Long-Range Land Use Diagram and in the community plans sufficient for the development of a diversity of uses that serve the needs of existing and future residents (housing, employment, retail, entertainment, cultural/institutional, educational, health, services, recreation and similar uses), provide job opportunities and support visitors and tourism.

Objective 3.2: Provide for the spatial distribution of development that promotes an improved quality of life by facilitating a reduction of vehicular trips, vehicle miles traveled, and air pollution.

The plan update and zone change ordinances provide for a variety of different land uses to meet the diverse needs of the community, including housing for a projected increase in population, and commercial and industrial businesses that contribute to the economy of the community as well as the Los Angeles region. The Southern California Association of Governments (SCAG) projects an increase in population, employment, and housing in San Pedro through the year 2030. The Proposed Plan includes a recommended pattern of land use that directs future growth to areas of San Pedro where new development can be supported by transportation infrastructure and different types of land uses can be mixed to reduce the length and number of vehicle trips. Mixed-use development around commercial corridors would give residents and visitors mobility choices that would enable reduction in

the number and length of vehicle trips thus reducing greenhouse gas emissions associated with local trip generation, in accordance with recent legislation (Senate Bill 375).

By making a strong connection between circulation and land use planning, the proposed plan promotes several principles that are key to creating livable communities, including: improved mobility options for residents, employees, and visitors; increased access to a wide range of uses; and expanded opportunity for location-efficient housing in the city.

Population and Employment Growth

Specifically, with respect to population and employment growth, the General Plan Framework states the following:

Objective 3.3: Accommodate projected population and employment growth within the City and each community plan area and plan for the provision of adequate supporting transportation and utility infrastructure and public services.

Policy 3.3.1: Accommodate projected population and employment growth in accordance with the Long-Range Land Use Diagram and forecasts in Table 2-2 (see Chapter 2: Growth and Capacity), using these in the formulation of the community plans and as the basis for the planning for and implementation of infrastructure improvements and public services.

Consistent with the above objective and policies contained in the General Plan Framework (as well as SCAG's recently adopted Sustainable Communities Strategy), the Proposed Plan accommodates projected population and employment growth within the community plan area and includes policies and programs aimed at providing adequate supporting transportation and utility infrastructure and public services. The Proposed Plan is estimated to reasonably accommodate approximately 82,496 people, providing enough capacity to meet the SCAG 2030 forecast of 83,152 people. The Proposed Plan, as revised, has reasonable expected capacity for 18,013 jobs, somewhat less than the 2030 SCAG forecast of 19,917 jobs within the San Pedro Community Plan Area 2030 but exceeding the forecast of the most recent SCAG Regional Transportation Plan (RTP) projections. The Framework Element includes a 2010 proposed plan forecast of approximately 88,927 people and employment of 35,290 within the San Pedro Community Plan Area. The Framework forecasts are best estimates as of the adoption of the Framework in 1996 and 2001, and as implementation of the Framework proceeds, the "population forecasts may be revised based upon specific land use actions adopted through the community plan update process." Consistent with the Framework strategy, the Proposed Plan accommodates projected growth that reflects revised forecasts from SCAG and the community plan update process.

In addition, the Proposed Plan meets the requirements of the Sustainable Communities Strategy adopted by SCAG as part of the latest update to the Regional Transportation Plan (RTP) in accordance with Assembly Bill 32, the California Global Warming Solutions Act of 2006, and Senate Bill 375. These legislative acts require that California cities lay out a vision for regional growth that considers the relationship of land use to transportation in reducing vehicle trips to achieve greenhouse gas emission reduction targets. Since SCAG anticipates this level of growth in San Pedro, along with other communities in the City, the Proposed Plan's increases in capacity are growth-accommodating rather than growth-inducing, consistent with policies in the General Plan Framework. Most of the increased capacity for the Proposed Plan is in San Pedro's Regional Center and Community Commercial areas.

The Proposed Plan accommodates employment growth in the Regional Center and along commercial corridors, consistent with Framework policies on economic development. The Proposed Plan also accommodates mixed-use development in commercial zones, alleviating pressure to up-zone residential areas and helping to preserve existing affordable housing and maintain existing neighborhood character. Increasing capacity outside of residential areas in commercial zones helps make it possible to conserve housing in many existing residential neighborhoods at the existing density and scale.

The Framework is intended to offer “a strategy for long-term growth which sets a citywide context to guide the update of the community plan and citywide elements.” The Framework is not intended to cause population or employment growth to occur but, rather, to accommodate changes in population and employment that may occur in the future. The Proposed Plan is consistent with this framework for growth in that it concentrates future growth, should it occur as forecast, within commercial centers and corridors while limiting development in surrounding low-density neighborhoods.

Existing Residential Neighborhoods

Specifically, with respect to existing residential neighborhoods, the General Plan Framework states the following:

Policy 3.4.1: Conserve existing stable residential neighborhoods and lower-intensity commercial districts and encourage the majority of new commercial and mixed-use (integrated commercial and residential) development to be located (a) in a network of neighborhood districts, community, regional, and downtown centers, (b) in proximity to rail and bus transit stations and corridors, and (c) along the City’s major boulevards, referred to as districts, centers, and mixed-use boulevards, in accordance with the Framework Long-Range Land Use Diagram.

Objective 3.5: Ensure that the character and scale of stable single-family residential neighborhoods is maintained, allowing for infill development provided that it is compatible with and maintains the scale and character of existing development.

The Proposed Plan retains existing land use designations and zoning for single-family neighborhoods to protect the scale and character of these areas and limit incompatible uses. The Proposed Plan focuses new commercial and mixed-use development away from these single-family areas and primarily into the Regional Commercial district in the downtown, and along commercial corridors with access to public transportation. The Proposed Plan includes a Community Plan Implementation Overlay (CPIO) ordinance that adds transitional height regulations for those areas where commercial and industrial land use directly abut residentially zoned parcels.

Pedestrian-Oriented Districts

Specifically, with respect to pedestrian-oriented Districts, the General Plan Framework states the following:

Goal 3D: Pedestrian-oriented districts that provide local identity, commercial activity, and support Los Angeles’ neighborhoods.

Objective 3.8: Reinforce existing and establish new neighborhood districts which accommodate a broad range of uses that serve the needs of adjacent residents, promote neighborhood activity, are compatible with adjacent neighborhoods, and are developed as desirable places to work and visit.

Goal 3E: Pedestrian-oriented, high activity, multi- and mixed-use centers that support and provide for Los Angeles' communities.

Objective 3.9: Reinforce existing and encourage new community centers, which accommodate a broad range of uses that serve the needs of adjacent residents, promote neighborhood and community activity, are compatible with adjacent neighborhoods, and are developed to be desirable places in which to live, work and visit, both in daytime and nighttime.

Policy 3.15.4: Design and site new development to promote pedestrian activity and provide adequate transitions with adjacent residential uses.

Policy 3.15.5: Provide for the development of public streetscape improvements, where appropriate.

Goal 3L: Districts that promote pedestrian activity and provide a quality experience for the City's residents.

Objective 3.16: Accommodate land uses, locate and design buildings, and implement streetscape amenities that enhance pedestrian activity.

Making San Pedro's streets more walkable is an important goal of the Proposed Plan. Wide sidewalks, appropriate design and orientation of adjacent ground floor uses, provisions for street trees and furniture, and maintenance of alleys, are all addressed in the Proposed Plan. The design and orientation of buildings adjacent to sidewalks can either encourage or discourage pedestrian activity and the Proposed Plan addresses this important element of creating walkable environments by including design standards for application throughout the Plan Area by way of the CPIO.

The Framework identifies Neighborhood Districts in the Plan Area as being located along Western Avenue at 25th Street, Weymouth Corners at Weymouth Avenue and 8th Street, and along Western Avenue in the northern part of San Pedro at West Capitol Drive. Other neighborhood districts are located along portions of Gaffey Street and Pacific Avenue, as well as along 9th Street in the central area. The Proposed Plan includes policies to preserve the small-town orientation of these districts while enhancing their pedestrian and aesthetic appeal, and maintaining their function as providing important neighborhood serving uses. In addition, the Proposed Plan includes regulations through the CPIO to address design and uses that are incompatible with neighborhood districts.

Framework recognizes a Community Center along Pacific Avenue in the central area between 3rd Street and 13th Street. Community Commercial areas are also maintained in the Downtown area, and along portions of the Gaffey Street and Pacific Avenue Commercial Corridors. The City's General Plan Framework Element identifies the central Downtown San Pedro area as a Regional Center.

Goal 3F: Mixed-use centers that provide jobs, entertainment, culture, and serve the region.

Objective 3.10: Reinforce existing and encourage the development of new regional centers that accommodate a broad range of uses that serve residents, provide job opportunities, and are accessible to the region, are compatible with adjacent land uses, and are developed to enhance urban lifestyles.

Industrial Lands

Specifically, with respect to Industrial Lands, the General Plan Framework states the following:

Goal 3J: Industrial growth that provides job opportunities for the City's residents and maintains the City's fiscal viability.

Objective 3.14: Provide land and supporting services for the retention of existing and attraction of new industries.

Policy 3.14.2: Provide flexible zoning to facilitate the clustering of industries and supporting uses, thereby establishing viable "themed" sectors (e.g., movie/television/media production, set design, reproductions, etc.).

Policy 3.14.4: Limit the introduction of new commercial and other non-industrial uses in existing commercial manufacturing zones to uses which support the primary industrial function of the location in which they are located.

Existing industrial lands in the San Pedro Community Plan Area are proposed to be retained and protected under the Proposed Plan to ensure the economic sustainability of the community, City, and the region. These areas are important to provide land for businesses that support adjacent Port-related industry, as well as new businesses in clean technology and green companies, research and development, food production, and artisan industries, among others. The City seeks to increase employment in these sectors to provide improved employment opportunities for City residents. The adjacent Port of Los Angeles is important to the local and regional economy and is supported by the Proposed Plan's industrial land use designations and zoning which permit the types of uses required by light industrial manufacturing and industrial services businesses. The Industrial District CPIO includes a FAR and height incentive to encourage "clean" and "green" technology businesses to locate in this area. These types of businesses include those industries that directly engage in the production of or research related to alternative fuels, new building materials, or energy renewable energy systems, for example. Additionally, the CPIO includes regulations in these areas to restrict the development of retail, restaurant and entertainment uses that could potentially limit the availability of land for industrial businesses. The Proposed Plan would only allow these types of commercial establishments when proposed in conjunction with office and industrial uses.

Historic Districts

Objective 3.17: Maintain significant historic and architectural districts while allowing for the development of economically viable uses.

The Proposed Plan also contains policies and programs to protect key buildings and places that are considered historically and culturally significant. The Proposed Plan calls for expanding the existing Vinegar Hill Historic Preservation Overlay Zone (HPOZ). It also includes height and scale transitions for commercial development adjacent to the HPOZ, and contains a policy supporting the completion of Survey LA, the Los Angeles Historic Resources Survey Project, within the Plan area.

Housing

With respect to housing, the General Plan Framework states:

Housing Policy – Framework Element policies address providing additional capacity for new housing units, encouraging production of housing for households of all income levels, while at the same time preserving existing residential neighborhood stability and promoting livable neighborhoods by the following measures: (1) concentrating opportunities for new multi-family residential, retail commercial, and office development in the City's neighborhood districts, community, regional, and downtown centers as well as along primary transit corridors/boulevards; (2) providing development opportunities along boulevards that are located near existing or planned major transit facilities and areas characterized by low-intensity or marginally viable commercial uses with structures that integrate commercial, housing, and/or public service uses; (3) focusing mixed commercial/residential uses around urban transit stations, while protecting and preserving surrounding low-density neighborhoods from the encroachment of incompatible land uses (Chapter 4 – Housing).

Policy 4.1.1: Provide sufficient land use and density to accommodate an adequate supply of housing units by type and cost within each City subregion to meet the twenty-year projections of housing needs.

Objective 4.2: Encourage the location of new multi-family housing development to occur in proximity to transit stations, along some transit corridors, and within some high activity areas with adequate transitions and buffers between higher-density developments and surrounding lower-density residential neighborhoods.

Objective 4.3: Conserve scale and character of residential neighborhoods.

Objective 4.4: Reduce regulatory and procedural barriers to increase housing production and capacity in appropriate locations.

In addition, the City's adopted Housing Element also contains policies on meeting the City's housing needs, including:

Policy 1.1.3: Facilitate new construction of a variety of housing types that address current and projected needs of the city's households.

Policy 1.1.4: Expand location options for residential development, particularly in designated Centers, Transit Oriented Districts and along Mixed-Use Boulevards.

Policy 2.2.1: Provide incentives to encourage the integration of housing with other compatible land uses.

Policy 2.2.3: Provide incentives and flexibility to generate new housing and to preserve existing housing near transit.

Program 2.2.6.A: Targeting Growth in Community Plan Areas – Update Community Plans to establish appropriate land uses, densities, and mixes of housing types and levels of affordability in areas well served by public transit, including employment centers and activity centers. Resolve design issues and adopt design guidelines to assure that residential, commercial and industrial development facilitate corresponding development goals for the area. Change land use designations and initiate zone changes.

Objective 2.4: Promote livable neighborhoods with a mix of housing types, quality design and a scale and character that respects unique residential neighborhoods in the City.

Policy 2.4.2: Develop and implement design standards that promote quality development.

Program 2.4.2.C: Urban Design Standards – Include an urban design chapter in the Community Plan updates to identify unique characteristics of neighborhoods and to articulate development standards that will enhance those characteristics.

Policy 2.4.3: Promote preservation of neighborhood character in balance with facilitating new development.

Policy 2.4.4: Promote residential development that meets the needs of current residents as well as new residents.

The Proposed Plan is consistent with and helps to implement the above-stated housing objectives, policies, and programs of the City in that it encourages the development of additional housing for current and future residents in designated centers through specific policies. The Proposed Plan provides for a mix of housing types, balancing additional housing at higher densities in appropriate locations near transit with the preservation of existing, lower density single-family neighborhoods in other parts of the Plan Area including the hillside areas. The Proposed Plan promotes livable neighborhoods, consistent with the adopted Housing Element, by encouraging new residential development to be located near transit options and existing services, thereby increasing mobility options and improving accessibility to employment and activity centers.

With respect to urban form and neighborhood design, the General Plan Framework includes the following goals, objectives, and policies:

Goal 5A: A livable City for existing and future residents and one that is attractive to future investment. A City of interconnected, diverse neighborhoods that builds on the strengths of those neighborhoods and functions at both the neighborhood and citywide scales.

Objective 5.1: Translate the Framework Element's intent with respect to citywide urban form and neighborhood design to the community and neighborhood levels through locally prepared plans that build on each neighborhood's attributes,

emphasize quality of development, and provide or advocate "proactive" implementation programs.

Policy 5.1.1: Use the Community Plan Update process and related efforts to define the character of communities and neighborhoods at a finer grain than the Framework Element permits.

Objective 5.2: Encourage future development in centers and in nodes along corridors that are served by transit and are already functioning as centers for the surrounding neighborhoods, the community, or the region.

Policy 5.2.1: Designate centers and districts in locations where activity is already concentrated and/or where good transit service is, or will be, provided.

Objective 5.5: Enhance the livability of all neighborhoods by upgrading the quality of development and improving the quality of the public realm.

Objective 5.6: Conserve and reinforce the community character of neighborhoods and commercial districts not designated as growth areas.

Objective 5.7: Provide a transition between conservation neighborhoods and their centers.

Objective 5.8: Reinforce or encourage the establishment of a strong pedestrian orientation in designated neighborhood districts, community centers, and pedestrian-oriented subareas within regional centers, so that these districts and centers can serve as a focus of activity for the surrounding community and a focus of investment in the community.

The Proposed Plan is consistent with the City's goals, policies, and objectives for urban form and neighborhood design in that it concentrates new growth in designated centers and in locations with access to public transportation. The Plan also provides transitions in scale between single-family neighborhoods and adjacent multi-family and commercial areas through height limitations and design standards. Further, the CPIO regulations support high-quality architecture and urban design for projects reviewed by the Department of City Planning, the Area Planning Commission, and the City Planning Commission. Topic areas covered by the urban design guidelines include building orientation, scale, height and massing, circulation, parking and loading, pedestrian amenities, sustainability, on-site open space, landscaping, and building façade.

The City's Transportation Element of the General Plan contains a number of important policies related to the Proposed San Pedro Community Plan, including:

Goal A: Adequate accessibility to work opportunities and essential services, and acceptable levels of mobility for all those who live, work, travel, or move goods in Los Angeles.

Objective 2: Mitigate the impacts of traffic growth, reduce congestion, and improve air quality by implementing a comprehensive program of multimodal strategies that encompass physical and operational improvements as well as demand management.

Policy 2.27: Discourage the vacation and/or closure of public alleys which service properties fronting on major or secondary highways.

Objective 3: Support development in regional centers, community centers, major economic activity areas and along mixed-use boulevards as designated in the Community Plans.

Policy 3.11: Develop programs for new development to implement both transportation improvements and demand reduction programs which mitigate the circulation impacts attributable to new development in accordance with State nexus legislation and judicial findings.

Policy 3.13: Enhance pedestrian circulation in neighborhood districts, community centers, and appropriate locations in regional centers and along mixed-use boulevards; promote direct pedestrian linkages between transit portals/platforms and adjacent commercial development through facilities orientation and design.

Policy 3.16: Promote implementation of the Land Use/Transportation Policy as adopted by City Council and endorsed by the LACMTA Board which encourages economic development in proximity to transit centers.

Objective 4: Preserve the existing character of lower density residential areas and maintain pedestrian-oriented environments where appropriate.

Policy 4.1: Seek to eliminate or minimize the intrusion of traffic generated by new regional or local development into residential neighborhoods while preserving an adequate collector street system.

Policy 4.3: Seek to provide access patterns and circulation improvements that preserve the existing character of neighborhood retail areas.

Goal C: An integrated system of pedestrian priority street segments, bikeways, and scenic highways which strengthens the City's image while also providing access to employment opportunities, essential services, and open space.

Objective 10: Make the street system accessible, safe, and convenient for bicycle, pedestrian, and school child travel.

Implementation Program P1: Amend the Community Plans, as part of the Community Plan Update Program (1) to reflect Transportation Element objectives and policies in the Circulation section of each Community Plan text; (2) to incorporate the Transportation Element Highways and Freeways system into each Community Plan Generalized Circulation map; (3) to identify pedestrian priority street segments; and (4) to identify transit oriented districts.

Implementation Program P2: As part of the Community Plan Update Program, develop Transportation Improvement and Mitigation Plans (TIMPs) for each Community Plan area which (1) set forth recommended measures to mitigate impacts of future traffic growth and (2) define neighborhood traffic management strategies to protect residential areas from the intrusion of traffic from nearby commercial and/or industrial development and of regional traffic. Recommended

traffic mitigation measures shall be set forth in the following categories, as appropriate: Transit, Transportation Demand Management (TDM), Transportation System Management (TSM), Street/Highway Infrastructure, and Parking Management.

The Proposed Plan is consistent with the Transportation Element of the General Plan in that it concentrates future employment and housing in accessible locations near transit-served areas, thereby helping to minimize increases in vehicle trip generation and improve air quality. The Proposed Plan recommends modified street standards that are appropriate for streets and sidewalks found in pedestrian-priority areas. Policies and programs included in the Proposed Plan are also aimed at maintaining and improving existing neighborhood alleys as alternative access to homes that can reduce curb cuts, driveways, and associated pedestrian-automobile conflicts along sidewalks.

Other General Plan Elements also contain policies and programs related to the Proposed San Pedro Community Plan, including the Air Quality Element, the Open Space Element, and the Public Recreation Plan of the Service Systems Element. Some of these policies include:

Air Quality Element Policy 4.2.1: Revise the City's General Plan/Community Plans to achieve a more compact, efficient urban form and to promote more transit-oriented development and mixed-use development.

Open Space Element Policy: Private development should be encouraged to provide ample landscaped areas, malls, fountains, and other aesthetic features which emphasize open space values through incentive zoning practice or other practicable means.

Service Systems Element – Public Recreation Plan Policies:

- Recreational facilities and services should be provided for all segments of the population on the basis of present and future projected needs, the local recreational standards, and the City's ability to finance.*
- Park and recreation sites shall be acquired and developed first in those areas of the City found to be most deficient in terms of the recreation standards.*
- Recreational use should be considered for available open space and unused or underused land, particularly publicly owned lands having potential for multiple uses.*
- High priority will be given to areas of the City which have the fewest recreational services and the greatest numbers of potential users.*

The Proposed Plan is in substantial conformance with the purpose, intent, and provisions of the General Plan in that it helps to implement policies contained in a number of General Plan Elements, including the Air Quality Element, Open Space Element, and the Service Systems Element – Public Recreation Plan. The Proposed Plan promotes a compact development pattern concentrated in the Regional and Community Commercial designated areas to help the City to achieve regional air quality benefits over traditional, single-use sprawl development. This is consistent with the Air Quality Element which encourages the City to develop in a more compact, efficient urban form.

In support of the Open Space Element, the Proposed Plan includes design regulations and guidelines to maximize the provision of pedestrian amenities, landscaped plazas, paseos, and other open spaces as part of new development. In addition, the Proposed Plan encourages the maintenance of alley networks, and public rights of way to enhance access to private development. The Proposed Plan supports the continued conversion of many suitable alleys into pedestrian malls and walkways, providing enhanced urban open space opportunities.

The Proposed Plan is also consistent with the Public Recreation Plan of the Service Systems Element in that it supports the acquisition and expansion of parkland and recreational facilities, including the establishment of a new park known as Knoll Hill overlooking the harbor. Additionally, new open space areas are being developed in the adjacent Port of Los Angeles area as part of their larger waterfront revitalization effort, including a central plaza and continuous waterfront promenade with improved access points and view sites along Harbor Boulevard. The Proposed Plan includes a section on Parks and Open Space, and calls for the identification of areas that have not traditionally been considered as resources, such as utility right-of-ways and privately developed pocket parks. Many of these sites are in higher density neighborhoods with a great demand for additional recreation options. The Proposed Plan includes policies to maintain and enhance publicly owned right of ways for pedestrian and recreational uses, including alleys.

In summary, the Proposed Plan is consistent with the City's General Plan in that it provides for an arrangement of land use, circulation, and services which will encourage and contribute to the economic, social, and physical health, safety, welfare, and convenience of the community, within the larger framework of the City of Los Angeles. At its heart, the Proposed Plan is a plan for sustainable, compact development. As State law requires that the City plan for growth in population, housing, and employment levels and in consideration of new state requirements contained in SB 375, the Proposed Plan focuses this possible growth in the Regional Commercial area and along Commercial corridors with existing transit services. This approach helps to reduce dependency on automobiles, and offers mobility choices, promotes sufficient density to support walkable communities, and supports increased use of existing transit infrastructure. By directing the greater percentage of growth around the Regional Commercial area, existing lower-density and historic neighborhoods are maintained.

3. **Charter Section 558** – That in accordance with Charter Section 558(b)(2), the Proposed Plan inclusive of the proposed zone change ordinances will have no adverse effect upon the General Plan, specific plans, or any other plans being created by the Department of City Planning in that the Proposed Plan and land use ordinances are consistent with the City's General Plan and directly implement the policies of the Framework Element for the reasons stated in the findings above. In addition, the Proposed Plan inclusive of the proposed zone change ordinances will be in conformity with public necessity, convenience, general welfare and good zoning practice for all of the reasons previously described. One of the objectives of the Proposed Plan and land use ordinances is to promote economic well-being and public convenience through the allocation and distribution of lands in sufficient quantities to satisfy the housing, commercial, retail, service, industrial, and open space needs of the community. The Proposed Plan accomplishes this by including policies that concentrate potential future growth in existing centers near public transportation and limit further intensification of existing single-family residential neighborhoods. The proposed zone change ordinances directly implement these policies. The Proposed Plan and zone change ordinances follow good zoning practice in implementing such policies by including development restrictions

such as height limitations in areas that transition between higher and lower density, restrictions on incompatible uses, and the prohibition of stand-alone residential uses in some commercial areas in order to maintain an adequate level of neighborhood commercial services.

4. **LAMC 12.32 C.2** – That in accordance with LAMC 12.32 C.2, the proposed zone change ordinances will have no adverse effect upon the General Plan, specific plans, or any other plans being created by the Department of City Planning in that the proposed zone change ordinances are consistent with the City's General Plan and directly implement the policies of the Framework Element for the reasons stated in the findings above. In addition, the proposed zone change ordinances will be in conformity with public necessity, convenience, general welfare and good zoning practice for all of the reasons previously described. The land use ordinances promote economic well-being and public convenience through the allocation and distribution of lands in sufficient quantities to satisfy the housing, commercial, retail, service, industrial, and open space needs of the community. The proposed zone change ordinances directly implement policies contained in the Proposed Plan that concentrate potential future growth in existing centers near public transportation and limit further intensification of existing single-family residential neighborhoods. The proposed zone change ordinances follow good zoning practice in implementing such policies by including development restrictions such as height limitations in areas that transition between higher and lower density, restrictions on incompatible uses, and the prohibition of stand-alone residential uses in some commercial areas in order to maintain an adequate level of neighborhood commercial services.
5. **LAMC 13.14 C.5** – That in accordance with LAMC 13.14 C.5, the proposed supplemental development regulations of the Community Plan Implementation Overlay (CPIO) District are consistent with and necessary to implement, the programs, policies, and urban design guidelines of the San Pedro Community Plan. The CPIO regulations are required to implement the policies of the San Pedro plan, and are consistent with the purpose of the CPIO to ensure that development enhances the unique architectural, environmental, and cultural qualities of the Community Plan area, integrates improvement and enhancements to the public right-of-way, and maintains compatible land uses, scale, intensity, and density.

With regard to compatible land uses, the San Pedro CPIO implements the goals and policies of the San Pedro Community Plan through the use of regulations to limit incompatible uses in specific area, or to restrict certain uses to help achieve the goals and policies for a particular area. Auto-related uses, such as service stations and auto storage are prohibited in all commercial districts of the CPIO to further the goal of pedestrian-oriented neighborhoods in lively and walkable commercial districts. In the Industrial districts, the CPIO prohibits 100 percent retail/entertainment/restaurant development, limiting these uses to a maximum floor area in conjunction with industrial uses. In support of the goal of retaining neighborhood serving uses, the CPIO restricts residential use, permitting it only when developed in conjunction with non-residential uses.

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.

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.

With regard to scale, the San Pedro CPIO implements the goals and policies of the San Pedro Community Plan through the use of regulations to implement development standards with height and floor area restrictions in addition to the height and floor area regulations of the underlying Zone and Height. In addition, scale is addressed through regulations that address transitions for neighboring residential uses. Regulations for transition require landscaping and stepbacks or setbacks one foot for every foot in height at the shared property line where the rear or side yard property line is contiguous with that of a residentially zoned lot.

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.

LU15.1 Transitions. Require transitions for industrial uses, from intensive uses to less intensive uses, in those areas in close proximity to residential neighborhoods.

The CPIO includes regulations for height and floor area, landscaping, parking and vehicular access, signage, appurtenances such as mechanical equipment, building design, and requirements for open space. The building design regulations include those to address, scale, articulation, transparency, exterior surface material, massing and tower spacing.

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

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

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

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

Policy LU5.15 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.

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

6. **Historic Preservation Overlay Zone** – That the Vinegar Hill HPOZ proposed Expansion Area is in substantial conformance with the purposes, intent, and provisions of the General Plan, and will be in conformity with public necessity, convenience, general welfare and good zoning practice in that it implements the following objectives of the Conservation and

Housing Elements of the General Plan and of the San Pedro Plan, a land use element of the General Plan:

Conservation Element of the General Plan

Cultural and Historical Objective: protect important cultural and historical sites and resources for historical, cultural, research, and community education purposes.

Policy to "continue to protect historic and cultural sites and/or resources potentially affected by proposed land development, demolition or property modification activities."

Adoption of the HPOZ will require that the Director of Planning approve major modifications to contributing structures, major additions, and new infill construction with recommendations from the HPOZ Board, and that the Harbor Area Planning Commission approve demolitions. This will help protect historically and architecturally significant structures and their corresponding character defining features.

Housing Element of the General Plan

Objective 2.2, maintain and upgrade existing housing stock to meet Health and Safety code requirements through enforcement of existing laws, rather than demolition when feasible.

Policy 2.2.1 promote the cost effectiveness of rehabilitation of older housing in order to conserve historical resources.

Through the HPOZ process, all major modifications, new construction, and demolitions are closely scrutinized resulting in the preservation of existing housing stock. In addition, the HPOZ Board, which is composed of construction and historic preservation professionals, and an architect, can assist property owners by offering guidance on how to rehabilitate their properties in a cost-effective and historically appropriate manner.

Objective 2.4, develop and preserve quality single and multi-family housing utilizing approved design standards which maintain the prevailing scale and character.

As a result of the adoption of the HPOZ, all new infill construction will be reviewed to ensure that its design is compatible with the area's architectural and historic character.

Objective 6.2, to identify and protect architecturally and historically significant residences and neighborhoods.

As a result of the Historic Resources Expansion survey, the number of significant structures identified in the Vinegar Hill HPOZ has increased. Thus, a greater number of historically significant structures in this neighborhood will be preserved. Through the implementation of the HPOZ, these historically significant buildings and the neighborhoods in which they are located will be protected by regulating alterations, additions or demolitions, which could negatively affect these historic resources.

San Pedro Community Plan

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.

Policy 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.

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

Policy 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.

Summary of CEQA Findings

The City of Los Angeles Planning Department prepared an Initial Study in January 2008, and determined an EIR was necessary to analyze the potential environmental effects of the Proposed Plan. The Notice of Preparation (NOP) for a draft EIR (the "Draft EIR") was circulated for a 33-day period beginning on January 31st and ending on March 3, 2008. A scoping meeting was held on February 20, 2008 for the purpose of soliciting comments as to the appropriate scope and content of the EIR. Based on public comments in response to the NOP and a review of environmental issues by the City, the Draft EIR analyzed the following environmental impact areas: Aesthetics; Air Quality; Biological Resources; Cultural Resources; Geology/Soils and Mineral Resources; Greenhouse Gas Emissions; Safety/Risk of Upset; Hydrology/Water Quality; Land Use Planning; Noise; Population, Housing and Employment; Public Services and Recreation; Transportation and Traffic; and Utilities/Service Systems.

The San Pedro Community Plan is designed to provide guidance regarding the ultimate development for the CPA at build-out, and its adoption would not constitute a commitment to any specific project or development. Therefore, the EIR considered issues at a broader program-level. Any future discretionary projects would need to be approved individually in compliance with CEQA. The Draft EIR found that the environmental impacts of most of the issue areas were either less-than-significant without mitigation measures or less-than-significant with mitigation. Additionally, the Draft EIR found that certain issue areas had impacts that were significant and unavoidable. Although future development projects are considered on a case-by-case basis, the specifics of these development projects are not known. Thus, due to this level of uncertainty, the impact is considered significant and unavoidable. These areas included the following: Aesthetics, Air Quality, Greenhouse Gas Emissions, Hydrology/Water Quality, Noise (Construction), Traffic, and Utilities/Services Systems (Water Supply).

Section 15088 of the CEQA Guidelines require the lead agency (DCP) to evaluate comments on environmental issues received from public agencies and interested parties who review the draft EIR and provide written responses. Throughout the environmental

phase of plan development, the lead agency received written comments on the Draft EIR from public agencies, groups and individuals. Responses to all comments received during the comment period will be included in the Final EIR. The Final EIR is currently being prepared and will be considered by the City Council prior to adoption.

PUBLIC HEARING AND COMMUNICATIONS

Public Participation

Preparation of the San Pedro Community Plan involved extensive outreach with Certified Neighborhood Councils (CNCs), local business groups, and other stakeholder organizations. The CNCs that have provided input to the Plan include: Central San Pedro Neighborhood Council, Northwest San Pedro Neighborhood Council, and Coastal Neighborhood Council. Meetings were held with CNC members prior to and after the Public Workshop, after publication of the Draft Plan, after publication of the Draft Environmental Impact Report, and throughout the development of the Plan recommended actions.

Between 2006 and 2007 a land use survey was conducted and focus group meetings were held throughout the community. Staff met with a total of 15 small groups during the period of October, 2006 through August, 2007, including the Neighborhood Councils, Community Redevelopment Agency, various recreational and community interest groups, Chamber of Commerce and other business groups, faith-based and educational interest groups, the San Pedro Historical Society and Vinegar Hill HPOZ, and the LA Maritime Institute. The input from the small group meetings was used by staff to better understand the issues and needs of the San Pedro community and to formulate preliminary general directions and themes for the Proposed Plan and possible solutions or measures to address issues, which were then discussed and further refined in subsequent public meetings and workshops.

The first Public Workshop, conducted on April 5, 2007, was attended by approximately 64 persons. This workshop was a Planning Open House for Downtown San Pedro, held to obtain input and provide information on the proposed Downtown San Pedro Community Design Overlay district and included stations addressing the preliminary objectives of the San Pedro Community Plan. The meeting was organized in an open house format, with multiple stations on different topics, including design improvements, new developments, the Port's waterfront plan, sidewalk dining, streetscape improvements, historic preservation, mobility plans, parks and public art projects. Representatives from the LA Department of Transportation, LA Department of Recreation and Parks, and Port of Los Angeles were also present to provide information and answer questions. The open house format enabled attendees to engage with representatives from various City departments and have one-on-one discussions of planning issues.

On February 20, 2008 a Scoping Meeting for the Environmental Impact Report was held to collect input on environmental issues for consideration in analysis of the plan. This meeting was attended by approximately 30 persons.

The second Public Workshop was held on Wednesday, November 12, 2008 at the Peck Park Auditorium in San Pedro and was attended by approximately 75 persons, including representatives from invited agencies. The Public Workshop presented information on various topics, including transportation, industrial land policy, historic preservation and open space. The workshop provided attendees with conceptual level recommendations and the opportunity to discuss concerns with staff.

The City Planning Department in conjunction with the Harbor Area Community Redevelopment Agency (CRA/LA) hosted a community workshop for the proposed Vinegar Hill Historic Preservation Overlay Zone expansion project on August 31, 2010 at the Anderson Memorial Recreation Center in San Pedro. Notices were sent to property owners in both the Vinegar Hill expansion area and the existing Vinegar Hill HPOZ. Twenty-six (26) interested parties signed in. Department staff presented copies of the draft Historic Resources Expansion Survey and associated maps, distributed background information, historic preservation pamphlets, and answered questions from the community. In addition, comment forms were distributed; no comment forms were returned.

A publicly noticed regularly scheduled Vinegar Hill HPOZ Board meeting was held on November 14, 2012. A discussion of the proposed expansion and modification to the Vinegar Hill Preservation Plan were on the agenda. There were no members of the public in attendance. A public hearing for the update of the San Pedro Community Plan was held in the community on December 12, 2012. One general comment form was received in support of the Vinegar Hill HPOZ expansion. No comments were received in opposition.

A draft of the preliminary, partial Community Plan Text was provided to the neighborhood councils in December 2011 and again in April 2012. An updated draft version, incorporating comments received, was released in August 2012.

A Notice of Public Hearing was mailed to approximately 32,500 residents announcing an Open House and Public Hearing. Planning staff met with each of the three Neighborhood Councils during this time period.

An Open House and Public Hearing was held on Wednesday, December 12, 2012 at the Boys and Girls Club, 100 W. 5th Street, San Pedro, CA 90731. The public hearing was attended by 120 people and 23 persons gave verbal testimony on the plan during the one-and-a-half hour hearing. Approximately 20 written comments were received at the public hearing. Approximately 22 comments were received after the public hearing.

Summary of Public Hearing Testimony and Communications

Comments were received on a range of topics addressed by the Proposed Plan, including the land use recommendations for the area around 25th Street and Western Avenue, Rancho San Pedro, transportation and circulation, and the process for public outreach. Residents appreciated the public participation process and generally welcomed the recommendations of the Proposed Plan. Commenters also requested that a policy regarding Above Ground Facilities (AGF) be included for Single-Family residential areas. Commenters expressed conflicting desires with regard to including policies for the proposed Ponte Vista development, located outside the plan area, in the San Pedro Community Plan.

Two speakers expressed concern that the estimated job capacity for San Pedro is too large. One resident recommended that a policy be added to the Community Plan to report on infrastructure. Another commenter suggested that the Plan consider the SB1818 Density Bonus process in calculating the potential for population and housing growth in the EIR analysis. One commenter felt that current fire protection and emergency service response times are already impacted by the existing population, and growth would increase these times.

With respect to Downtown San Pedro, some felt that a structured parking facility would provide needed parking and encourage business establishment in the area. The Federal courthouse property downtown was identified as an opportunity site for a hotel, landmark building, or structured parking. One resident commented on the proposed 75-foot building height limit on 7th Street as inconsistent with the community's vision for Downtown. Mixed-use and preservation of existing historic buildings were generally supported.

The most prevalent issue raised during the public testimony addressed concerns regarding proposed changes in Subarea 260, the commercial center at 25th Street and Western Avenue. Speakers, including a representative from Congresswoman Janice Hahn's office, were not in favor of establishing a proposed height limit of 75 feet, stating that it was too high for the surrounding single-family residential area and could possibly diminish the private views of the Pacific Ocean and Catalina Island that are greatly valued by residents. Other speakers were concerned that existing traffic would be exacerbated by additional development in this location, and also cited potential conflicts between autos, pedestrians and skateboarders. Speakers expressed a desire to preserve the existing neighborhood-serving commercial uses, with regulations to reduce noise and improve screening of uses that are viewed as incompatible with residential uses, such as the recycling center at 25th Street and Western Avenue.

There was support expressed for plan policies calling for the revitalization of the Rancho San Pedro housing facility operated by the Housing Authority of the City of Los Angeles (HACLA), stating that improvements to existing facilities would benefit kids in the community.

Additional opportunities were mentioned, including creating a cap park above Harbor Boulevard to provide direct access at 7th Street to 16th Street to Ports O' Call Village, and promoting youth-centered activities at Ports O' Call Village.

Commenters gave suggestions regarding bicycle facilities. It was suggested that 1st Street may not be an appropriate location for a bike lane due to traffic speeds. 13th Street was suggested as an alternative location for a bike lane, as the only opportunity for an east-west Class II Bicycle Lane, citing that the proposed bike lane on 25th Street is not feasible due to the slope of the street.

LOS ANGELES CITY PLANNING DEPARTMENT RECOMMENDATION REPORT

CULTURAL HERITAGE COMMISSION

CASE NO. CPC-1999-0194-HPOZ-M1
CEQA: ENV-2011-2857-CE

DATE: January 10, 2013
TIME: 10:00 a.m.
PLACE: City Hall, Room 1010
200 N. Spring Street

Council District: 15
Community Plan Area: San Pedro
Boundaries: Properties generally bounded by 8th Street to the north, Harbor Boulevard to the west, 12th Street to the south (also including properties fronting Mesa Street as far south as 14th Street), and Pacific Avenue to the east.
Area Planning Commission: Harbor
Neighborhood Councils: Central San Pedro

PROJECT: EXPANSION OF THE VINEGAR HILL HISTORIC PRESERVATION OVERLAY ZONE (HPOZ).

- REQUEST:**
- 1) CERTIFY the establishment of boundaries for the area containing the existing Vinegar Hill HPOZ and the Vinegar Hill expansion area as a merged area;
 - 2) FIND that the project is categorically exempt under the State CEQA Guidelines, Article 19, Section 15308, Class 8 and Article 19, Section 15331, Class 31.
 - 3) FIND that the proposed Historic Preservation Overlay Zone meets one or more of the required criteria per Los Angeles Municipal Code Section 12.20.3 because the proposed district has a high concentration of contributing structures of the period of significance (1882-1940), and therefore find that the structures within the preservation zone meet one or more of the following criteria:
 - Adds to the historic architectural qualities of Historic association for which a property is significant because it was present during the period of significance, and possesses historic integrity reflecting its character at that time; or
 - Owing to its unique location or singular physical characteristics, represents an established feature of the neighborhood, community or city; or
 - Retaining the building, structure would contribute to the preservation and protection of a historic place or area of historic interest in the city.
 - 4) RECOMMEND that the City Planning Commission approve the establishment of the boundaries for the area containing the existing Vinegar Hill HPOZ and the Vinegar Hill expansion area as a merged area.
 - 5) RECOMMEND that the City Planning Commission approve the amended Vinegar Hill Preservation Plan, to include the addition of guidelines for commercial rehabilitation and infill development.

RECOMMENDATIONS:

- 1) CERTIFY the establishment of boundaries, which are irregular at all parameters, for the area that merges the existing Vinegar Hill HPOZ and the Vinegar Hill expansion area, for an overall area generally bounded by West 8th Street (south side) to West 12th Street (south side) between Beacon Street (east side) to the rear property lines of Pacific Avenue (east side), with an extension along both sides of Mesa Avenue south to 14th Street.
- 2) FIND that the project is categorically exempt under the State CEQA Guidelines, Article 19, Section 15308, Class 8 and Article 19, Section 15331, Class 31.
- 3) FIND that the proposed historic preservation overlay zone meets one or more of the required criteria per Los Angeles Municipal Code Section 12.20.3 because the proposed district has a high concentration of contributing structures of the period of significance (1882-1940), and therefore find that the structures within the preservation zone meet one or more of the following criteria:
 - Adds to the historic architectural qualities of Historic association for which a property is significant because it was present during the period of significance, and possesses historic integrity reflecting its character at that time; or
 - Owing to its unique location or singular physical characteristics, represents an established feature of the neighborhood, community or city; or
 - Retaining the building, structure would contribute to the preservation and protection of a historic place or area of historic interest in the city.
- 4) RECOMMEND that the City Planning Commission approve the establishment of the boundaries for the area containing the existing Vinegar Hill HPOZ and the Vinegar Hill expansion area as a merged area.
- 5) RECOMMEND that the City Planning Commission approve the amended Vinegar Hill Preservation Plan, to include the addition of guidelines for commercial rehabilitation and infill development.

MICHAEL LOGRANDE
Director of Planning

Ken Bernstein, AICP
Principal City Planner

Conni Pallini-Tipton, AICP
City Planner

Debbie Lawrence, AICP
Planning Assistant

BACKGROUND

The existing Vinegar Hill Historic Preservation Overlay Zone (HPOZ) is one of the City's 29 established HPOZs. The Vinegar Hill HPOZ was adopted in 2001, and is part of the "historical" Vinegar Hill neighborhood, one of the neighborhoods built on the bluffs above the San Pedro harbor as a result of the Southern California real estate booms of the 1880s, 1906, and the 1920s. The period of significance for the current Vinegar Hill HPOZ spans from 1882 to 1930, when the area attracted not only land speculators and wealthy businessmen but also immigrants from all over the world who worked in the harbor and fishing industries. According to local legend, Vinegar Hill might have acquired the nickname because so many of its residents engaged in sour wine making activities in their homes. The existing Vinegar Hill HPOZ is generally bounded by Ninth Street on the north, Palos Verdes Street on the east, Centre Street on the west, and Tenth Street on the south. The area was recommended for adoption as an HPOZ because it had a concentration of contributing structures (60%), many of which are original and retain their historic design and features of the architectural styles of the late 18th and early 20th centuries. These styles include Folk Victorian, Queen Anne, Craftsman and the period revival styles.

On November 15, 2007, the Community Redevelopment Agency of Los Angeles (CRA/LA) funded a feasibility analysis, executed by the Department of City Planning, to study the potential expansion of the existing Vinegar Hill HPOZ (CF-07-3707). The feasibility analysis included an historic resources survey that was conducted between October 2008 and May 2009 by qualified architectural historians at ICF Jones & Stokes (now ICF International). Draft survey results were verified and vetted by Department of City Planning staff during 2010 and 2011.

The expanded historic resources survey changes the period of significance so that it concludes in 1940—the year in which the initial build-out of vacant lots within the neighborhood was completed, just prior to the lull in building activity brought about by the Second World War. Throughout the 19th Century, immigrants with sea-faring backgrounds from Scandinavia, Holland, Portugal, Italy, China, Japan and Mexico all settled in the San Pedro area, namely within Vinegar Hill. As maritime industry at the port became more established the proliferation of immigrant settlers grew. The Vinegar Hill HPOZ and proposed Expansion Area, a historically working-class neighborhood with single-family and multiple-family residences, represent the development of the maritime-related labor force in Los Angeles and immigration to the San Pedro area before World War II. Today, San Pedro is the predominant maritime-based community in Los Angeles.

In the Spring of 2010, the Planning Department, with Council and community support, began to undertake a program to streamline HPOZs on a citywide basis, partly in response to the City's ongoing budget and staffing constraints. One of the streamlining goals was to minimize the creation of new HPOZ Boards. The existing Vinegar Hill HPOZ will merge with the proposed Vinegar Hill Expansion Area and will share a single HPOZ board, enabling the City to minimize the impact of a new HPOZ on the City's staffing and budget.

On December 15, 2011, the Historic Resources Expansion Survey for Vinegar Hill was certified by the Cultural Heritage Commission as to accuracy and completeness. The expanded Vinegar Hill HPOZ historic resources survey presented to the Cultural Heritage Commission was substantially consistent with the study area identified in the original Council Motion. The City Council motion initiating the expansion originally identified the area generally bounded by the right of way centerline of 8th Street on the north, Harbor Boulevard on the east, the rear property line of lots fronting on the south side of 12th Street on the south, and Pacific Avenue on the west. The area that is before the Cultural Heritage Commission for certification excludes some parcels along the 8th Street northerly border and the Harbor Boulevard easterly border that were not initially identified as Contributors, and adds several parcels fronting Mesa Street south to 14th Street, protruding south from the originally identified border, which were found to be a noteworthy collection of Contributors.

The HPOZ's final approval, following certification of the Historic Resources Survey, was delayed so that the expansion could be considered as an implementation tool of the proposed San Pedro Community Plan. This plan is currently being updated as part of the Planning Department's New Community Plan program, and is anticipated for adoption during 2013. A public hearing for the proposed community plan was held on December 12, 2012. The updated San Pedro Community Plan will contain a number of implementation tools aimed at addressing issues ranging from urban design, neighborhood character and historic preservation. Addressing the potential adoption of an expanded Vinegar Hill HPOZ along with the various other implementation tools has allowed a more efficient outreach with community stakeholders and a more manageable work program for Department of City Planning staff.

EXISTING LAND USE

Subject Properties: The parcels within the proposed Vinegar Hill expansion area encompass land use designations that include Low Medium I Residential, Low Medium II Residential, Medium Residential, Neighborhood Office Commercial, Community Commercial, Regional Center Commercial, and Open Space. The proposed expansion area is located within the San Pedro Community Plan area.

CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) DISCUSSION

Planning staff has conducted research and concluded that Categorical Exemptions Class 8 and 31 of the State CEQA Guidelines are appropriate and the exceptions to the use of categorical exemptions do not apply.

Categorical Exemption, Article 19, Section 15308, Class 8 "consists of actions taken by regulatory agencies, as authorized by state or local ordinance, to assure the maintenance, restoration, enhancement, or protection of the environment where the regulatory process involves procedures for protection of the environment". Categorical Exemption, Article 19, Section 15331, Class 31 "consists of projects limited to maintenance, repair, stabilization, rehabilitation, restoration, preservation, or reconstruction of historical resources in a manner consistent with the Secretary of the Interior's Standards for the Treatment of Historic Buildings (1995), Weeks and Grimmer".

Individual construction projects that are subject to the HPOZ are still required to go through project specific environmental review if required under CEQA. Thus, the amendment of an HPOZ does not supersede the California Environmental Quality Act, or other Los Angeles Municipal Code requirements.

State of California CEQA Guidelines, Article 19, Section 15308, Class 8 "*consists of actions taken by regulatory agencies, as authorized by state or local ordinance, to assure the maintenance, restoration, enhancement, or protection of the environment where the regulatory process involves procedures for protection of the environment*".

The Vinegar Hill Historic Resources Survey in conjunction with the establishment of a Historic Preservation Overlay Zone over the proposed expansion area will help regulate construction activities to ensure the protection of a city historic resource: the Vinegar Hill neighborhood. Without regulation of construction activities in Vinegar Hill, the historic integrity of the neighborhood could be lost through incompatible alterations and new construction and the demolition of irreplaceable historic structures. The criteria used to review proposed projects within a Historic Preservation Overlay Zone are the Secretary of the Interior's Guidelines for Rehabilitation. The use of Categorical Exemption Class 8 from the State CEQA Guidelines is consistent with other California jurisdictions, which find that the regulations placed upon historic districts is necessary for the protection of the environment and will

make sure that maintenance, repair, restoration, and rehabilitation does not degrade the historic resource.

State of California CEQA Guidelines, Article 19, Section 15331, Class 31 *“consists of projects limited to maintenance, repair, stabilization, rehabilitation, restoration, preservation, or reconstruction of historical resources in a manner consistent with the Secretary of the Interior’s Standards for the Treatment of Historic Buildings (1995), Weeks and Grimmer”.*

The establishment of the Vinegar Hill HPOZ falls under Categorical Exemption Class 31 because all exterior projects will be reviewed for conformity with the Secretary of the Interior’s Standards for Rehabilitation. Utilizing these standards, properties can be adapted for modern living without degrading the historic integrity of the resource. All projects subject to HPOZ review will be analyzed for consistency with the with the Secretary of the Interior’s Standards for Rehabilitation, thus protecting Vinegar Hill from construction activities that could damage its historic integrity and ensuring that maintenance, repair, stabilization, rehabilitation, restoration, preservation, conservation or reconstruction is conducted in a historically appropriate manner.

HISTORIC RESOURCES SURVEY DISCUSSION

The area proposed for HPOZ expansion is comprised of 296 parcels, containing mostly a mixture of single-family homes and some multi-family structures, including duplexes and small low-rise apartment buildings. Other building types include religious, commercial, government, and social/institutional. The area is roughly bounded by West 8th Street (south side) to West 12th Street (south side) between Beacon Street (east side) to the rear property lines of Pacific Avenue (east side), with an extension along both sides of Mesa Avenue south to 14th Street.

The Historic Resources Survey establishes the Period of Significance for Vinegar Hill as structures built between 1882-1940. There are three overarching contexts, and sub-themes, from which the Period of Significance was created:

Context: Early residential development (1850-1912)
Theme: The Westward Migration, Immigration, and the Growth Coalition

Context: Continued Residential Development (1913-1945)
Theme: Ethnic Enclaves

Context: Architectural Context
Theme: European Influence (1852-1870)
Theme: Late 19th Century Residential Architecture (1885-1905)
Theme: American and Regional Styles (post 1876-1900s)
Colonial Revival (1890-1955)
American Foursquare (1900-1915)
Farmhouse and Vernacular Cottage (1870s-1910)
French Second Empire (1870s-1880s)
Queen Anne (1880s through 1915)
Craftsman (1900-1930)
Spanish Colonial Revival (1915-1939)

As set forth in Subsection 12.20.3 E.5 of the LAMC, for a building, structure, Landscaping, or Natural Features to be considered contributing, each feature must be recognized through a historic resource survey and distinguished as contributing by one or more of the following criteria:

Contributing 1: Adds to the historic architectural qualities or historic associations for which a property is significant because it was present during the period of significance, and possesses historic integrity reflecting its character at that time;

Contributing 2: Owing to its unique location or singular physical characteristics, represents an established feature of the neighborhood, community or city; or

Contributing 3: Retaining the structure would help preserve and protect an historic place or area of historic interest in the City.

The Department of City Planning utilized the Secretary of Interior's National Register Bulletin 15 and the Standards for Rehabilitation, used by all professional historians and architectural historians undertaking historic resource surveys, to determine whether alterations were reversible. The relevant text in National Register Bulletin 15¹ providing guidance for evaluating altered structures² is as follows:

"A property important for illustrating a particular architectural style or construction technique must retain most of the physical features that constitute that style or technique. A property that has lost some historic materials or details can be eligible [read: contributing] if it retains the majority of the features that illustrate its style in terms of the massing, spatial relationships, proportion, pattern of windows and doors, texture of materials, and ornamentation. The property is not eligible [read: non-contributing], however, if it retains some basic features conveying massing but has lost the majority of the features that once characterized its style...If the historic exterior building material is covered by non-historic material (such as modern siding), the property can still be [contributing] if the significant form, features, and detailing are not obscured."

There are two key components in determining reversibility: 1) does the structure still retain basic features that identify it with the Period of Significance and 2) have the alterations been undertaken in such a way that if removed in the future, the form and the integrity of the property still remains.

Contributing-Altered Structure 1 is a building or structure with minor alterations, but contributes because it was built within the period of significance and the nature and extent of the alterations are deemed to be easily reversible by the Survey.

Contributing-Altered Structure 2 is a building or structure with major alterations, but still contributes because it was built within the period of significance and the nature and extent of the alterations are deemed to be reversible by the Historic Resources Survey.

Examples of typical alterations to Contributing-Altered Structures include:

- Porches which have been enclosed without damaging the original porch configuration, floor or supports.
- Windows which have been replaced without altering the placement, size, and fenestration patterns of the building's façade.
- Addition of faux historic or incompatible elements which can be removed.
- Non-original cladding, such as stucco, which may cover original cladding.

As set forth in Subsection 12.20.3 E.5 of the LAMC a *Non-Contributing* element is any building, structure, natural feature, lot or landscaping designated as such in the Survey. For the purposes of

¹ U.S. Department of the Interior, National Park Service. National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation. Date of Publication: 1990, revised 1991, 1995, 1997, 1998.

² Ibid. Pages 47 and 48.

the Survey, a resource was designated as Non-Contributing if it has been built outside the Period of Significance, has undergone irreversible alterations, or if the character is incompatible with respect to the massing, scale and materials used. Some examples of alterations to Non-Contributing Structures include:

- Removal of elements which identify a building's architectural style
- Alterations to a building's original fenestration patterns, such as placement, size, and the removal of historic frames.
- Substantial changes to a building's overall massing or footprint, such as rooftop additions and other structural additions.

A *Vacant Lot* was considered to be any parcel that does not contain an identifiable Contributing or Non-Contributing Element and does not appear to be associated with a contributing structure on another parcel. Therefore, vacant lots are designated as non-contributing.

SURVEY BOUNDARIES, INCLUDING THE EXPANSION AREA

The existing Vinegar Hill HPOZ, currently the City's smallest HPOZ, became effective in 2001, and consists of 43 properties, 26 of which are Contributing and 17 of which are Non-Contributing (a ratio of approximately 60% to 40%). The expansion area's survey boundaries were West 8th Street (south side) to West 12th Street (south side) between Beacon Street (east side) to the rear property lines of Pacific Avenue (east side), with an extension along both sides of Mesa Avenue, south to 14th Street. The Vinegar Hill survey originally evaluated 333 properties surrounding the existing HPOZ and produced a finding of 158 Contributors and 175 Non-Contributors (including vacant lots), which provides a ratio of 47% to 53%. While there are unique cultural themes tied to the Vinegar Hill survey area that warrant special consideration above and beyond individual property integrity thresholds, the resulting number of Contributors was found to be too low to meet the criteria for an HPOZ. The survey area was re-evaluated by Department of City Planning staff, and a revised survey area was established that provided 154 Contributors and 147 Non-Contributors (including vacant lots), which created a ratio of 51% to 49%. Staff has reviewed the survey boundaries and recommended that some parcels be excluded from the proposed expansion area, as presented below.

STAFF RECOMMENDED EXCLUSIONS

The exclusion of five parcels (one contributor, two altered contributors and two non-contributors) on the west side of Palos Verdes Street between 8th Street and 9th Street is recommended because: (1) the structures on these parcels lack the integrity and architectural styles that would contribute to the historic significance of the HPOZ, and the original use of these buildings has changed; and (2) these parcels are adjacent to Regional Center Commercial land use on the north side of 8th Street and east side of Palos Verdes Street --- the five parcels all have Community Commercial land use designations and it is appropriate to keep this area as a buffer between the Regional Center Commercial Use and the HPOZ. Based on these exclusions, a revised expansion area has been established that provides 296 total properties with 151 Contributors and 145 Non-Contributors (including vacant lots), which creates a ratio of 51% to 49%. When the expansion area is accounted for along with the existing HPOZ, the result is an area with 339 total properties, 177 Contributors and 162 Non-Contributors (including vacant lots), with a ratio of 52% to 48%.

PRESERVATION PLAN

The Vinegar Hill Preservation Plan was adopted in 2011, and is used in the application of preservation principles within a Preservation Zone. A Preservation Plan includes guidelines that are consistent with the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Building, and clarifies and elaborates upon these regulations as they apply to individual

Preservation Zones. The Vinegar Hill Preservation Plan does not currently include guidelines and standards for commercial rehabilitation. However, since the expansion area includes commercial properties, it is appropriate to amend the Preservation Plan for inclusion of commercial guidelines. On November 14, 2012, the Vinegar Hill HPOZ board met for their regularly scheduled HPOZ meeting and reviewed proposed commercial guidelines drafted by the City Planning Department for the Preservation Plan. According to section 12.03 E.4 of the LAMC, Modification of a City Planning Commission Approved Preservation Plan, after approval by the City Planning Commission, a Preservation Plan shall be reviewed by the Board at least every two years. Any modifications to the Plan resulting from the review shall be processed pursuant to the provisions of Subsection E, above.

DEPARTMENT RECOMMENDATIONS

The expanded Vinegar Hill Historic Resources Survey carefully and accurately depicts the neighborhood's evolution over the past 130 years. The survey's context statement shows that Vinegar Hill retains a fairly high degree of integrity and that there are unique historical and cultural themes tied to the physical development of the area that warrant preservation. Therefore, it is the recommendation of Department of City Planning staff that the expanded Vinegar Hill neighborhood be designated as a Historic Preservation Overlay Zone.

The Department of City Planning recommends that the boundary for the Vinegar Hill expansion area be merged with the existing boundary of the Vinegar Hill HPOZ. In addition to helping fulfill HPOZ streamlining goals, the merger is supported by the close geographic proximity of the existing Vinegar Hill HPOZ, and by similar periods (1880s, 1900-1940) of historical significance and architectural styles in both areas. The Vinegar Hill HPOZ Board and community stakeholders and organizations support this merger. The Planning Department also recommends maintaining the naming of the Vinegar Hill HPOZ and respective HPOZ Board as the "Vinegar Hill HPOZ" to reflect the new boundaries, identities, and area of administration per Subsection 12.20.3 D.1. One HPOZ Board will review all cases within the merged boundaries.

The Planning Department therefore recommends that the Cultural Heritage Commission certify the establishment of the merged boundaries as described in the request (above); find that the project is categorically exempt under State CEQA Guidelines; and adopt findings as required by Section 12.20.3 of the LAMC. In addition, the Planning Department recommends that the Cultural Heritage Commission approve the amended Vinegar Hill Preservation Plan and submit its recommendation to the City Planning Commission, as required by Section 12.20.3 of the LAMC.

PUBLIC WORKSHOP

The City Planning Department in conjunction with the Harbor area CRA/LA hosted a community workshop for the proposed project on August 31, 2010 at the Anderson Memorial Recreation Center in San Pedro. Mailers were sent to property owners in both the Vinegar Hill expansion area and the existing Vinegar Hill HPOZ. 26 members of the community and interested parties signed in. Department staff presented copies of the draft Survey and associated maps, distributed background information, historic preservation pamphlets, and answered questions from the community. In addition, comment forms were distributed; no comment forms were returned.

PUBLIC HEARING

A publicly noticed regularly scheduled Vinegar Hill HPOZ Board meeting was held on November 14, 2012. A discussion of the proposed expansion and modification to the Vinegar Hill Preservation Plan were on the agenda. There were no members of the public in attendance. A public hearing for the update of the San Pedro Community Plan was held in the community on December 12, 2012. One

general comment form was received in support of the Vinegar Hill HPOZ expansion. No comments were received in opposition.

PUBLIC CORRESPONDENCE

No formal letters have been submitted to the City Planning Department regarding the proposed expansion to the Vinegar Hill HPOZ.

ATTACHMENTS

Exhibit 1: Map of the Proposed Vinegar Hill HPOZ Expansion Area

Exhibit 2: Map of the Existing Vinegar Hill HPOZ

Exhibit 3: Map of the Vinegar Hill HPOZ Expansion Study Area

Exhibit 4: Commercial Rehabilitation and Infill Guidelines Addition to Vinegar Hill HPOZ Preservation Plan

(2) To be eligible for any on-menu incentives, a Housing Development Project (other than an Adaptive Reuse project) shall comply with the following:

(i) The facade of any portion of a building that abuts a street shall be articulated with a change of material or with a break in plane, so that the facade is not a flat surface.

(ii) All buildings must be oriented to the street by providing entrances, windows, architectural features and/or balconies on the front and along any street-facing elevations.

(iii) The Housing Development Project shall not be a contributing structure in a designated Historic Preservation Overlay Zone and shall not be on the City of Los Angeles list of Historical-Cultural Monuments.

(iv) The Housing Development Project shall not be located on a substandard street in a Hillside Area or in a Very High Fire Hazard Severity Zone as established in Section 57.25.01 of this Code.

(f) **Menu of Incentives.** Housing Development Projects that meet the qualifications of Paragraph (e) of this subdivision may request one or more of the following Incentives, as applicable:

(1) **Yard/Setback.** Up to 20% decrease in the required width or depth of any individual yard or setback except along any property line that abuts an R1 or more restrictively zoned property provided that the landscaping for the Housing Development Project is sufficient to qualify for the number of landscape points equivalent to 10% more than otherwise required by Section 12.40 of this Code and Landscape Ordinance Guidelines "O."

(2) **Lot Coverage.** Up to 20% increase in lot coverage limits, provided that the landscaping for the Housing Development Project is sufficient to qualify

for the number of landscape points equivalent to 10% more than otherwise required by Section 12.40 of this Code and Landscape Ordinance Guidelines "O".

(3) **Lot Width.** Up to 20% decrease from a lot width requirement, provided that the landscaping for the Housing Development Project is sufficient to qualify for the number of landscape points equivalent to 10% more than otherwise required by Section 12.40 of this Code and Landscape Ordinance Guidelines "O".

(4) **Floor Area Ratio.**

(i) A percentage increase in the allowable Floor Area Ratio equal to the percentage of Density Bonus for which the Housing Development Project is eligible, not to exceed 35%; or

(ii) In lieu of the otherwise applicable Floor Area Ratio, a Floor Area Ratio not to exceed 3:1, provided the parcel is in a commercial zone in Height District 1 (including 1VL, 1L and 1XL), and fronts on a Major Highway as identified in the City's General Plan, and

a. the Housing Development Project includes the number of Restricted Affordable Units sufficient to qualify for a 35% Density Bonus, and

b. 50% or more of the commercially zoned parcel is located in or within 1,500 feet of a Transit Stop/Major Employment Center.

A Housing Development Project in which at least 80% of the units in a rental project are Restricted Affordable Units or in which 45% of the units in a for-sale project are Restricted Affordable Units shall be exempt from the requirement to front on a Major Highway.